



**AGENDA
AIRPORT ADVISORY COMMISSION
REGULAR MEETING
NOVEMBER 14, 2024
6:00 PM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034**

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**
- 4. APPROVAL OF MINUTES**
 - 4.1 The minutes from the June 13, 2024, regular meeting are presented for approval
- 5. OLD BUSINESS**
 - 5.1 Class C Amendment - Ad Hoc Committee Update
- 6. NEW BUSINESS**
 - 6.1 The Amelia Annual Safety Plan
 - 6.2 Airport Non-Aviation Development Proposal - The Paddock Club
- 7. AIRPORT DIRECTOR AND STAFF REPORTS**
 - 7.1 Monthly Airport Manager Report
- 8. COMMISSION MEMBER REPORTS/COMMENTS**
- 9. PUBLIC COMMENT REGARDING ITEMS NOT ON THE AGENDA**
- 10. NEXT MEETING DATE**
- 11. ADJOURNMENT**

All members of the public are invited to be present and be heard. Persons with disabilities requiring accommodations in order to participate in this program or activity should contact the City Clerk at (904) 310-3115 or TTY/TDD 711 (for the hearing or speech impaired). All interested parties may appear at said meeting and be heard as to the advisability of any action, which may be considered with respect to such matter. For information regarding this matter, please contact the Airport Director.

1. **Call to Order:** Chair Doug Geib called the meeting to order at 6:00 pm.
2. **Members Present:** Chair Doug Geib, Vice Chair Chuck Colcord, Members Robert Sell, Prudence Hostetter, Tom Lockie, Hugh Giggy and George Haffey
Members Absent: Tom Piscitello
Staff Present: Sam Carver, Airport Director, Robert Kozakoff, Airport Operations, Dave Broughton, Staff Assistant

3. **Pledge of Allegiance**

4. **Approval of Minutes:** The April 11, 2024, AAC Regular Meeting Minutes were presented for approval to the AAC.

A motion was made by Member Hostetter, seconded by Member Sell, to approve the April 2024 AAC Regular Meeting Minutes. A vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.

5. **Old Business:**

5.1 Jacksonville Class C Airspace Modification Proposal Update: Jeff Sluter, Co-Chair of the Class C AD-HOC Committee, briefed the AAC. He stated that the Committee has made numerous data requests to the FAA so they could better evaluate the proposal. He stated that this proposal will probably be modified to adjust to better serve the Fernandina Airport. He also said that this is a long process that could possibly take years to complete. Chair Geib asked if the floor of the proposal might be raised. Mr. Sluter stated that the chances of that are good.

5.2 Airport Landing Fees: Director Carver stated he is recommending that this item be tabled until the Class C Proposal and other airport projects are finished. Chair Geib agreed with the Director.

6. **New Business:** None

7. **Airport Director and Staff Reports:**

7.1 Airport Financial Report: Director Carver briefed the AAC on the financial report. Revenues and expenses are as expected. The 5-year CIP proposal was also discussed. He also told of the upcoming projects (Taxiway A and Runway 13/31 rehab etc.) and their costs.

7.2 Airport Director Report: Director Carver discussed the airport traffic count. May 2024 traffic count is 33% higher than May 2023. The FDEP is in the process of conducting the Environmental Impact Statement on the Ybor Alvarez Hangar Proposal area. Director Carver went to Craig Airport yesterday to remind the flight schools about the voluntary noise abatement procedures at FHB. A fundraiser for the local skate park is being planned to take place on airport property next year. Director Carver also briefed on future capital projects.

7.3 AAC Vacancy: Member Lockie resigned his seat on the AAC as he will be moving outside of the city limits in July.

8. Commission Member Reports/Comments:

None

9. Public Comment Regarding Items Not On The Agenda:

James Harkins, 1942 Springbrook Road, Fernandina Beach, asked if any of the current AAC members are non-pilots. Since the comment time is not a time for question and answers, there was no reply from the AAC. Mr. Harkins then stated, "I assume no". He believes the AAC should have some non-pilots on it to better address the concerns of the general public and not just the airport. He also believes that safety is the main concern for the Jacksonville Class C Proposal. He doesn't believe that the general public is involved enough in the business of the AAC.

Nate Coyle, General Manager of Bent Wing FBO, helped describe the working process of the AD-HOC Class Committee and how the general public can get involved.

Member Hostetter stated, regarding Mr. Harkins comments, that although she is a pilot, she is a member of this community. She takes very seriously into account her neighborhood, her neighbors, and the people that she works with. She stated that the AAC responds to issues accordingly to the best of their ability.

Mr. Steve Sherman 95035 Woodberry Lane, Fernandina Beach, asked who is on the Jacksonville Class C Proposal AD-HOC Committee.

Mr. Jeff Sluter stated that he can compile a list of the names of the members and e-mail it to Mr. Sherman.

10. NEXT MEETING DATE: August 8, 2024

11. Adjournment: There being no further business to come before the Airport Advisory Commission, the meeting was adjourned at 6:30 pm.

David Broughton, Secretary

Doug Geib, Chairperson

Nathan Coyle

Subject: FW: Fernandina Beach Class C

From: David Cristol <dcristol@gmail.com>
Sent: Tuesday, November 5, 2024 11:09 AM
To: David Broughton <dbroughton@fbfl.org>
Subject: Re: Fernandina Beach Class C

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender, were expecting this email, and know the content is safe.

We made a FOIA request and the FAA wanted to charge us. We appealed the decision and have been granted a fee waiver but have not received the FOIA documents yet.

On Tue, Nov 5, 2024 at 11:04 AM David Broughton <dbroughton@fbfl.org> wrote:

Hi David,

Is there anything new you can share on the Class C proposal at FHB. Our next AAC meeting is next week, so were looking to share any updates you may have.

Thanks,

Dave



David Broughton
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Ground Operations Plan: Safety and Phasing Plan (2025 only)

for

The Amelia Auto Show



Prepared by

City of Fernandina Beach



Safety and Phasing Plan (2025 only)

The Amelia Auto Show at the Fernandina Beach Municipal Airport (FHB)

Events: The Amelia (automotive event) of Amelia Island & Fernandina Beach Municipal Airport(FHB)

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Events: The Amelia Auto Events
Fernandina Beach Municipal Airport (FHB)

1. Preface

Airport Operators and Sponsor: City of Fernandina Beach at
Fernandina Beach Municipal Airport (FHB)

Event Operators: Hagerty Events LLC (The Amelia Auto
Event)

This proposed plan provides the airport sponsor (City of Fernandina Beach) and the event operator (Hagerty Events LLC) with a general safety plan for The Amelia Auto Events scheduled to occur in March of 2025. This plan ensures that: proper Notice to Airmen (NOTAM) are issued, tenants/users of the Fernandina Beach Municipal Airport (Airport) are accommodated, Runway 9/27 is properly marked and closed, the runway lighting for the closed runway is turned off, and security is provided to exclude event participants from the active part of the airfield. This one-year plan relates to unique airport/site conditions associated with the proposed event in 2025.

This safety plan includes:

- (1) Automobile/spectator event parking at Bailey Road (North) Parking area on the Airport for the Amelia Auto Events held at the Ritz Carlton, Amelia Island;
- (2) Parking along TWY E for the automobile haulers (trailers) for The Amelia Event being conducted at the Ritz Carlton, Amelia Island.
- (3) Transient Apron “The Hangar” Event with a physical barricade installed around the apron. This document will be readily available to personnel engaged in the event work, including Airport Operations Staff, FBO Staff, the Event Operators, Event Workers and Event Volunteers.



Definitions

Movement vs. Non-Movement Areas:

Movement areas are defined as runways, taxiways and other areas of an airport used for taxiing, air taxiing, takeoff, and landing aircraft, exclusive of loading aprons and aircraft parking areas. Non-movement areas are inside the airport security fence where aircraft and ground vehicles are not controlled by airport operations.

It is important to note that the non-movement area includes pavement traversed by aircraft. Runways or taxiways temporarily closed to aircraft become non-movement areas throughout the closure duration.

Runway and Taxiway Safety Areas:

Safety areas are a defined surface surrounding the runway or taxiway environment prepared or suitable for reducing the risk of damage to airplanes in the event of an aircraft unintentionally exiting the runway or taxiway pavement. Safety areas must be kept clear of any objects except objects on frangible couplings whose location is fixed by function. Occupancy of a safety area by any event activity requires closure of that runway or taxiway until the safety area can be cleared.

2. Overview

a) Airport Description: Airport Type - General Aviation

- Runways and lengths
RW 4/22 - 5,301 FT X 100 FT
RW 9/27 - 5,000 FT X 100 FT
RW 13/31 - 5,152 FT X 100 FT

b) Event Descriptions: For many years, the Amelia Island Concours d'Elegance Foundation, Inc. (Concours d'Elegance), a public charity organization, hosted the Amelia Island Concours d'Elegance at the Ritz Carlton on Amelia Island Florida. In 2022, Hagerty Events LLC¹ took ownership of this event and will continue the legacy of hosting this prestigious auto event which remains one of the top automotive events in the world. The event draws nearly 250 rare vehicles from collections around the world to the Golf Club of Amelia Island and The Ritz-Carton, Amelia Island. Parking support for this event includes Bailey Road and Jamestown Road parking areas as indicated on the site plan at Attachment 1.

The Hangar Event will be conducted by the FBO at the Transient Apron. Within the event area, spectators view classic cars, warbirds, jet aircraft (last year Flex Jets had a display; the year prior Net Jets brought aircraft for display), and enjoy catering with live music.

¹ <https://www.ameliaconcours.com/>



c) Proposed Dates/Duration:

Preparation (set-up) for the events will begin on Wednesday, March 5, 2025.

The actual events will begin at 3:00 PM on Thursday, March 6, 2025 and continue until 6:00 PM on Sunday, March 9, 2025. Event teardown will last approximately 24 hours after completion of events on Sunday, March 9, 2025.

Post-event clean-up and inspection will end at 6:00 PM on Monday, March 10, 2025.

d) The exhibit depicting event area of impacts (on ALP): See Attachment 1 for Phasing Layout Plan, instead of full ALP for clarity.

Runway 13/31 and RWY 4/22 will remain open and **fully functional** throughout the duration of events.

Runway 9/27 will be **completely closed** throughout the duration of this event. Runway 9/27 will be utilized for aircraft parking.

Taxiway E will be **closed** between TWY B and RWY 9/27 throughout the duration of the event for the storage of automobile trailers for The Amelia Auto Event. This activity will be under the supervision of an airport-tenant non-profit agency known as The Friends of Fernandina Aviation (FOFA) as well as members of the local Chapter of the Experimental Aircraft Association (EAA).

Taxiway D, North of Taxiway A, will be **closed** from 5:00 PM on Friday March 7, 2025 until 5:00 PM on Sunday March 9, 2025.

The Transient Apron will be closed for the Hangar event on Saturday March 8, 2025. A physical barricade will be installed around the event area to prevent attendees from leaving the event area. Private security will be on-site during the event. The FBO submits for a special event permit which completes coordination with Fire/Police/EMS, and also hired two off-duty police officers to be in attendance at the event.

e) As in previous years, the 2-111th Regiment, Airfield Operations Battalion, Florida Army National Guard, plans to provide Temporary Tower Air Traffic Control services at the Airport during The Amelia Auto Events weekend via procedures outlined within a Letter of Agreement between Jacksonville ATC Tower/Approach (JAX) and the 2-111th Regiment, Airfield Operations Battalion. These services, as well as appropriate Tower frequencies, will be published via NOTAM.

This aviation support has **not** been confirmed for 2025 at the time of drafting this plan.

3. Set-up & Teardown Event Schedule:

Monday March 3, 2025

a) Issue NOTAM in advance for closure of TWY E between and TWY B to commence at



9:00 AM.

- b) Barricade TWY E North TWY B.
- c) Barricade TWY E, South of RWY 9/27.

Wednesday March 5, 2025

- a) Issue NOTAM for RWY 9/27 closure in advance to commence at 9:00 AM.
- b) Place lighted X's at both ends of RWY 9/27.
- c) RWY 9/27 runway lighting turned off and issue NOTAMs related to lighting outage(s) for closed runway in advance to commence at 9:00 AM.

Monday March 3, 2025 thru Saturday March 8, 2025

- a) Trailers arrive on Jamestown Road to park along TWY E.
- b) The Hangar Event (Transient Apron) Begins and Ends on Saturday March 8, 2025.
- c) The Hangar Event tear down complete Saturday March 8, 2025 by 10:00 PM
- a. Issue NOTAMs in advance for closure of TWY D, North of TWY A, to commence on Thursday March 6, 2025 at 8:00 AM.
- b. Issue NOTAMS in advance for closure of the West side of the transient apron to commence at 8:00 AM on Saturday March 8, 2025.
- c. String rope for Bailey Road (north) parking area and barricade along TWY A and across TWY D (North of TWY A) and closed RWY 18/36 on Thursday February March 6, 2025.
- d. The Amelia event parking uses Bailey Road (north parking) area on Saturday March 8, 2025 and Sunday March 9, 2025.
- e. Security and volunteer staffing are responsible for redirecting and regulating pedestrian and any automobile parking within prescribed contained areas away from runways, taxiways, and all safety areas.
- f. Airfield inspection will be conducted each morning before event activities and each evening after activities conclude for the day. Airport staff are on-duty each day to monitor event activities and conduct routine airfield checks.

Sunday, March 9, 2025 – Monday, March 10, 2025

- a) The Amelia parking using Bailey Road (north parking) area used for event parking.
- b) Escort trailers off of Twy E at conclusion of The Amelia Auto Events on Sunday March 9, 2025.
- c) Remove ropes along the Bailey Road (North) Parking area after completion of The Amelia event in the evening of Sunday March 9, 2025.
- d) Remove barricades along TWY A, across TWY D, and across north-section of closed RWY 18/36 after completion of events on Sunday March 9, 2025.
- e) Inspect and complete FOD check on TWY D, north of TWY A.
- f) Cancel TWY D, North of TWY A, closure-NOTAM at 7:00 PM.

Monday, March 10, 2025

- a) Inspect and complete FOD check on RWY 9/27.
- b) Turn on runway lights.
- c) Cancel NOTAM for closure of RWY 9/27 and NOTAM(s) for associated lighting outages on RWY 9/27 at 6:00 PM.
- d) Remove barricades along TWY E; Inspect and complete FOD check on TWY E; Cancel TWY E closure NOTAM at 6:00 PM.

Airport Operations

- a) Areas Impacted



The staging area for The Amelia automobile trailer parking will be located on TWY E. The trailers will enter the Airport at the Jamestown Road entrance to TWY E. There is an extension from Jamestown Road to Taxiway E which allows for this direct access. Access is controlled and monitored by airport tenant volunteers at all times. All airfield operational areas impacted by the event shall be closed throughout the duration of the scheduled event, including set-up and tear down phases of the event. Safety and security will direct pedestrian and automobile parking away from runways, taxiways, and all safety areas to areas identified for this purpose. Runway 9/27 will be NOTAM'd closed with lights turned off for the duration of this event. TWY D, North of TWY A, will be closed for the duration outlined in the section above.

b) Maintenance of Airport Operations

Appropriate notifications will be issued by the City of Fernandina Beach (Sponsor), airport staff with coordination assistance by the FBO and the event operators.

c) Damage Assessment and Repairs

Sponsors' staff and airport staff will conduct a detailed physical inspection of the airport area, prior to and following the event, with the event operators.

The event operators will completely (and immediately) fund the cost to repair any damage caused by the event, within 48 hours of the event.

It is anticipated that any damage will be repaired immediately (within 48 hours), at a direct cost to the event operators (not the city).

Safety Plan and Areas of Concern

a) Runway(s) Affected

Temporary runway closure markers, lighted "Xs" will be utilized to identify the closure of RWY 9/27.

Runway	Aircraft Approach Category* A, B, C, or D	Airplane Design Group* I, II, III, or IV	RSA Width in Feet Divided by 2*	Lengths	Status During Event
4/22	D	II	250 feet	5,301'x100'	Active
9/27	D	II	250 feet	5,000'x100'	Closed
13/31	D	II	250 feet	5,152'x100'	Active

*See AC 150/5300-13a, *Airport Design*, to complete the chart for a specific runway.

b) Taxiway(s) Affected

Taxiway E will be closed during the event. Barricades will be placed across Taxiway E northwest edge to prevent the trailers from pulling across the taxiway edge while the trucks straighten the trailers prior to backing them into parking on the TWY E. Barricades will be placed along Taxiway B and south of RWY 9/27 to contain activity on the closed taxiway.



Taxiway D, North of TWY A, will be closed during this event to provide parking within the Bailey Road (North) Parking area. Barricades will be placed across TWY D, North of TWY A, to contain vehicle parking in this location.

c) Other Airport Operating Areas Affected

Physical barricades will be placed around the transient apron, on the north side of TWY A (outside of the TOFA for TWY A), across TWY D and across the deactivated/closed RWY 18/36. Unauthorized pedestrians or vehicles are not allowed at **ANY-TIME** to access or cross active runways, runway safety areas, and aircraft movement areas.

d) Special Emergency Response

Sponsor and event operator will coordinate with local authorities for these services. A special event permit is issued by the City of Fernandina Beach which aligns appropriate medical and police support service during events.

Protection of Runway and Taxiway Safety Areas

- a) Runway and Taxiway Safety Areas – Event operators and volunteers will be strategically placed to prevent crossing on open runways, runway safety areas, and aircraft movement areas. Trained personnel (flagmen/safety/security) will be placed along TWY A (Bailey Road), TWY E (Trailer Parking), on TWY E at TWY B (Trailer Parking), on TWY E south of RWY 9/27 (Trailer Parking).
- b) Participants will be informed prior to beginning of the event with Photos/Diagrams/Barriers depicting the event boundaries that will be in place.
- c) Object Free Areas- Trained personnel (flagmen/safety/security) will be strategically placed to prevent incursions at Runway 13/31 and Runway 4/22. Spectators/Participants will be informed prior to beginning of the event. Photos/Diagrams/Barriers depicting the event boundaries will be in place.
- d) Object Free Zones- Trained personnel (flagmen/safety/security) will be strategically placed to prevent incursions at Runway 13/31 and Runway 4/22. Spectators/Participants will be briefed prior to beginning of the event. Photos/Diagrams/Barriers depicting the event boundaries will be in place.
- e) Threshold Criteria- Trained personnel (flagmen/safety/security) will be strategically placed at closed Runway 9/27. Spectators/Participants will be briefed prior to beginning of the event. Photos/Diagrams/Barriers depicting the event boundaries will be in place.

Navigation Aid (NAVAID) Protection

RWY 9/27 lighting will be turned off. Other NAVAID equipment will not be impacted during the course of these events.

Pedestrian Access

- a) Separating Event Vehicles/Pedestrians from Airport Movement Areas: Trained personnel (flagmen/safety/security) will be strategically placed to prevent incursions at the following access points: Runway 13/31 and TWY A; along TWY A and RWY 9/27, and along TWY



E. Spectators/Participants will be briefed prior to entry to the event. Barriers will be in place, and photos/diagrams will be posted to depict event boundaries.

- b) Procedures and Equipment to Delineate Closed Areas from Airport Operational Areas:
 - Runways and Taxiways in accordance with AC 150/5340-1, Standards for Airport Markings: Lighted "X"s will be used on Runway 9/27 to identify the runway as closed.
 - Temporary lighting (to be analyzed for impacts to pilots by FAA): No temporary lighting will be used.
- c) Barricades: Barricades will be utilized for taxiway access closures, the TWY E closure, the TWY D (north of TWY A) closure, and entry point from the Bailey (North) parking to TWY A.
- d) Required compliance of event personnel with all airport safety and security measures: Sponsor's airport staff, FBO personnel and operators' staff will maintain safety and security measures.
- e) Radio Communications:
Only Sponsor's airport staff, FBO personnel and trained event operators' staff will maintain communications with air and ground personnel.
- f) Event vehicle identification: Event vehicles will be equipped with flashing amber beacons.
- g) Emergency response plan: Sponsor and event operators will coordinate with local authorities for these services.
- h) Foreign object debris (FOD) control provisions: Trained personnel will manage FOD control during the event. The Sponsor's airport staff will conduct post-event inspection prior to re-opening airfield areas.
- i) HAZMAT management (if necessary): Not expected to be necessary for this event. Event operators to coordinate with local fire and emergency officials during planning and operation of the event.
- j) Airport inspection requirements: Sponsor's airport staff will conduct post-event inspection prior to re-opening closed areas. (*See AC 150/5320-12C, Chapter 4*)
- k) Procedures for locating and protecting utilities (airfield lighting lines, etc.): Safety and Security staffing will assist to protect these assets.
- l) Notices to Airmen (NOTAMs): The City/Airport Manager or his assigned official will issue appropriate NOTAMs seven days prior to the event and cancel the NOTAMs after completion of events and appropriate inspections.
- m) Tenant Advisory: Sponsor has notified tenants about the event via email, FBO interaction and public forums (Airport Advisory Board and City Commission Meeting). There were no objections or complaints from tenants or airport users following last year's events. Many local airport tenants participate as volunteers in support of this event.



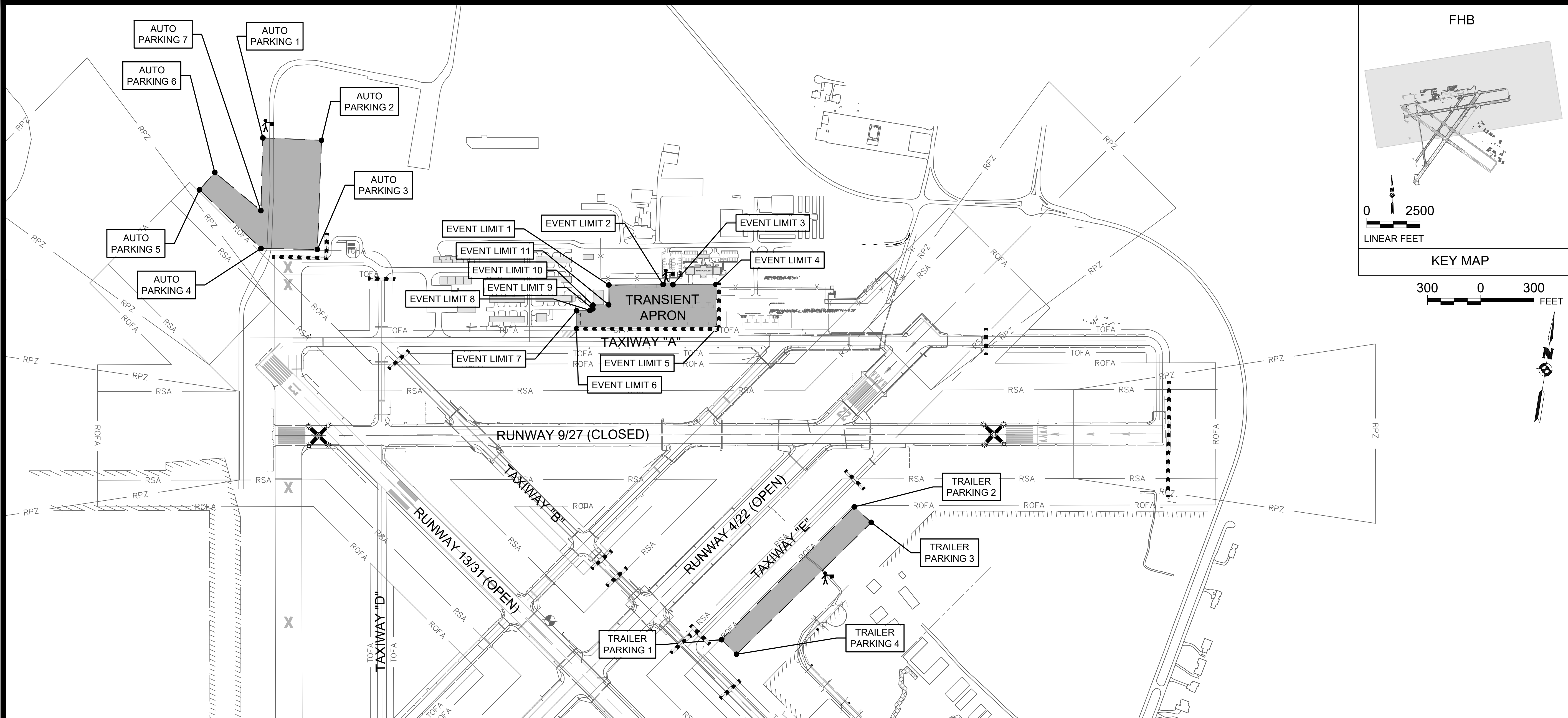
Responsibilities

- a) Airport Management: Sponsor's airport staff, FBO staff and event operators' staff will monitor and direct on-airfield activities.
- b) Event Operators: Event operators will be responsible to recruit and train volunteers from the local aviation community (FBO, EAA, CAP) to work on-site for the event.
- c) Tenants: Tenants in the North terminal area will use caution during this event. Tenants will be able to access parking aprons, hangars, Runway 13/31, and Runway 4/22. No other operational/mitigation plan will be necessary during the event.

Airport Revenue

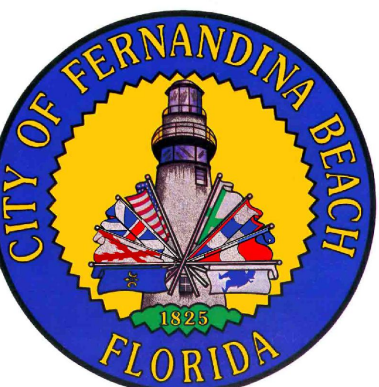
- a) The event operators will provide a direct payment to the City of Fernandina Beach Airport Department for the area of the airport utilized during these events in 2025. The direct payment will be made to the Airport Fund in the total amount of **\$20,000.00.**
- b) The operators also will be fully responsible to provide comprehensive insurance for the event.
- c) The operators will be fully responsible for immediate repairs of any damage caused by the event, within 48 hours of completion of the event (*see AC 150/5320-12C, Chapter4*).

Airport Safety Plan Layout (Attachment 1)



SUBMITTAL TITLE:
OE/AAA SUBMISSION
ENGINEER OF RECORD:

OWNER:
FERNANDINA BEACH
MUNICIPALITY



204 ASH STREET
FERNANDINA BEACH, FLORIDA
32034

PASSERO ASSOCIATES
4730 CASA COLA WAY, SUITE 200
ST. AUGUSTINE, FL 32095
TELEPHONE: (904) 757-6106

WWW.PASSERO.COM

REVISIONS			
NO.	DATE	BY	DESCRIPTION OF REVISION

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LOCATION:
FERNANDINA BEACH
MUNICIPAL AIRPORT
(FHB)

CITY: FERNANDINA BEACH
COUNTY: NASSAU
STATE: FLORIDA

PROJECT TITLE:
CAR SHOW EVENT

PROJECT NUMBER:
99000047.0000

DATE: SEPTEMBER 2024

DRAWING TITLE:

PROPOSED
EVENT LIMITS

DRAWING NUMBER:
1-2

PROTECTED AREAS OF THE AIRFIELD

FERNANDINA BEACH MUNICIPAL AIRPORT (FHB) - RUNWAY 4/22 ADG D-II
-RUNWAY SAFETY AREA (RSA) 250 FEET FROM CENTERLINE OF RUNWAY
-RUNWAY OBJECT FREE AREA (ROFA) 400 FEET FROM CENTERLINE OF RUNWAY
-LENGTH BEYOND RUNWAY END 1000 FEET FROM THE RUNWAY END

FERNANDINA BEACH MUNICIPAL AIRPORT (FHB) - RUNWAY 13/31 ADG D-II
-RUNWAY SAFETY AREA (RSA) 250 FEET FROM CENTERLINE OF RUNWAY
-RUNWAY OBJECT FREE AREA (ROFA) 400 FEET FROM CENTERLINE OF RUNWAY
-LENGTH BEYOND RUNWAY END 1000 FEET FROM THE RUNWAY END

FERNANDINA BEACH MUNICIPAL AIRPORT (FHB) - RUNWAY 9/27 ADG B-I
-RUNWAY SAFETY AREA (RSA) 60 FEET FROM CENTERLINE OF RUNWAY
-RUNWAY OBJECT FREE AREA (ROFA) 200 FEET FROM CENTERLINE OF RUNWAY
-LENGTH BEYOND RUNWAY END 240 FEET FROM THE RUNWAY END

FERNANDINA BEACH MUNICIPAL AIRPORT (FHB) - TAXIWAY A ADG II
-TAXIWAY SAFETY AREA (TSA) 39.5 FEET FROM CENTERLINE OF RUNWAY
-TAXIWAY OBJECT FREE AREA (TOFA) 65.5 FEET FROM CENTERLINE OF TAXIWAY

PHASING AND CLOSURE REQUIREMENTS

1. PRIOR TO THE BEGINNING OF ANY EVENT ACTIVITY, THE TERMINAL APRON WILL BE CLOSED VIA NOTAM & BARRICADES; TAXIWAY A, EAST OF RUNWAY 4/22, WILL BE MARKED AS CLOSED WITH A NOTAM, CLOSURE X, AND BARRICADES TO PREVENT USE; TAXIWAY D NORTH OF RUNWAY 9/27 WILL BE CLOSED VIA CLOSURE MARKER, BARRICADES, AND NOTAM.

AUTO PARKING COORDINATES

POINT DESCRIPTION	LATITUDE	LONGITUDE
AUTO PARKING 1	N30° 37' 04.27"	W81° 28' 08.66"
AUTO PARKING 2	N30° 37' 04.66"	W81° 28' 04.91"
AUTO PARKING 3	N30° 36' 58.63"	W81° 28' 04.03"
AUTO PARKING 4	N30° 36' 58.18"	W81° 28' 07.63"
AUTO PARKING 5	N30° 37' 00.84"	W81° 28' 12.16"
AUTO PARKING 6	N30° 37' 01.93"	W81° 28' 11.36"
AUTO PARKING 7	N30° 37' 00.25"	W81° 28' 08.04"

TRAILER PARKING COORDINATES

POINT DESCRIPTION	LATITUDE	LONGITUDE
TRAILER PARKING 1	N30° 36' 40.81"	W81° 27' 34.25"
TRAILER PARKING 2	N30° 36' 49.31"	W81° 27' 27.19"
TRAILER PARKING 3	N30° 36' 48.62"	W81° 27' 25.95"
TRAILER PARKING 4	N30° 36' 40.15"	W81° 27' 33.15"

EVENT AREA LIMIT COORDINATES

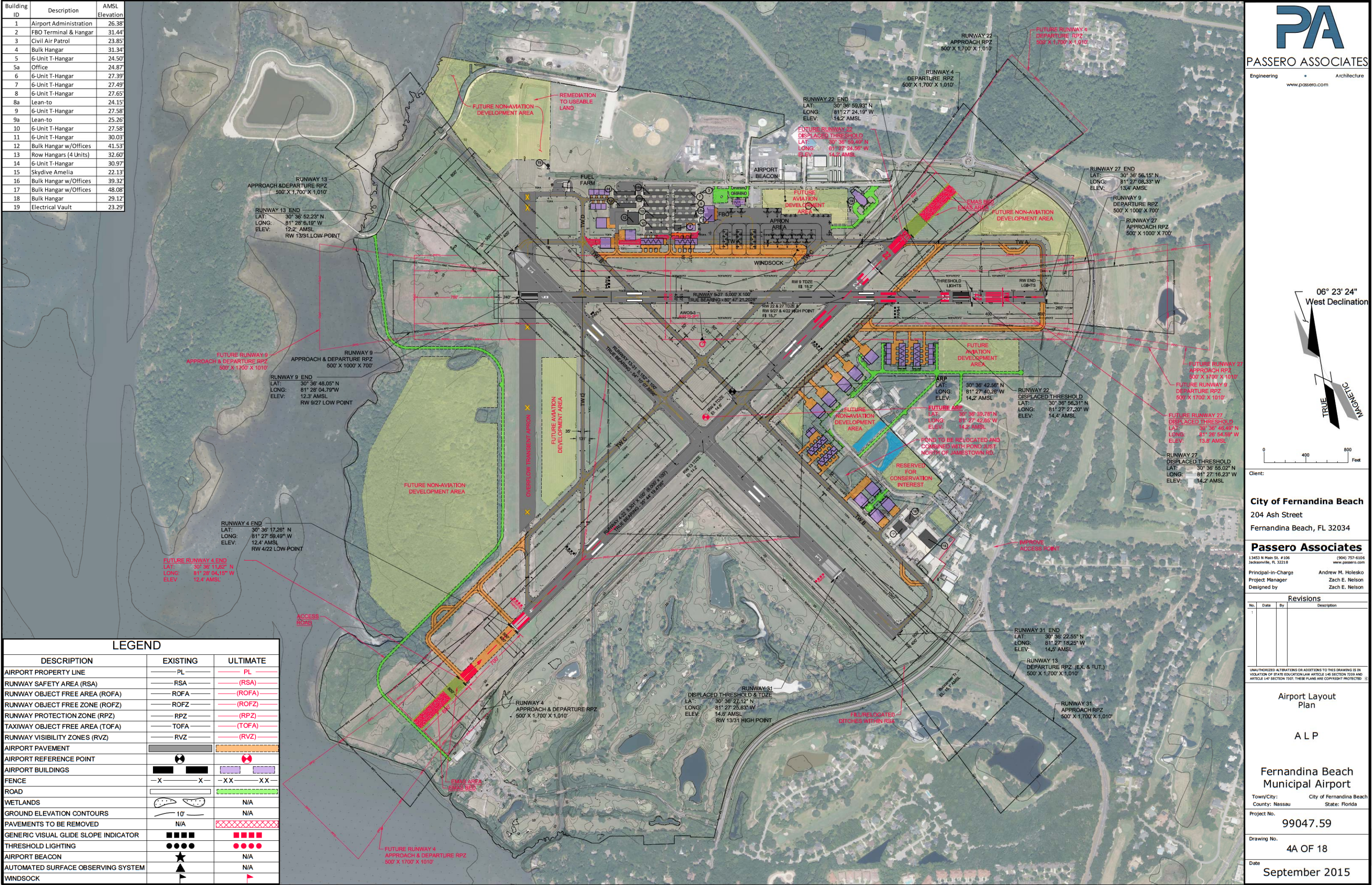
POINT DESCRIPTION	LATITUDE	LONGITUDE
EVENT LIMIT 1	N30° 36' 59.30"	W81° 27' 45.12"
EVENT LIMIT 2	N30° 36' 59.93"	W81° 27' 41.72"
EVENT LIMIT 3	N30° 37' 00.02"	W81° 27' 41.03"
EVENT LIMIT 4	N30° 37' 00.30"	W81° 27' 38.30"
EVENT LIMIT 5	N30° 36' 57.85"	W81° 27' 37.83"
EVENT LIMIT 6	N30° 36' 56.61"	W81° 27' 46.73"
EVENT LIMIT 7	N30° 36' 57.60"	W81° 27' 46.91"
EVENT LIMIT 8	N30° 36' 57.73"	W81° 27' 46.07"
EVENT LIMIT 9	N30° 36' 57.85"	W81° 27' 45.89"
EVENT LIMIT 10	N30° 36' 58.05"	W81° 27' 45.92"
EVENT LIMIT 11	N30° 36' 58.20"	W81° 27' 44.89"
APPROXIMATE GROUND ELEVATION	APPROXIMATE EQUIPMENT HEIGHT	
15-FEET ABOVE MSL	20-FEET AGL	

LEGEND

— RSA —	— RUNWAY SAFETY AREA
— ROFA —	— RUNWAY OBJECT FREE AREA
— TSA —	— TAXIWAY SAFETY AREA
— TOFA —	— TAXIWAY OBJECT FREE AREA
	FLAG MAN / GATE GUARD
	LIGHTED CLOSURE MARKER
	LOW PROFILE AIRPORT BARRICADE
	TEMPORARY EQUIPMENT OPERATING AREA

Building ID	Description	AMSL Elevation
1	Airport Administration	26.38'
2	FBO Terminal & Hangar	31.44'
3	Civil Air Patrol	23.85'
4	Bulk Hangar	31.34'
5	6-Unit T-Hangar	24.50'
5a	Office	24.87'
6	6-Unit T-Hangar	27.39'
7	6-Unit T-Hangar	27.49'
8	6-Unit T-Hangar	27.65'
8a	Lean-to	24.15'
9	6-Unit T-Hangar	27.58'
9a	Lean-to	25.26'
10	6-Unit T-Hangar	27.58'
11	6-Unit T-Hangar	30.03'
12	Bulk Hangar w/Offices	41.53'
13	Row Hangars (4 Units)	32.60'
14	6-Unit T-Hangar	30.97'
15	Skydive Amelia	22.13'
16	Bulk Hangar w/Offices	39.32'
17	Bulk Hangar w/Offices	48.08'
18	Bulk Hangar	29.12'
19	Electrical Vault	23.29'

LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE	— PL —	— PL —
RUNWAY SAFETY AREA (RSA)	— RSA —	— (RSA) —
RUNWAY OBJECT FREE AREA (ROFA)	— ROFA —	— (ROFA) —
RUNWAY OBJECT FREE ZONE (ROFZ)	— ROFZ —	— (ROFZ) —
RUNWAY PROTECTION ZONE (RPZ)	— RPZ —	— (RPZ) —
TAXIWAY OBJECT FREE AREA (TOFA)	— TOFA —	— (TOFA) —
RUNWAY VISIBILITY ZONES (RVZ)	— RVZ —	— (RVZ) —
AIRPORT PAVEMENT		
AIRPORT REFERENCE POINT		
AIRPORT BUILDINGS		
FENCE	- X - X -	- XX - XX -
ROAD		
WETLANDS		N/A
GROUND ELEVATION CONTOURS		N/A
PAVEMENTS TO BE REMOVED	N/A	
GENERIC VISUAL GLIDE SLOPE INDICATOR		
THRESHOLD LIGHTING		
AIRPORT BEACON		N/A
AUTOMATED SURFACE OBSERVING SYSTEM		N/A
WINDSOCK		



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06° 23' 24"
West Declination

0 400 800 Feet

Client:

City of Fernandina Beach
204 Ash Street
Fernandina Beach, FL 32034

Passero Associates
13453 N Main St. #106 Jacksonville, FL 32218 (904) 757-6106 www.passero.com

Principal-in-Charge: Andrew M. Holesko
Project Manager: Zach E. Nelson
Designed by: Zach E. Nelson

Revisions

No.	Date	By	Description
1			

Unauthorized alterations or additions to this drawing is in violation of State Education Law Article 146 Section 7209 and Article 147 Section 7307. THESE PLANS ARE COPYRIGHT PROTECTED.

Airport Layout Plan

A L P

Fernandina Beach Municipal Airport

Town/City: City of Fernandina Beach
County: Nassau State: Florida

Project No. **99047.59**

Drawing No. **4A OF 18**

Date **September 2015**

The Paddock Club

Amelia Island

2700 Newport Blvd, Ste 188
Newport Beach, CA 92663
(949) 673-3333

Mr. Nathan Coyle, CM, ACE
Airport Director
City of Fernandina Beach
700 Airport Road
Fernandina Beach, FL 32034

11/4/24

Dear Nathan Coyle and the Airport Advisory Commission,

The Paddock Club Amelia Island, LLC is pleased to present to you our application for a commercial lease, non-aeronautical, on the subject parcel identified in *Appendix 5*. It is our intent to design/construct luxury garages, for sale, in a condo development. These types of facilities are becoming increasingly common throughout the United States and cater to individuals seeking a safe, convenient, temperature-controlled high-end hobby/storage space for Luxury Automobiles, RV's, Boats, etc. The proposed design of the facility will be upscale, progressive, and will not have the visual aesthetic of traditional retail storage. The facility will be gated for security and will contribute very little traffic to the surrounding premises. We believe that our intended use of the property will provide a valuable product offering to the community and individuals seeking a private space nearby their airplane, home, office, or intended recreational destination to store, access, and enjoy their Adult Toys.

We appreciate your review and consideration of the information provided.

Sincerely,

Chase Edwards
Vice President

The Paddock Club

Amelia Island

Application for Commercial Lease Non-Aeronautical

- 1) The legal name of the entity submitting this application and its business name (if different):
 - a. The Paddock Club Amelia Island, LLC
- 2) The names, addresses, and phone numbers of the entity and primary contact person:
 - a. The Paddock Club Amelia Island, LLC
 - i. Chase Edwards
 1. Vice President
 2. CA Office: 2700 Newport Blvd, Suite 188, Newport Beach, CA 92663
 3. O: (949) 673-3333; C: (561) 388-4800
 4. Email: Chase@lifebaseadvisors.com
- 3) Names, addresses, phone numbers and short resume of all owners of five (5)% or more equity interest, management control or debt in the entity:
 - a. Ownership
 - i. Gary Vose
 1. 100% Owner / President of The Paddock Club Amelia Island, LLC
 2. 2700 Newport Blvd, Suite 188, Newport Beach, CA 92663
 3. (949) 673-3333
 4. Gary@lifebaseadvisors.com
 5. Short Resume (*See Appendix 1*)
 - b. Management Control
 - i. Chase Edwards
 1. Vice President of the Paddock Club Amelia Island, LLC
 2. 2700 Newport Blvd, Suite 188, Newport Beach, CA 92663
 3. Will reside primarily in Florida upon successful execution of a lease
 4. O: (949) 673-3333; C: (561) 388-4800
 5. Chase@lifebaseadvisors.com
 6. Short Resume (*See Appendix 2*)
 - ii. Chuck Rosenblum / Florida Horizon Construction Manager's, LLC
 1. Project Manager selected by The Paddock Club Amelia Island, LLC
 2. 1422 Nachaway Dr, St Augustine, FL 32092
 3. (949) 677-0054
 4. Floridahorizons@gmail.com
 5. Short Resume (*See Appendix 3*)
 - c. Debt Financing
 - i. Rich Duncan / Stearns Bank
 1. 4191 2nd St. South, St Cloud MN 56301
 2. O: (320) 258-4871; C: (320) 980-1371
 3. Rich.Duncan@stearnsbank.com
 4. About Stearns Bank: [About Stearns Bank](#)
- 4) A comprehensive listing of all activities proposed to be offered, along with copies of all applicable Federal, State, or Local operating certificates and licenses held:
 - a. The Paddock Club Amelia Island will be one of several garage condominium developments under "The Paddock Club" Brand.
 - i. The Garage project will include:
 1. 44: (25x50 = 1250 Sqft) Garage Units

The Paddock Club

Amelia Island

2. Base Units come with:
 - a. Fully Insulated
 - b. HVAC
 - c. Lighting
 - d. Insulated 14' Garage door
 - e. Rough Plumbing to tie in bathroom/bar/RV/etc. services
 - f. 50-amp Power Outlet
 - g. Independent electrical panel and meter with minimal electrical outlets
 3. Optional Upgrades:
 - a. Mezzanine
 - b. Full/half bath
 - c. Wet Bar/Kitchenette
 - d. Drywall/metal finish for interior walls and ceilings
 - e. Floor coatings
 - f. Upgraded lighting
 - g. Generator/power back up
 - h. Car lift
 - i. Cabinetry/tool bench
 - j. Exhaust Fan
 - k. Accessories, etc.
 4. Community Amenities:
 - a. Clubhouse with catering kitchen, bar and lounge seating, covered patio
 - b. Gated access
 - c. Security/Camera System
 - d. Bathrooms with showers
 - e. Covered washdown station, pump out station, water filling station
- 5) Evidence of experience and technical ability to perform and/or develop the proposed services and facilities:
- a. Recent Projects:
 - i. St Augustine Shipyard – 2017
 - ii. 6,000 SqFt Waterfront Restaurant, St Augustine FL – 2019
 - iii. 134 Unit Apartment Project, St Augustine FL – 2022
 - iv. 120 Unit Apartment Project, Stark FL – 2022
 - b. See *Appendices 1-3* for short resumes of our team
 - c. The Paddock Club Amelia Island, LLC intends to engage Studio 9, a Jacksonville based Design Build Firm to accomplish the construction. Short Resume (*See Appendix 4*)
- 6) Amount of land to be leased (if applicable):
- a. Proposed Land Parcel Map included to identify the requested land equating to roughly 3.26 acres (*See Appendix 5*). A Special Purpose Survey (*See Appendix 6*) is also included identifying a larger 9-acre parcel to include the requested 3.26 acres and provide additional context to the general area. It was our original intent to inquire about the complete 9 acres, however after learning of the recorded conservation, we have restricted our request to 3.26 acres that lie outside of the conservation area.
 - b. It is our intent to establish a Condominium Owner's Association that would be the Master Lessee for the ground lease. This Master Lessee would in turn sublet the ground lease proportionately amongst condominium owners for the purposes of managing and maintaining the premises per Airport Guidelines and in accordance with the lease provisions.

The Paddock Club

Amelia Island

- 7) The estimated cost of any structure or facilities to be constructed or furnished, proposed specifications, and the means and methods of financing such construction:
 - a. Project cost is estimated at \$11,500,000. Equity provided by Gary Vose and Debt financing provided by Stearns Bank.
- 8) The dates for commencement and completion of the proposed development:
 - a. Commencement within 120 Days of Lease Execution. Completion within 18-24 Months of Lease Start Date.
- 9) The equipment, any special tooling required, vehicles and inventory proposed to be utilized in connection with the intended activities:
 - a. Not Applicable
- 10) Will there be any hazardous materials located on site: If yes describe:
 - a. Fluids / Batteries related to various vehicles (automotive/recreational)
- 11) The number of persons to be employed, including the names and qualifications of each management/supervisory person and specifications as to whether the employees will be full-time, part-time or seasonal.
 - a. The facility will not be staffed daily. The development of private condo storage units will be accessible by the unit owners on a 24-Hour basis and managed by a Condo Owners Association.
- 12) Periods (days and hours) of proposed operation:
 - a. The facility will be accessible by condo unit owners via security gate on a 24-hour basis.
- 13) The number of aircraft to be utilized in connection with the proposed activities and the make, model, passenger seating capacity, cargo capacity, aircraft registration number and copies of applicable operating certificates for each aircraft.
 - a. Intended use is not for Aircraft but instead to facilitate adjacent complimentary facilities.
- 14) Amounts and types of insurance coverage to be maintained:
 - a. Per Airport/requesting entity's Guidelines
- 15) A layout (to scale) of the size, configuration, and location of the property proposed for occupancy and preliminary drawing(s) of the building(s) and improvements to be constructed, together with identification of vehicle parking areas (See Leasehold Development Process):
 - a. Proposed Land Parcel Map (*see Appendix 5*)
 - b. Site Plan (*see appendix 7*)
 - c. Preliminary Drawings of the interior and exterior (*See Appendix 8*)
- 16) For proposed agreements to lease existing structures or improvements, a description of the size, location and proposed utilization of office, hanger, tie-downs and vehicle parking areas to be utilized (See Ground Lease Development Process)
 - a. Not Applicable
- 17) Contact information of three references (name, title, company, telephone):
 - a. Chuck Rosenblum
 - i. President of Florida Horizon Construction Managers, LLC

The Paddock Club

Amelia Island

- ii. (949) 677-0054
 - b. Chris Richards
 - i. President of Golden Giant, Inc
 - ii. (419) 674-4038
 - c. Paul Thompson
 - i. Owner of Asadolife Restaurant
 - ii. (904) 540-2904
- 18) Contact information of three credit references (name, title, company, telephone):
- a. Earl Douglas
 - i. President of Douglas Financial Network
 - ii. (912) 253-0360
 - b. Maks Levanovich
 - i. Vice President Commercial Team Lead at Center State Bank
 - ii. (904) 824-5600
 - c. Jacob Henderson
 - i. On-Site Manager Colfax Banking Center
 - ii. (303) 643-3501

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Amelia Island

Appendix 1:

Gary Vose Short Resume:

- 100% Owner / President: The Paddock Club Amelia Island LLC
- Years in the Industry: 60
- Areas of Expertise: Construction, Development, Finance
- Portfolio of Projects by various entities owned and operated by Gary Vose:
 - o Arizona
 - \$11.5 Million Debt Restructure on a 69,000 SqFt Office Building
 - o California
 - Holiday Inn: 124 Rooms
 - Sprawls Island Resort: 292 Acre Residential Community
 - o Colorado
 - Barclay: High-Rise Condominium: 156 Units
 - Florida Park: Low-Rise Condominium: 148 Units
 - Eagles Nest Golf Course: 2000+ Residential Units
 - Mixed Use Development: 4500 Acres: 14,500 SqFt of Residential Homes, 250 Acres of Commercial, 250 Acres of Industrial
 - Friendly Hills: 871 Single Family Homes
 - Vail Management Company: Developed and managed the ski resort commercial buildings, single family residences and apartments
 - Municipal Debt Restructuring
 - \$117 Million Restructure
 - \$28 Million Restructure
 - Red Rocks Center: 1000+ Acres of Residential and Commercial Development
 - o Florida
 - Best Western Hotel: 204 Rooms
 - St Augustine Shipyard: Redevelopment of the Luhrs Boatyard; Built: 90,000 SqFt Boat Barn to house 300 vessels, in water slips to house 20 vessels; Award winning waterfront restaurant currently operated by Asadolife.
 - o Mississippi
 - Owner of Bell Utilities Water and Sewer
 - o Nebraska
 - Park Avenue Health Club: 89,000 SqFt Commercial and Apartments
 - o Texas
 - \$68 Million Retama Racetrack Debt Restructure

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Amelia Island

Appendix 2:

Chase Edwards Short Resume:

- Vice President: The Paddock Club Amelia Island LLC

Chase Edwards is a native Floridian, born and raised in Winter Park. Chase has a bachelor's degree in marketing and management as well an MBA in finance from Chapman University. Chase's relevant professional experiences include the following:

- Director of Business Development for Property Portfolio Management; Southern California
 - o 200 Residential and Commercial properties
- Commercial Manager USA for De Keizer Marine Engineering; USA, Based in South Florida
 - o Responsible for establishing/starting the operations of the Dutch Mega Yacht Electrical Engineering company in the United States
- Consultant/Interim Director for Floe Financial Partners, Inc; Southern California
 - o Consulted and led a Financial Advisory Firm to include \$300 million in Assets Under Management through a change in Broker Dealer, Process Improvements, IT and Office Restructure/Renovation.
- Project Manager for Affordable Resort Community Housing; Eastern California
- Vice President of Lifebase Advisors Inc.
 - o Responsible for managing the assets of a private family to include various entities related to real estate investment and development, property management, and bond investments.

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Amelia Island

Appendix 3:

Chuck Rosenblum Short Resume:

Chuck Rosenblum is the Owner and President of Florida Horizon Construction Managers, LLC

Florida Licensed General Contractors License # CGC006862

Areas of Expertise:

- Construction management; Contract negotiations; Vendor selection and price negotiation; Construction quality control; Materials selection; Financial models and budgets; Project estimating, quantity takeoff, cost evaluations, modeling; Overseeing land planners, architects, and engineers; Managing field personnel and subcontractors; Budget controls

Mr. Rosenblum has held an unlimited Certified General Contractor's License in the State of Florida since approximately 1977. Mr. Rosenblum is a seasoned Construction Manager, Real Estate, and Finance professional with decades of experience perfecting the art of negotiation through both business to business and business to consumer interactions. After attending Cornell University in Ithaca, New York on a sponsorship to play football, Mr. Rosenblum went on to attain a Florida General Contractor's License which lead him to manage several large projects in Florida, Iowa, Washington State, California, Arizona, North Carolina, Texas and other areas throughout the United States.

- Portfolio of Projects Managed by Chuck Rosenblum:
 - o Florida:
 - Consulate Condominiums: 22 Stories in West Palm Beach
 - Sloan's Curve Condominiums: Cluster of 5 Story buildings in Palm Beach
 - St Augustine Shipyard and Asadolife Restaurant
 - Apartment Project: 134 Units in St Augustine FL
 - Apartment Project: 120 Units in Stark FL
 - o 25+ Projects in various states to include Iowa, Washington State, California, Arizona, North Carolina, Texas, Etc
 - High-rise Condominiums and Apartments
 - Luxury Single Family Homes
 - Toyota Dealerships (Southeast)
 - Iowa University Meeting Hall (60,000 SqFt completed in 44 days)
 - NW Florida Airport Development
 - Luxury Hotels (Hilton, Holiday Inn)
 - Restaurants

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Amelia Island

Appendix 4:

Studio9 Architecture, Jason Faulkner (Principal/Architect) Short Resume:

Jason has worked for several prominent national & regional architectural firms and founded Studio9 Architecture in 2010. He has completed projects in California, Florida, Georgia, Pennsylvania, North Carolina, South Carolina and Texas. He has a diverse background of project experience comprised of aviation, mixed-use, corporate, hospitality, healthcare, industrial and residential projects. Jason's initiative to assemble the City of Jacksonville, State DOT and private development in a partnership to improve the Brooklyn area of downtown Jacksonville has spawned the first significant mixed-use Jacksonville development in many years. From major infrastructure and street improvements, the creation of Unity Plaza and the 220 Riverside Mixed-Use Development has led to the revitalization of the Brooklyn District which has fast become a development focus and a major gateway into the City of Jacksonville.

As managing partner of Studio9, Jason has led the firm through visionary ideas and knowledge of implementation. Studio9 created their own construction division in 2020 focused on select commercial and bespoke residential projects. Projects have been constructed in the Bahamas, Jacksonville, Jacksonville Beach, and Fernandina Beach.

In addition to being a licensed architect, Jason founded Classic 9 Motorwerks in 2021 with the focus on classic Porsche sports car restoration. It's been through this avenue that Jason has integrated his passion with the regional and national automotive community and the opportunity to design/construct new car centric developments.

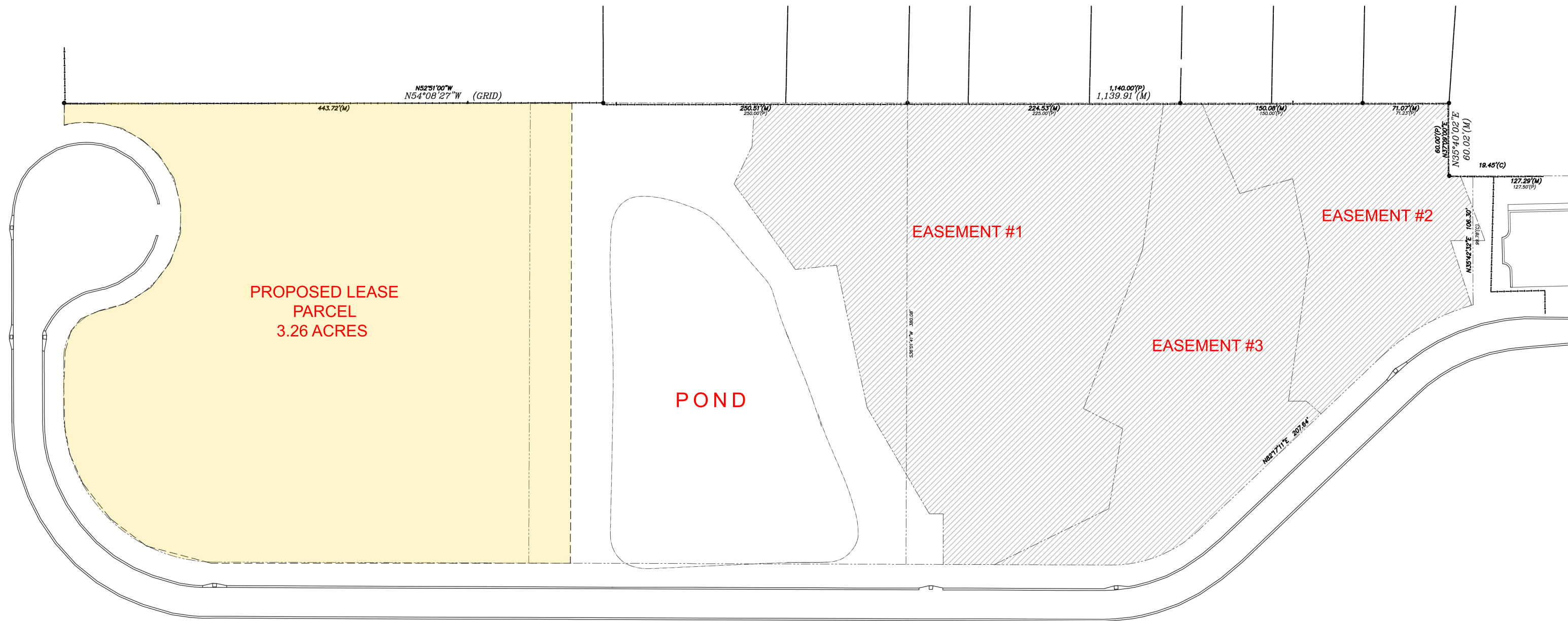
Jason has been a Jacksonville resident for 54 years and is passionate about the future of northeast Florida.

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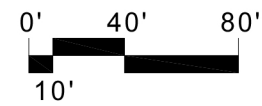
Amelia Island

Appendix 5:

Proposed Land Parcel Map



Amelia Island Car Storage • PROPOSED LAND PARCEL

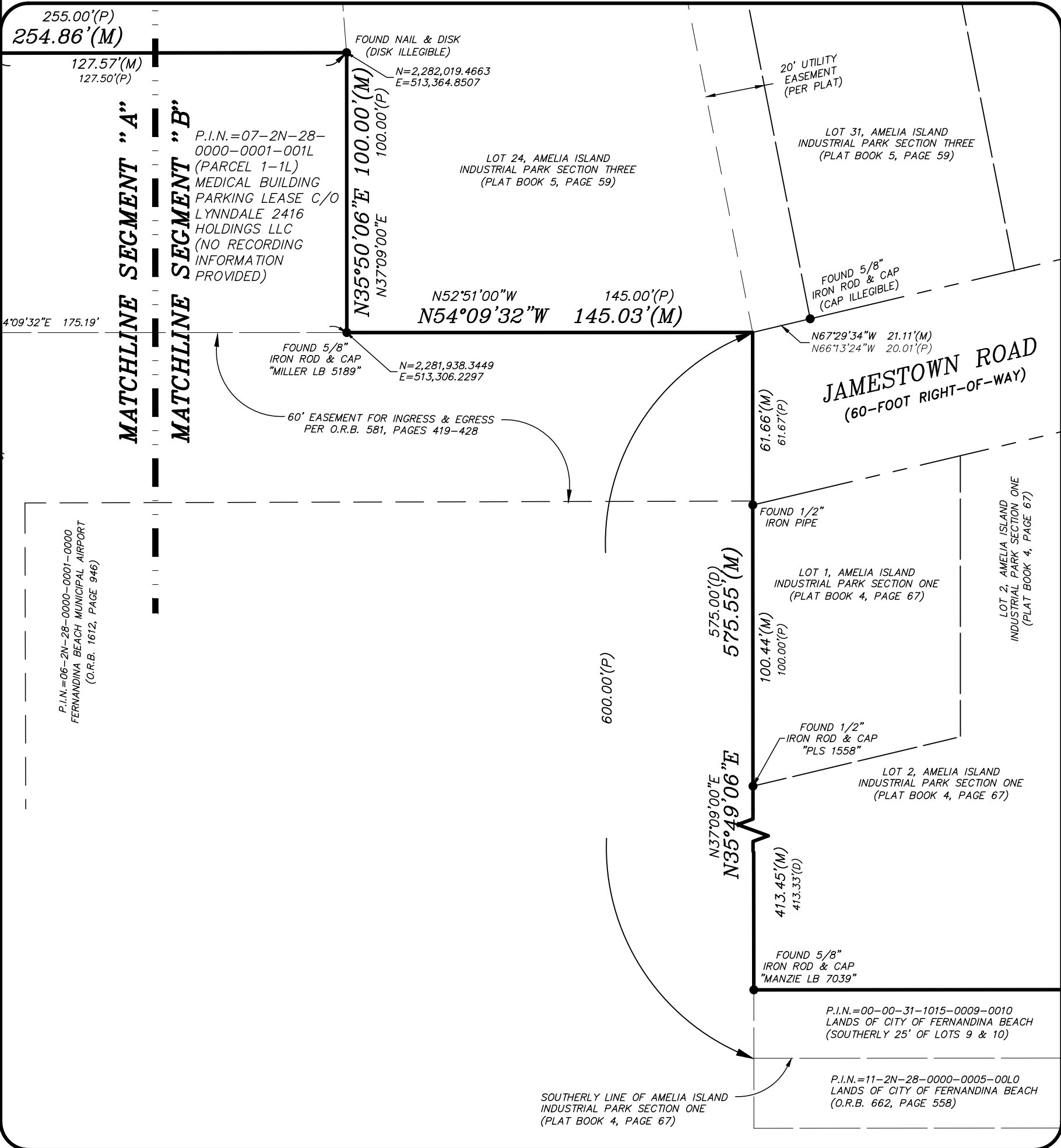
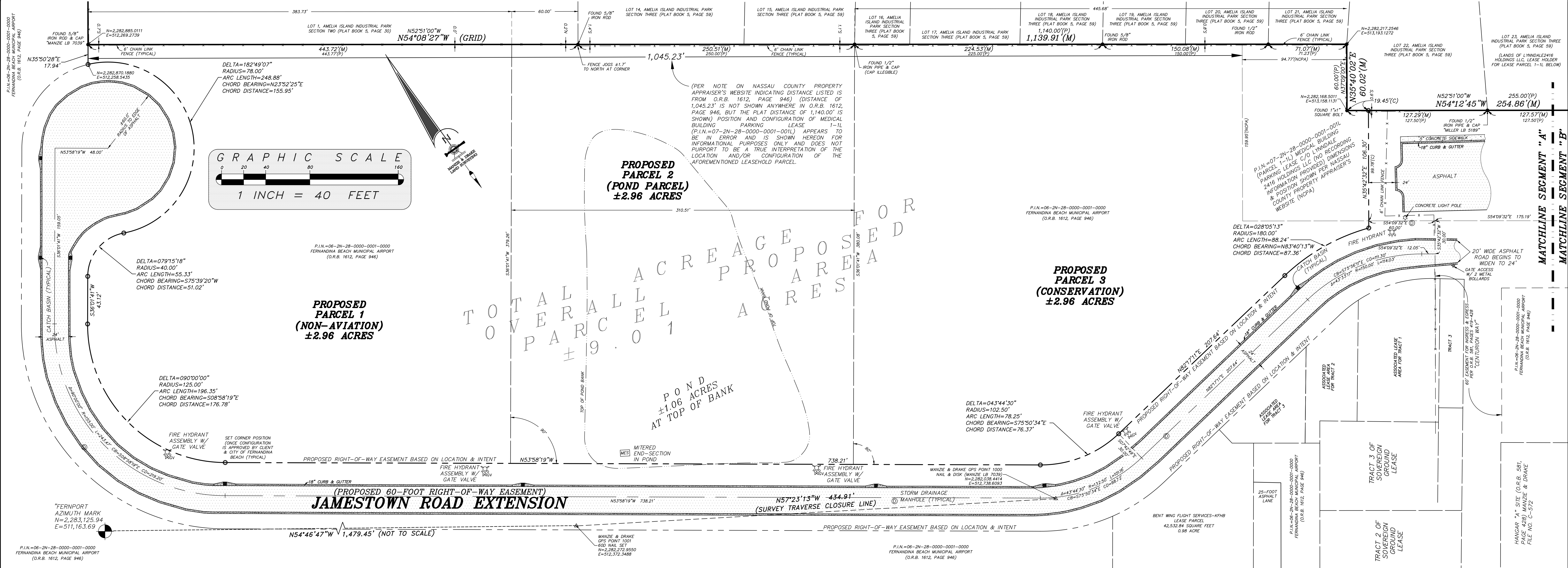


The Paddock Club

Amelia Island

Appendix 6:

Special Purpose Survey



MAP OF SPECIFIC PURPOSE LOCATION SURVEY

THAT PORTION OF THE FERNANDINA BEACH MUNICIPAL AIRPORT, FERNANDINA BEACH, NASSAU COUNTY, FLORIDA, SITUATE IN SECTION 07, TOWNSHIP 2 NORTH, RANGE 28 EAST, NASSAU COUNTY, FLORIDA, LYING SOUTHERLY OF THE SOUTHERLY PLAT LINE OF LOT 1, "AMELIA ISLAND INDUSTRIAL PARK SECTION TWO", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 5, PAGE 30 AND THE SOUTHERLY LINE OF LOTS 14 THROUGH 24, "AMELIA ISLAND INDUSTRIAL PARK SECTION THREE", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 5, PAGE 59, ALL IN THE PUBLIC RECORDS OF NASSAU COUNTY, FLORIDA AND LYING NORTHERLY OF THE EXTENSION OF JAMESTOWN ROAD.

THIS IS NOT A BOUNDARY SURVEY.

THE SPECIFIC PURPOSE OF THIS SURVEY IS TO SHOW IMPROVEMENTS EXISTING IN THE ABOVE DESCRIBED AREAS AND TO SHOW DETAILED BOUNDARY CONTROL INFORMATION TO ACCURATELY SHOW THE SOUTH LINE OF THE ABOVE MENTIONED SOUTHERLY PLAT LIMITS OF AMELIA ISLAND INDUSTRIAL PARK SECTION TWO & SECTION THREE.

PREPARED FOR: NEWMARK

LEGEND

- CONCRETE FLATWORK
- FIRE HYDRANT
- CONCRETE LIGHT POLE
- GATE VALVE
- GPS TRAVERSE POINT
- CHAIN LINK OR WIRE FENCE
- OFFICIAL RECORDS BOOK
- PARCEL IDENTIFICATION NUMBER
- PLAT
- DEED
- MEASURED
- CALCULATED

SURVEY NOTES:

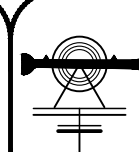
- Unless it bears the original signature and the original raised seal of a Florida licensed Surveyor and Mapper or Validated Digital Signature by a Florida licensed Surveyor and Mapper, this map/report is for informational purposes only and is not valid.
- This is not a boundary survey.
- Underground Improvements were not located or shown.
- Lands shown hereon were not abstracted by this office for easements, rights-of-way, ownership or other instruments of record.
- Bearings & coordinates shown hereon are based on the State Plane Coordinate System for the East Zone of The State of Florida, North American Datum of 1983/1990 (N.A.D. 83/20).
- The property shown hereon lies within flood zone "X" per the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel 12089C 0377 G, dated 08/02/2017.

THE INFORMATION SHOWN HEREON MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 54-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

Michael A. Manzie
Manzie

Digitally signed by Michael A. Manzie
Date: 2024.08.29 15:50:28 -04'00'

MICHAEL A. MANZIE, P.L.S. 4069

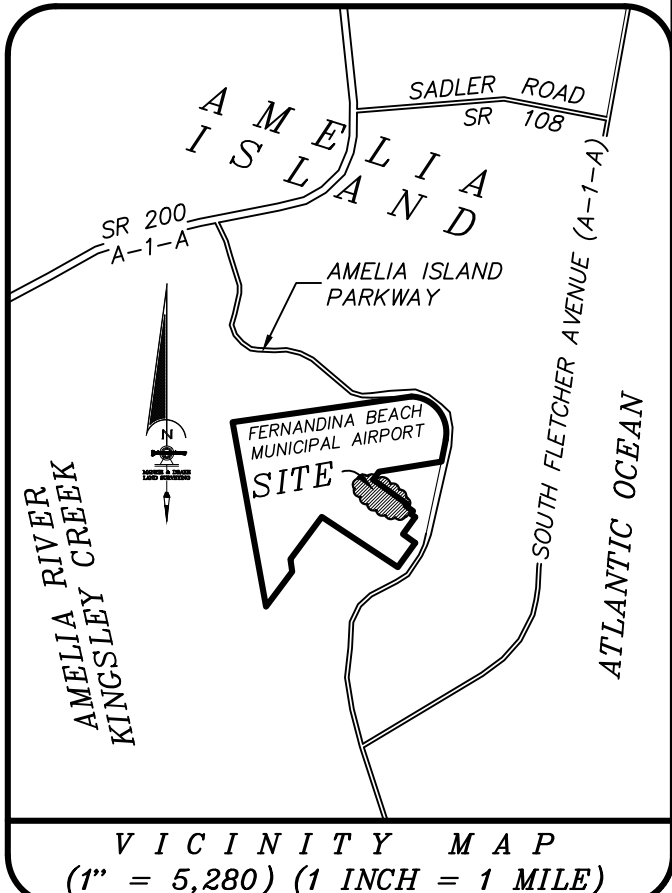


MANZIE & DRAKE LAND SURVEYING

117 South Ninth Street, Fernandina Beach, FL 32034
(904) 491-5700 www.ManzieAndDrake.com
Certificate of Authorization Number "LB 7039"

"OUR SIGHTS ARE ON THE FUTURE. SET YOUR SITES ON US."

SCALE: 1"=40' JOB NO.: 14050 DATE: 08/22/2024 CADD: WKD
F.B. NO.: X-385 PAGE NO.: 57 CREW: SS FILE NO.: C-1312

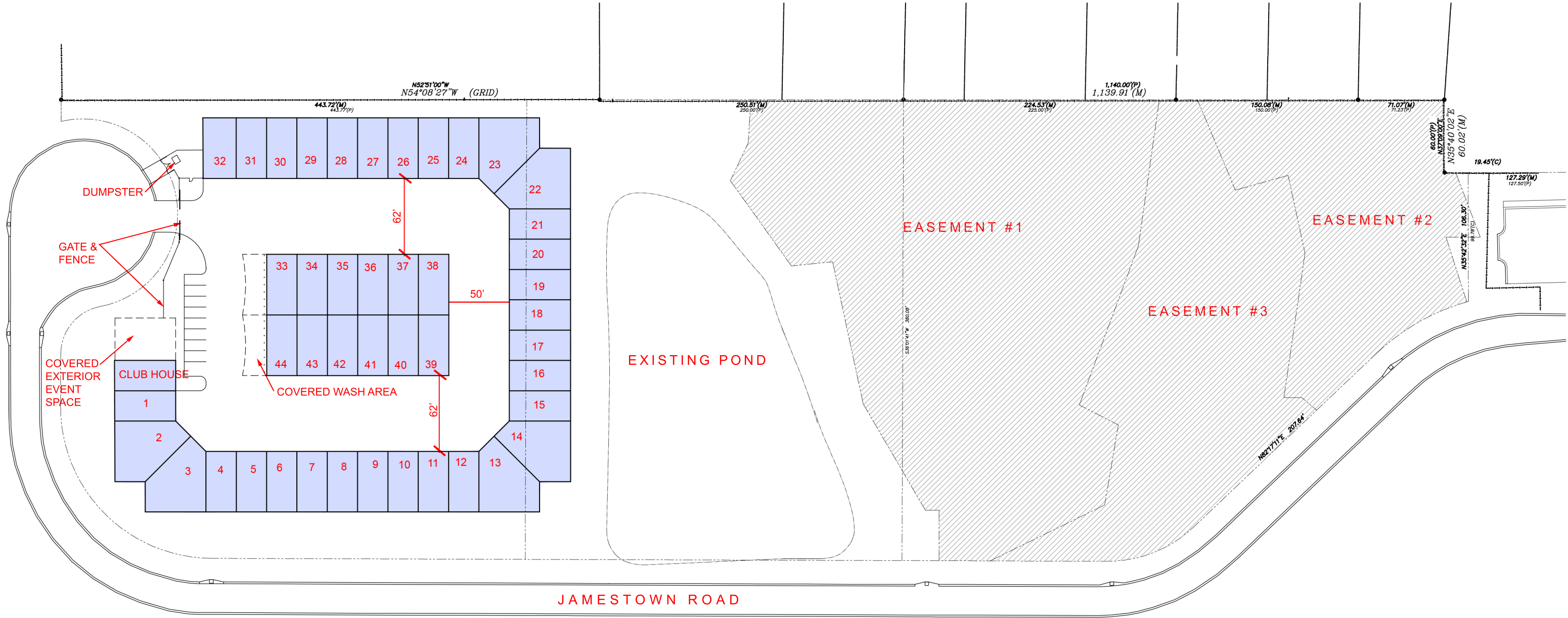


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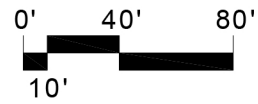
Amelia Island

Appendix 7:

Site Plan



Amelia Island Car Storage • SCHEME C



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Amelia Island

Appendix 8:

Preliminary Drawings/Renderings of the interior and exterior



3. *Comment: Commenters are concerned that the duration of FAA's approval or consent to a land use change will be limited to the length of a lease and create additional workload.*

Response: The final policy clarifies that the duration of the FAA's approval or consent will be dependent on the circumstances at the airport. It may be permitted for the duration of the approved use so long as the land is not needed for aeronautical use. The duration is not limited to an individual lease term.

4. *Comment: Commenters asked whether FAA will now review and approve leases.*

Response: The policy does not change the FAA's approach to the review of an airport sponsor's leases. The FAA does not approve leases but will continue to review some leases, as needed, to ascertain compliance with an airport sponsor's Federal obligations.

5. *Comment: Commenters asked whether aeronautical or airport purpose land uses need FAA consent or approval?*

Response: Aeronautical and airport purpose land uses do not need FAA approval or consent for the use. However, airport sponsors are reminded that other approvals, such as airspace, may still be required.

6. *Comment: Commenters asked FAA to provide a timeframe for completing a land use change review.*

Response: FAA recommends that airport sponsors work closely with their Region/ADO to determine the timeframes for completing a land use change review. Each situation is unique and the timeframe is dependent upon the level of documentation submitted and airport-specific information.

7. *Comment: Commenters asked if there is an appeal process if a sponsor's request is denied.*

Response: Similar to an airport sponsor's request for a release, if the request is denied, the airport sponsor is encouraged to work with Region/ADO to find possible alternatives that will meet their needs, while protecting the aeronautical use of the airport. A Region/ADO's determination is not a final agency decision. The Region/ADO can coordinate with ACO-100 as needed.

8. *Comment: Commenters asked if the policy is retroactive and if existing uses will be grandfathered.*

Response: This policy is not retroactive. It will not apply to land that FAA has previously released for non-aeronautical use under a Letter of Release or a Deed of Release. However, existing interim/concurrent use approvals will be reviewed in

accordance with this policy when the existing approval expires.

9. *Comment: Commenters asked when under this policy must airport sponsors update their Exhibit A.*

Response: Under this policy, an airport sponsor's Exhibit A must be updated when the FAA issues a letter of consent or approval or when the property is released for sale or conveyance off the airport.

10. *Comment: Commenters asked if the designation of a non-aeronautical area on the Airport Layout Plan (ALP) mean the land use has been approved.*

Response: The designation of non-aeronautical areas on the ALP does not mean a particular land use has been approved. These areas can still be shown as proposed on the ALP but must be updated on the Exhibit A once the FAA has approved or consented to the use.

11. *Comment: Commenters asked whether NEPA applies to FAA's issuance of letters of consent or approval.*

Response: These comments are not within the scope of the policy and have been shared with the appropriate office for consideration. Airport sponsors should coordinate with their local FAA Region/ADO to determine their National Environmental Policy Act (NEPA) obligations.

12. *Comment: Commenters asked how this policy relates to the FAA's existing Section 163 guidance?*

Response: This policy does not change FAA's review and approval authority for ALPs or land use under Section 163. The policy only addresses how land use approvals are processed after FAA has determined we retain approval authority.

13. *Comment: Commenters noted that 49 U.S.C. 47107(c)(1)(A) includes "(ii) revenue from interim uses of the land [that] contributes to the financial self-sufficiency of the airport . . ." and should not be omitted from the definition of Airport Purpose.*

Response: In the final policy, the FAA has included 49 U.S.C. 47107(c)(1)(A)(i) and (ii) in the definition of airport purpose.

14. *Comment: Commenters asked for additional detail on how the FAA will assess the primary purpose of a requested land use change. Some commenters suggested square footage, customer base, nature of the structure, etc.*

Response: The FAA recognizes that there are numerous ways a requested land use change can be evaluated to determine its primary purpose. Airport sponsors should work closely with their

Region/ADO to complete the land use change review.

15. *Comment: Some Commenters requested a response to specific individual examples at their airport.*

Response: The FAA recognizes that land use decisions must be based on the specific use identified and the situation at the airport. The FAA has provided general guiding examples, but the determination is dependent on the specific facts of a situation and should be discussed with the local Region/ADO.

III. Final Policy

The FAA is adopting the following FAA policy and practice regarding processing land use changes on federally acquired or federally conveyed airport land:⁷ (1) in reviewing an airport sponsor's request for a land use change on federally acquired or federally conveyed airport land, the FAA will review the primary purpose of the requested land use, rather than examining each individual component of the request as aeronautical or nonaeronautical; (2) FAA written approval or consent is only required for a change in land use to non-aeronautical use, mixed use, or for interim uses of the land that contribute to the financial self-sufficiency of the airport; (3) the duration of the FAA's approval or consent will be dependent on the circumstances at the airport and may be permitted for the duration of the approved use;⁸ (4) The FAA will only release Federal obligations when the airport sponsor requests a release for the sale or conveyance of airport land that meets FAA release requirements, such a release must have ACO-100 concurrence;⁹ and (5) FAA letters of approval or consent will be documented on the Exhibit A.

Applicability

This policy applies to all requests for land use changes on federally acquired or federally conveyed land as well as when a land use change impacts the safe and efficient operation of aircraft or the safety of people and property on the ground related to aircraft operations.

⁷ This also applies in situations where a land use impacts the safe and efficient operation of aircraft or safety of people and property on the ground related to aircraft operations.

⁸ This process supersedes the existing interim and concurrent use process discussed in FAA Order 5190.6B, *Airport Compliance Manual*, 2009, that was limited to 3–5 years.

⁹ Airport sponsors should follow the existing release process in 14 CFR part 155, *Release of Airport Property from Surplus Property Disposal Restrictions* and FAA Order 5190.6, Chapter 22.

1. General

This policy and practice is intended to ensure that the Federal investment in federally obligated airports is protected by making the use of aeronautical land and facilities available for aeronautical purposes and to ensure that airport land and facilities are available to meet the current and future aeronautical demand of the airport. Aeronautical users should not be displaced by non-aviation commercial uses, especially those that could be conducted off airport property.

2. Explanation of Terms

Aeronautical Use—The FAA considers the aeronautical use of an airport to be any activity that involves, makes possible, is required for the safety of, or is otherwise directly related to, the operation of aircraft. Aeronautical use includes services provided by air carriers related directly and substantially to the movement of passengers, baggage, mail, and cargo at the airport. (*FAA's Policy Regarding Rates and Charges*, 78 FR 55331, September 10, 2013).

Over time, the definition of aeronautical use has remained relatively unchanged, except when changes were needed to reflect necessary access for sky diving and new entrants. Land on which an aeronautical activity takes place is by its nature aeronautical use (e.g., drop zone, apron, hangar).

The FAA confirms the use of a narrow definition of what constitutes an "aeronautical use" for land use purposes. Congress authorized financial assistance for an airport development project to acquire land, including land for future airport development (See 49 U.S.C. 47104, 47107(c)(2)(B)). Congress also authorized the conveyance of Federal non-surplus and surplus property for developing, improving, operating or maintaining a public airport. (See 49 U.S.C. 47125, 47151). The Congressional intent is furthered by a policy that requires aeronautical land to be used for aeronautical purposes unless the FAA discharges the airport sponsor of that obligation. Limiting the use of aeronautical land and facilities for aeronautical purposes ensures that airport land and facilities are available to meet the aeronautical demand of the airport, including future demand. Also, aeronautical users should not be displaced by non-aviation commercial uses, especially those that could be conducted off airport property.

Aeronautical use lands receive additional protection and benefits. They are afforded the protection of the grant assurances and aeronautical users may be charged favorable below market

aeronautical rates. Overall, a narrower definition of aeronautical use helps protect the Federal investment in aviation by ensuring that nonaeronautical uses cannot easily displace aeronautical uses and thereby diminish the safety, efficiency, and utility of the entire airport.

Examples of aeronautical use include:

1. Operational uses such as aerial approaches, nav aids, runways, taxiways, aprons, hangars, or other aircraft movement areas;
2. Future developmental uses to reserve property interests for foreseeable aeronautical development (e.g., a planned runway extension or a planned terminal building development); and
3. Essential services that directly support flight operations (e.g., aircraft maintenance, fueling, and servicing; mail, passenger, and cargo processing facilities; communications and air traffic control; crash rescue, firefighting, and airport maintenance).

Airport Purpose: Uses of land that are (1) directly related to the actual operation or the foreseeable aeronautical development of a public airport and (2) whose nonaeronautical components do not conflict with existing or foreseeable aeronautical needs/demands. These uses do not require FAA consent or approval of land use. These are situations where a primary aeronautical facility has some nonaeronautical components, including parking, that support that facility's core aeronautical function within its operation. These nonaeronautical components should be paying a fair market value lease rate. Examples of this include:

1. A terminal complex: All components of a terminal complex (including the building, terminal concessions, airline ticket and car rental counters, parking, and roads);
2. A fixed base operator (FBO) facility, including parking and classrooms;
3. Parking associated with the airport purpose (e.g., passenger and employee parking);
4. Airport service roads; and
5. Truck parking for air cargo processing facilities when it is directly related to moving inbound and outbound air cargo on and off the airport.

This does not include certain uses, such as aircraft manufacturing plants and warehouse distribution facilities, which are considered as mixed-use as defined below.

In addition, airport purpose includes land that may be needed in the future for an aeronautical purpose and revenue from an interim use of the land contributes to the financial self-sufficiency of the airport. Such interim

uses require FAA approval or consent as described below.

Non-Aeronautical Use: All other uses that are not considered aeronautical or airport purpose. These uses will require FAA consent or approval of the land use. Examples of non-aeronautical use include:

1. Car rental facility (stand-alone);
2. Hotel;
3. Warehouse and distribution center; and
4. Parking associated with non-aeronautical uses (e.g., customer and employee parking for hotel, warehouse and distribution center, car rental).

Non-aeronautical uses commonly occur at airports, but these uses do not have the priority or protection of the grant assurances. There is no Federal requirement that obligated airport sponsors accommodate non-aeronautical uses. This differentiation between aeronautical and non-aeronautical is intended to protect the Federal investment in aviation and ensure that non-aeronautical uses cannot easily displace aeronautical uses and thereby diminish the safety, efficiency, and utility of the airport.¹⁰

Mixed Uses—A mixed-use facility contains both aeronautical and non-aeronautical uses, but the non-aeronautical use could be located off airport property. These uses will need FAA consent or approval for the land use. The FAA will take into account whether the non-aeronautical component will impact existing uses or conflict with existing or foreseeable aeronautical needs/demand. Examples of mixed uses include:

1. Mail distribution centers that are connected to an air cargo operation;
2. Cargo operations where the primary purpose of the operation goes beyond air cargo processing facilities and expands into non-aeronautical elements, such as office building complexes, sorting facilities, long-term storage (warehousing), freight forwarders, and third-party logistics providers, certain access infrastructure, or certain truck parking/trailer facilities (stalls). Most of these are related to other transportation modes or aspects of the cargo business, not directly and substantially to its "aeronautical activity";
3. Aircraft manufacturing facility that includes final assembly, but also significant non-aeronautical uses such as engineering facilities, research and development facilities, parts

¹⁰FAA has provided guidance on the temporary non-aeronautical use of a hangar in FAA's Hangar Use Policy (*Policy on the Non-Aeronautical Use of Airport Hangars* (81 FR 38906), June 15, 2016). www.govinfo.gov/content/pkg/FR-2016-06-15/pdf/2016-14133.pdf).

manufacturing and storage, or office buildings; and

4. Parking associated with the mixed use (e.g., customer and employee parking for mail distribution, cargo operations, aircraft manufacturing).

Federally acquired land—This is land that was acquired with Federal funds including the Airport Improvement Program (AIP), Federal Aid to Airports Program (FAAP), Airport Development Aid Program (ADAP), and as part of an AP-4 agreement.¹¹ It also includes airport sponsor-acquired land that was used for the airport sponsor match for an AIP project or was swapped for AIP purchased land.

Federally conveyed land—This is land conveyed to the airport sponsor by the Federal government through a written deed of conveyance (sometimes called a patent or included in a lease termination, etc.) that contained specific restrictions or allowances for the use of the land. The FAA recognizes that some Federal conveyance documents specifically permit non-aeronautical use for revenue production or a specific identified use—in these instances, there is not a change in land use. Federally conveyed land includes land transferred under:

1. Surplus Property Act, codified in 49 U.S.C. 47151–47153, including former military airports conveyed to local public entities under 10 U.S.C. 2687 of the Defense Base Closure and Realignment Act (BRAC) program or any other Federal laws; and,

2. Section 16 of the Federal Airport Act of 1946, 119 Public Law 79–377, Section 23 of the Airport and Airway Development Act of 1970, Public Law 91–258, and Section 516 of the Airport and Airway Development Act of 1982, codified in 49 U.S.C. 47125. These are sometimes referred to as non-surplus property transfers.

Release of Federal obligations—The formal, written authorization discharging and relinquishing all or part of the FAA's right to enforce an airport's contractual or deeded obligations. The FAA's authority to release, waive, or amend an obligation is contained in 49 U.S.C. 47153(a) and 47107(h)(2).

Letter of consent or approval—The FAA's action on a proposed land use change will be documented in the form of a letter of consent or a letter of approval, depending upon the obligating deeds or documents and the land at issue. Surplus Property Act deeds require the FAA's written consent

for a non-aeronautical use, so a letter of consent is appropriate.

Alternatively, Grant Assurance 5, *Preserving Rights and Powers*, requires prior written approval of the Secretary for the sale or transfer of any property upon which Federal funds have been expended, which would require a letter of approval. In both cases, the letters serve the equivalent purpose of documenting the FAA's action on the airport sponsor's request. These letters also serve to approve interim uses for revenue production on property acquired for an airport purpose.

3. Process for Evaluating Land Use Changes

Uses of airport land will fall into one of four categories: (1) aeronautical use, (2) airport purpose, (3) non-aeronautical use, or (4) mixed-use.

The airport sponsor must obtain FAA approval or consent for all non-aeronautical and mixed uses of federally acquired or federally conveyed land.¹² FAA approval or consent is not needed for a proposed land use that meets the definition of aeronautical use or airport purpose. The following explains the process when an airport sponsor requests a change in land use on federally conveyed or federally acquired land:

A. What Airport Sponsors Must Submit

The airport sponsor's request needs to include the following:¹³

1. identification of the property and documentation on how the land was acquired (i.e., Federal conveyance documents, Federal grant agreements, Exhibit A);
2. current use of the property;
3. current and future aeronautical demand of the airport and the property (e.g., current Master Plan, forecasts, hangar waitlists); and,
4. proposed use of the property, including the anticipated length of the use.

B. FAA's Evaluation of the Request

Upon receipt of all documents, the FAA will promptly review the airport sponsor's request. The review involves a certain level of discretion by the FAA and the airport sponsor. The FAA may request additional information regarding the proposal. Major considerations in granting approval or consent include the:

1. Reasonableness and practicality of the airport sponsor's request,
2. The effect of the request on needed aeronautical facilities,
3. The net benefit to civil aviation, and
4. Compatibility of the proposal with the needs of civil aviation. (Incompatible land uses on the airport, including residential use, are prohibited by FAA policy and are contrary to federal obligations.)

The distinctions may vary slightly depending on the circumstances of the situation, such as intermodal functionality, business model, project integrity, available airport land, project size and location, airport planning priorities, and funding requirements and restrictions. The land use must benefit the airport and its functions in support of aeronautical uses and must not adversely affect the value of the federal investment in the airport and its facilities. 49 U.S.C. 47107(a)(16)(B), 47125(a), and 47152(1).

The land use should be compatible with the airport's current or future aeronautical use or demand. FAA approval will not be granted if the FAA determines that an aeronautical demand for the land is likely to exist within the period of the requested land use. The duration of FAA's approval or consent will depend on the circumstances at the airport and may be permitted for the duration of the approved use. The approval or consent must state that the land will be returned to aeronautical use at the end of the approved period.

C. Documentation of FAA Decision

Upon completion of the review, the FAA will either issue a letter of approval or consent for the use or deny the request. Where possible, the FAA may issue the letter of approval or consent concurrently with a Section 163 determination letter.

The letter of approval or consent will document the FAA's determination of the land use on federally acquired or federally conveyed airport land. This letter will outline the conditions of the approval or consent and include a requirement that the land must be available for aeronautical use at the end of the approval or consent period. Generally, the approval or consent will remain in effect for the duration of the approved use. The letter of approval or letter of consent does not affect or negate the airport sponsor's Federal obligations.

The requirement for NEPA should be coordinated with the Regions/ADO Environmental Protection Specialist (EPS).

¹¹ In some instances, an AP-4 Agreement included a federal land purchase. The original agreement and funding should be reviewed to confirm the source of the funds.

¹² The airport sponsor must obtain FAA approval of interim land uses for revenue production on property acquired for an airport purpose (See 49 U.S.C. 47107(c)(1)).

¹³ An airport sponsor may reference documents already submitted as part of a review under Section 163 and will not need to resubmit unless there have been changes or information is missing.

After an airport sponsor receives an FAA letter of consent or approval, it will update the Exhibit A.

Issued in Washington, DC, on December 5, 2023.

Kevin C. Willis,

Director, Office of Airport Compliance and Management Analysis.

[FR Doc. 2023-27017 Filed 12-7-23; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF COMMERCE

Bureau of Industry and Security

15 CFR Parts 738, 740, 742, and 774

[Docket No. 230920-0229]

RIN 0694-AJ29

Allied Governments Favorable Treatment: Revisions to Certain Australia Group Controls; Revisions to Certain Crime Control and Detection Controls

AGENCY: Bureau of Industry and Security, Department of Commerce.

ACTION: Final rule.

SUMMARY: The Bureau of Industry and Security (BIS) is amending the Export Administration Regulations (EAR) by removing Proliferation of Chemical and Biological Weapons (CB) controls on specified pathogens and toxins that are destined for Australia Group (AG) member countries and by revising the Commerce Country Chart to remove Crime Control and Detection (CC) controls on certain items that are destined for Austria, Finland, Ireland, Liechtenstein, South Korea, Sweden, and Switzerland. These changes are being made as part of a broader effort announced today that will liberalize several categories of export licensing requirements and the availability of export license exceptions for key allied and partner countries, as well as for members of certain multilateral export control regimes.

DATES: This rule is effective December 8, 2023.

FOR FURTHER INFORMATION CONTACT: For questions on pathogens and toxins discussed in this rule, contact Dr. Tara Gonzalez, Chemical and Biological Controls Division, Office of Nonproliferation and Treaty Compliance, Bureau of Industry and Security, Telephone: (202) 482-3343, Email: Tara.Gonzalez@bis.doc.gov. For all other questions pertaining to this rule, contact Logan Norton, Regulatory Policy Division, Office of Exporter Services, Bureau of Industry and

Security, U.S. Department of Commerce, (202) 482-1762, Email: RPD2@bis.doc.gov.

SUPPLEMENTARY INFORMATION:

Background

Liberalizing Controls for Allies and Partners

Historically, the United States has relied on deep connections with its allies and partners to protect its vital national security and foreign policy interests. In particular, the United States acts in close cooperation with its allies and partners to bring together the international community to address military aggression, threats to sovereignty, and human rights abuses around the world. This is especially true in the context of export controls, in which multilateral and plurilateral controls are typically the most effective path toward accomplishing our national security and foreign policy objectives.

In remarks made at the U.S. State Department on February 4, 2021, regarding America's place in the world, President Biden noted that America's alliances are some of our greatest assets and that leading with diplomacy means standing shoulder to shoulder and working closely with our allies and key partners, thereby protecting the world against nefarious actors. At that time, President Biden highlighted the fact that the United States would be "more effective in dealing with Russia when we work in coalition and coordination with other like-minded partners." (<https://www.whitehouse.gov/briefing-room/speeches-remarks/2021/02/04/remarks-by-president-biden-on-americas-place-in-the-world/>). Consistent with this direction, a year later, following Russia's unjustifiable further invasion of Ukraine and Belarus's complicity in that invasion, the United States led the formation of and continues to lead alignment within the Global Export Controls Coalition (GECC), now comprising the United States and 38 other global economies. BIS's export controls on Russia and Belarus have been successful because they have been imposed and maintained in coordination with U.S. allies and partners. At the same time, in addition to the GECC, BIS has forged deeper ally and partner country relationships through a series of bilateral and multilateral export controls dialogues, including under the auspices of the U.S.-European Union Trade and Technology Council (TTC) and the U.S.-Japan Commercial and Industrial Partnership (JUCIP).

The changes made with this rule and two other ally and partner rules

published today are part of a broad effort to liberalize controls for allies and partner countries under the EAR (15 CFR parts 730-774). Together, these rules will ease several categories of export licensing requirements and increase the availability of export license exceptions for key allied and partner countries, as well as members of certain multilateral export control regimes.

Overview of Regulatory Changes

As described below, in recognition of key allies' and partners' support of our efforts against Russia, along with their leadership in the areas of chemical and biological weapons nonproliferation and the promotion of human rights, BIS is making two sets of amendments to the EAR. First, it is revising the Chemical and Biological Nonproliferation (CB) controls that apply to certain pathogens and toxins that are destined for members of the Australia Group (AG). Second, it is removing Crime Controls (CC) on seven key allied and partner countries, Austria, Finland, Ireland, Liechtenstein, South Korea, Sweden, and Switzerland. These amendments to the EAR eliminate certain controls on allied and partner countries, as well as on AG member countries, thereby facilitating exports and reexports involving these countries and allowing BIS to apply its resources toward reviewing and monitoring more sensitive exports and higher-risk transactions. These amendments are part of a larger effort announced by BIS today that includes several EAR amendments eliminating certain license requirements and broadening the availability of license exceptions for allied and partner countries, including member countries of international regimes.

Pathogens and Toxins

The AG is the multilateral export control regime responsible for controlling chemical and biological items to ensure that such items do not contribute to chemical and biological weapons proliferation. The AG currently has 43 members, including the United States. All items controlled under ECCNs 1C351, 1C353, 1C354, 1E001, and 1E351 on the Commerce Control List (CCL) (supp. no. 1 to part 774 of the EAR) are controlled multilaterally by the AG, except those items controlled under ECCN 1C351.b.

Prior to this rule, entries for pathogens and toxins controlled under ECCNs 1C351, 1C353, 1C354, and their related technologies controlled under ECCNs 1E001, and 1E351, listed CB Column 1 (CB:1) (see Commerce



MEMORANDUM

TO: AIRPORT ADVISORY COMMISSION

FROM: AIRPORT MANAGER

DATE: November 2024

RE: MONTHLY REPORT

- The City Commission has accepted FAA/FDOT grants in support of a project to rehabilitate Taxiway A. Additionally, an invitation to bid was released and the project was awarded to the low bidder, CGC Inc. This project will rehabilitate the taxiway from the approach end of Runway 13 to the Runway 4/22 and Taxiway A intersection. The project will be phased to accommodate taxiway users during construction. The project is expected to begin in early December and is scheduled Total construction phase costs are expected to be \$2,649,528 and the airport's expense share for this project is expected to be roughly \$83,000. A review of project phasing will be discussed with this monthly report.
- Design work for rehabilitation of the Hangar B aircraft parking apron is complete and an invitation to bid will be released at the end of November for this project. The asphalt on the parking apron has exceeded its useful life and needs replacement. The City has accepted a \$450,000 grant from FDOT which will pay for 100% of project costs that do not exceed that amount.
- A Bipartisan Infrastructure Bill (BIL) Grant has been accepted by the City/Airport for design of a project to rehabilitate taxilanes and the public roadway entrance from Gate 3 to the t-hangar area. A design task order with Passero Associates is on the November 19 Commission Agenda to begin design work for this project.
- Proposals to line a stormwater pipe along Taxiway D have been received and will be submitted for City Commission review in December. This project will line the stormwater pipe from the Twy D/A intersection to the north to the point where the pipe reaches the outfall ditch. Project cost is expected to be \$130,000 and will utilize an FDOT grant that has been accepted to cover 100% of project cost.
- As a note for airport tenants, annual CPI adjustment of rental and lease agreements was completed and the majority of lease agreements were adjusted for the October 2024 billing cycle (invoices sent in September). The CPI adjustment was 2.9%. For tenants with hangar rental payments on auto-payment, please review your invoices and make adjustments as necessary.

- The airport has received initial interest in a non-aviation development for the nonaeronautical parcel at the north-end of Jamestown Road. This interest will be presented by the applicants during this meeting.

ACCOUNT/GL LINE DESCRIPTION	REVENUE		
	2024-2025 BUDGET	YTD ACTUAL	% USED
FAA GRANT	2,998,234	0.00	0.00
FDOT GRANT	2,968,509	0.00	0.00
RENTALS NON-TAXABLE	800	19.00	2.38
RENTALS	2,500	545.00	21.80
FUEL FLOW FEES	40,000	38,536.40	96.34
LEASE PAYMENTS-LAND LEASE	120,810	19,369.51	16.03
BUILDING LEASE	800	502.60	62.83
LAND LEASE- AMELIA RIVER	215,197	14,599.83	6.78
LAND LEASE PAYMENTS-NON TAXABL	74,959	8,212.69	10.96
RENT/LEASE PAYMENTS	410,269	35,189.46	8.58
8 FLAGS RENT (TAXABLE)	131,877	35,189.46	26.68
FUEL FARM RENT	0	364.44	N/A
8 FLAGS RENT NON-TAXABLE	5,000	356.07	7.12
TRANSIENT REVENUE	10,000	0.00	0.00
INTEREST	0	0.00	N/A
OTHER REVENUE	38,100	0.25	0.00
AIRCRAFT PARKING REVENUE	5,000	0.00	0.00
GAIN ON SALE OF ASSET	20,000	0.00	0.00
LATE FEES	0	170.67	N/A
FROM GENERAL FUND	296,475	49,412.50	16.67
CASH BALANCE FORWARD	1,640,695	0.00	0.00

EXPENSE

ACCOUNT/GL LINE DESCRIPTION	2024-2025 	YTD ACTUAL	% USED
SALARIES	200,301	5,061.54	2.53
PART-TIME	29,667	155.53	0.52
FICA	17,577	505.92	2.88
RETIREMENT	41,339	1,084.18	2.62
HEALTH INSUR	25,630	850.59	3.32
LIFE INSUR	732	8.00	1.09
OPEB COSTS	1,756	292.70	16.67
WORKERS' COMP	1,899	316.50	16.67
PROFESSIONAL SERVICES	625,000	0.00	0.00
AUDITING	7,389	1,231.50	16.67
CONTRACTUAL	80,721	1,374.23	1.70
TRAINING/TRAVEL	7,600	189.00	2.49
COMM - PHONE/FAX/ALARM	3,169	523.00	16.50
COMMUNICATIONS-CELLULAR	1,230	0.00	0.00
COMMUNICATIONS-INTERNET	6,726	1,041.84	15.49
POSTAGE	100	39.84	39.84
UTILITIES ELECTRIC	28,000	0.00	0.00
UTILITIES-WATER & WASTEWATER	12,200	0.00	0.00
INSURANCE	30,339	5,056.50	16.67
R/M BLDG & GROUNDS	120,000	-480.99	-0.40
R/M FACILITIES	19,500	268.90	1.38
R/M EQUIPMENT	3,000	125.00	4.17
R/M VEHICLES-LABOR	5,000	0.00	0.00
R/M VEHICLES-PARTS	6,000	451.84	7.53
PRINTING	650	0.00	0.00
PROMOTIONAL	750	0.00	0.00
BILLING COSTS	10,000	1,666.70	16.67
OFFICE SUPPLIES	2,300	0.00	0.00
OPERATING SUPPLIES	265	0.00	0.00
UNIFORMS	500	0.00	0.00
GAS/OIL	12,000	318.63	2.66
BOOKS/SUBS/DUES	875	330.00	37.71
BUILDING	0	619.00	N/A
IMPROVEMENTS	1,820,000	0.00	0.00
TAXIWAY A REHAB	2,649,598	0.00	0.00
HANGAR B APRON REHAB	450,000	0.00	0.00
AIRPORT STORMWATER PIPE RELINI	140,000	0.00	0.00
OTHER IMPROVEMENTS	915,000	0.00	0.00
MACH/EQUIP	620,000	0.00	0.00
PRINCIPAL	306,736	0.00	0.00
INTEREST	104,206	0.00	0.00
RESERVE	651,470	0.00	0.00
Revenue Total	8,959,225	202,467.88	
Expense Total	8,959,225	21,029.95	

**BID DOCUMENTS - DO NOT USE
FOR CONSTRUCTION**

NORTH ARROW AND SCALE:



City of Fernandina Beach
Fernandina Beach Municipal Airport
700 Airport Road
Fernandina Beach, Florida 32034

4730 Casa Cola Way, Suite 200 (904) 757-6100
St. Augustine, FL 32095

PRINCIPAL IN CHARGE BRAD WENTE, P.E.
PROJECT MANAGER LEONA LEWIS, P.E.
DESIGNED BY JULIA NORRIS, E.I.T.

FL COA NO.: 3428

EXP.: 06/30/24

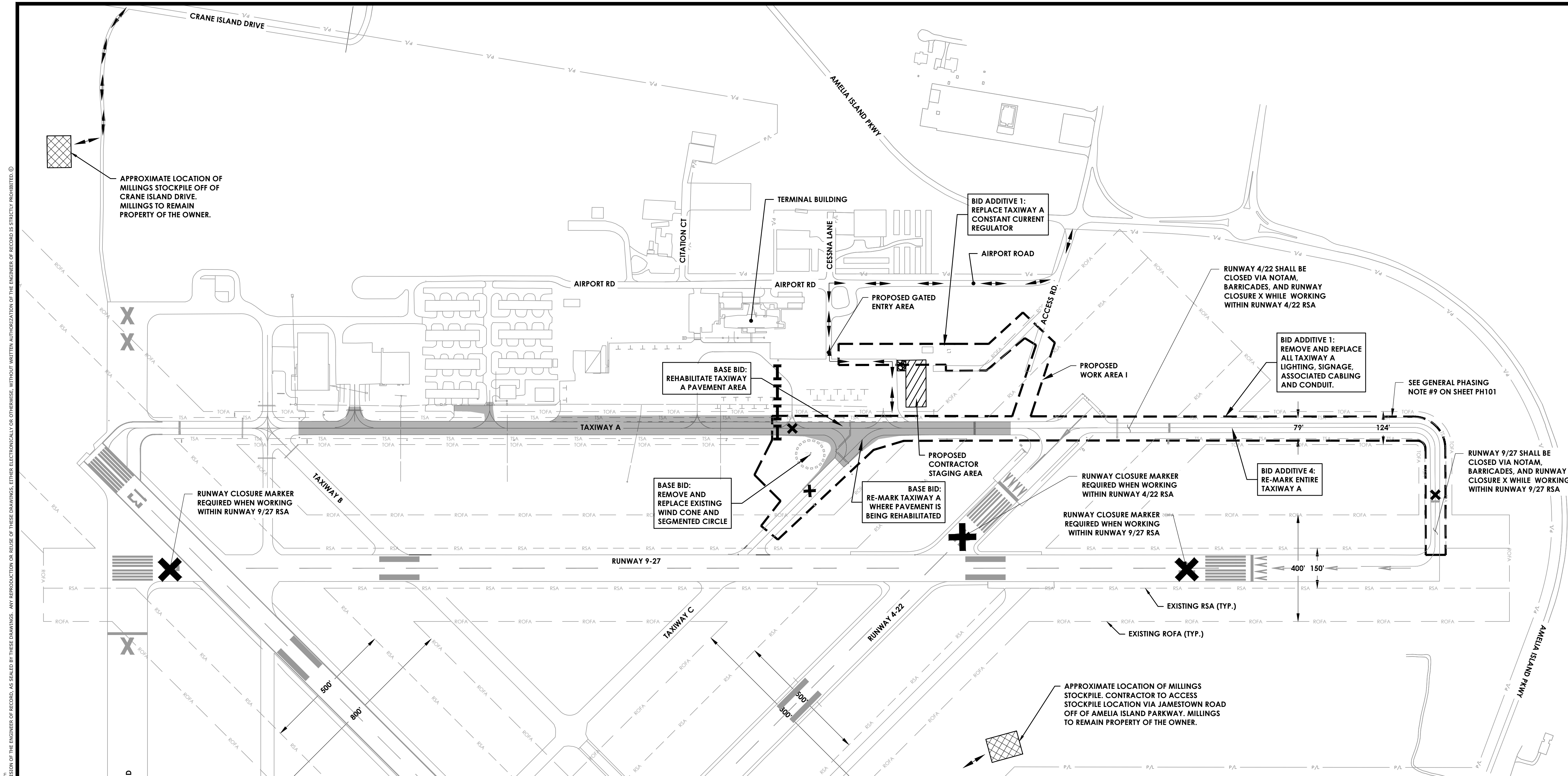
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PH102

APRIL 2024



1. RUNWAY 9/27 SHALL BE FULLY CLOSED VIA LIGHTED RUNWAY CLOSURES MARKERS, BARRICADES, AND NOTAM PRIOR TO BEGINNING ANY WORK INSIDE THE RUNWAY 9/27 RUNWAY SAFETY AREA. ALL RUNWAY 9/27 SIGNS AND LIGHTS SHALL BE DE-ENERGIZED DURING PHASE I CLOSURE.
2. RUNWAY 4/22 SHALL BE FULLY CLOSED VIA LIGHTED RUNWAY CLOSURES MARKERS, BARRICADES, AND NOTAM PRIOR TO BEGINNING ANY WORK INSIDE THE RUNWAY 4/22 RUNWAY SAFETY AREA. ALL RUNWAY 4/22 SIGNS AND LIGHTS SHALL BE DE-ENERGIZED DURING PHASE I CLOSURE.
3. TAXIWAY A SHALL BE PARTIALLY CLOSED VIA UNLIGHTED CLOSURE MARKERS, BARRICADES, AND NOTAM PRIOR TO BEGINNING ANY CONSTRUCTION ON PHASE I.
4. TAXIWAY C SHALL BE PARTIALLY CLOSED VIA UNLIGHTED CLOSURE MARKERS, BARRICADES, AND NOTAM PRIOR TO BEGINNING ANY CONSTRUCTION ON PHASE I.
5. THE TERMINAL APRON SHALL BE PARTIALLY CLOSED VIA BARRICADES PRIOR TO BEGINNING ANY CONSTRUCTION ON PHASE I.
6. PHASE I WORK INCLUDES ELECTRICAL DEMOLITION, NEW LED LIGHTING AND SIGNAGE INSTALLATION, CABLE AND COUNTERPOSE INSTALLATION, NEW TAXIWAY A CONSTANT CURRENT REGULATOR INSTALLATION, DEMOLITION OF EXISTING WIND CONE AND SEGMENTED CIRCLE, INSTALLATION OF NEW LED WIND CONE NAD NEW SEGMENTED CIRCLE, TAXIWAY A PAVEMENT REHABILITATION, TAXIWAY C PAVEMENT REHABILITATION, TAXIWAY C FULL DEPTH PAVEMENT FILLER INSTALLATION, AND PAVEMENT MARKING WITHIN THE PHASE I WORK AREA SHOWN. THE CONTRACTOR IS NOT PERMITTED TO WORK OUTSIDE OF THE WORK AREA SHOWN DURING PHASE I.
7. THE CONTRACTOR SHALL NOTIFY THE AIRPORT NO LESS THAN 72 HOURS PRIOR TO PROPOSING THE START OF PHASE I CONSTRUCTION.

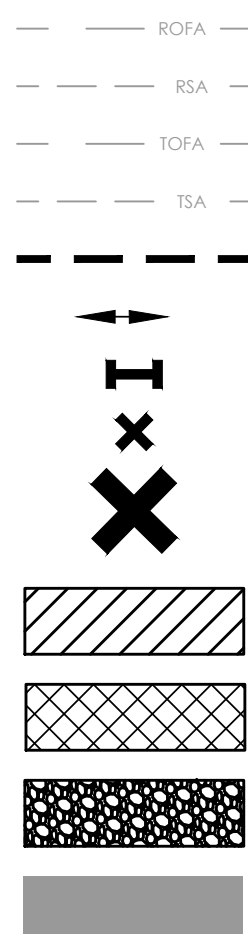
TOTAL CONTRACT TIME: 120 CALENDAR DAYS
LIQUIDATED DAMAGES FOR EXCEEDING PHASE I CONTRACT TIME: \$1,000 PER CALENDAR DAY

CONTRACTOR STAGING AREA

MILLINGS STOCKPILE AREA

MILLINGS STOCKPILE AREA

PROPOSED PAVEMENT



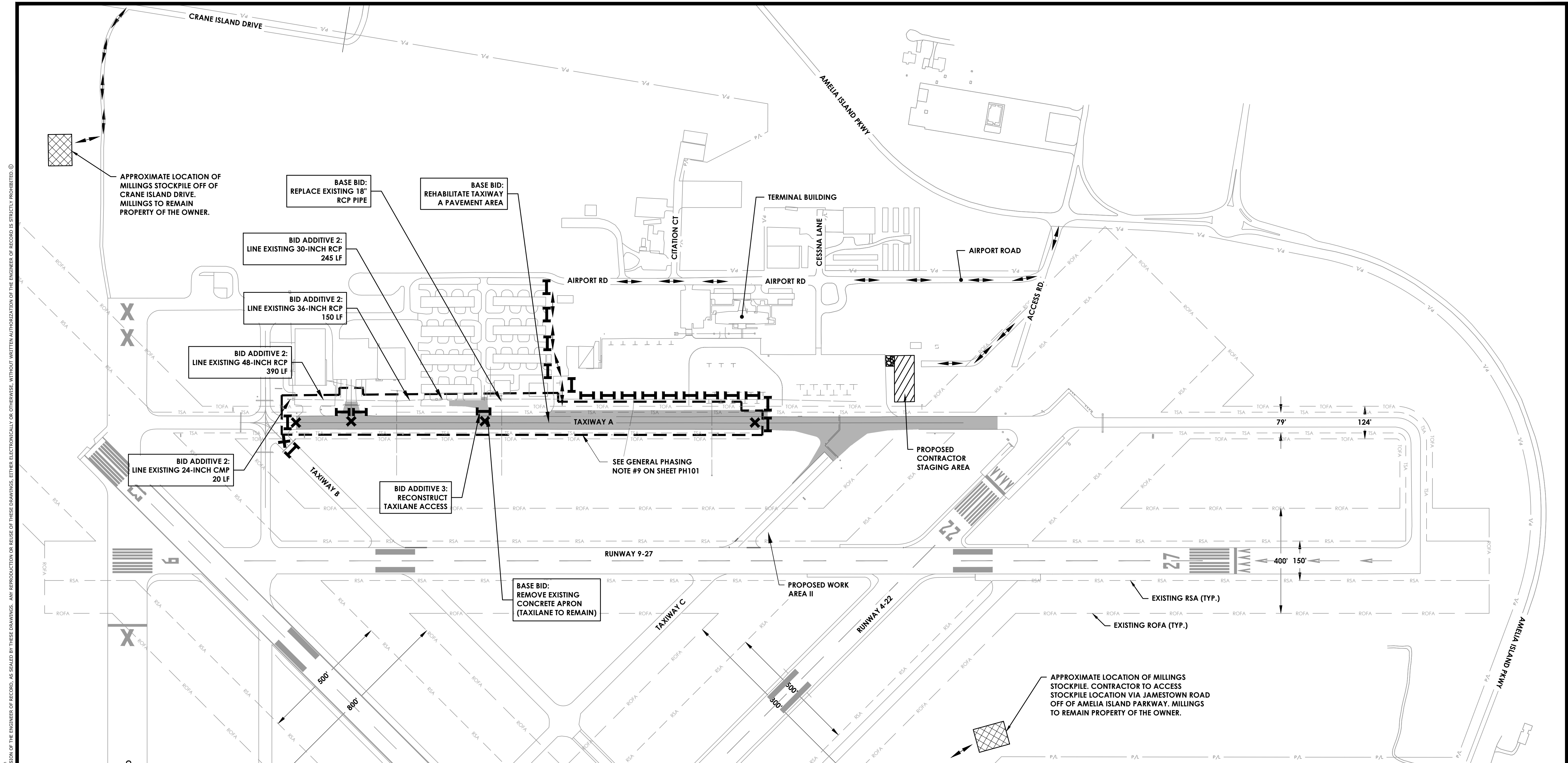
**BID DOCUMENTS - DO NOT USE
FOR CONSTRUCTION**

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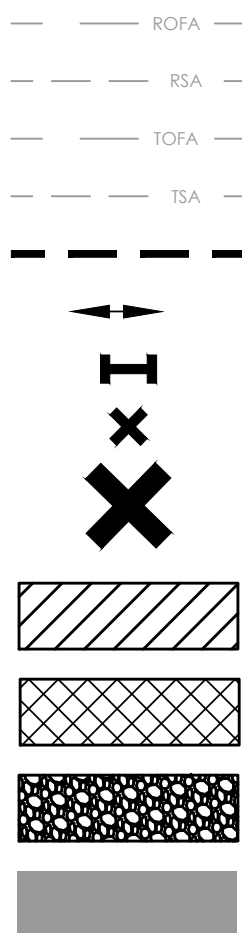
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APRIL 2024



PROPOSED PAVEMENT



Airport Capital Plan FY24-25

- (1) Taxiway A Rehabilitation
 - **Project Scope:** Rehabilitate Taxiway A pavement, lighting, stormwater
 - **Project Timeframe Estimate:** December 2024 – April 2025
 - **Project Cost - Construction:** \$2,649,598
 - **Project Funding:** FAA - \$2,233,234, FDOT - \$233,091, City/Airport - \$83,272.80
 - **Status:** Awaiting construction contract execution and issuance of NTP
- (2) Stormwater Pipe Rehabilitation Adjacent Taxiway D
 - **Project Scope:** Line 430 linear feet of stormwater pipe with leaking joints
 - **Project Timeframe Estimate:** January 2025 (1 Week Project)
 - **Project Cost:** \$140,000
 - **Project Funding:** FDOT - \$140,000
 - **Status:** Proposals received and will be submitted for Commission review in December utilizing a “piggyback” procurement process

Airport Capital Plan FY24-25

- (3) Airport Equipment Shed Design/Construct
 - **Project Scope:** Install equipment shed to protect airport mowing and operating equipment
 - **Project Timeframe Estimate:** April 2025 Completion
 - **Project Cost:** \$50,000
 - **Project Funding:** FDOT - \$50,000
 - **Status:** Design complete, currently coordinating for procurement
- (4) Hangar B Aircraft Parking Apron Rehabilitation
 - **Project Scope:** Rehabilitate asphalt parking apron at City-owned Hangar B
 - **Project Timeframe Estimate:** April 2025 – June 2025
 - **Project Cost:** \$450,000
 - **Project Funding:** FDOT - \$450,000
 - **Status:** Design phase complete, currently preparing competitive bidding documents

Airport Capital Plan FY24-25

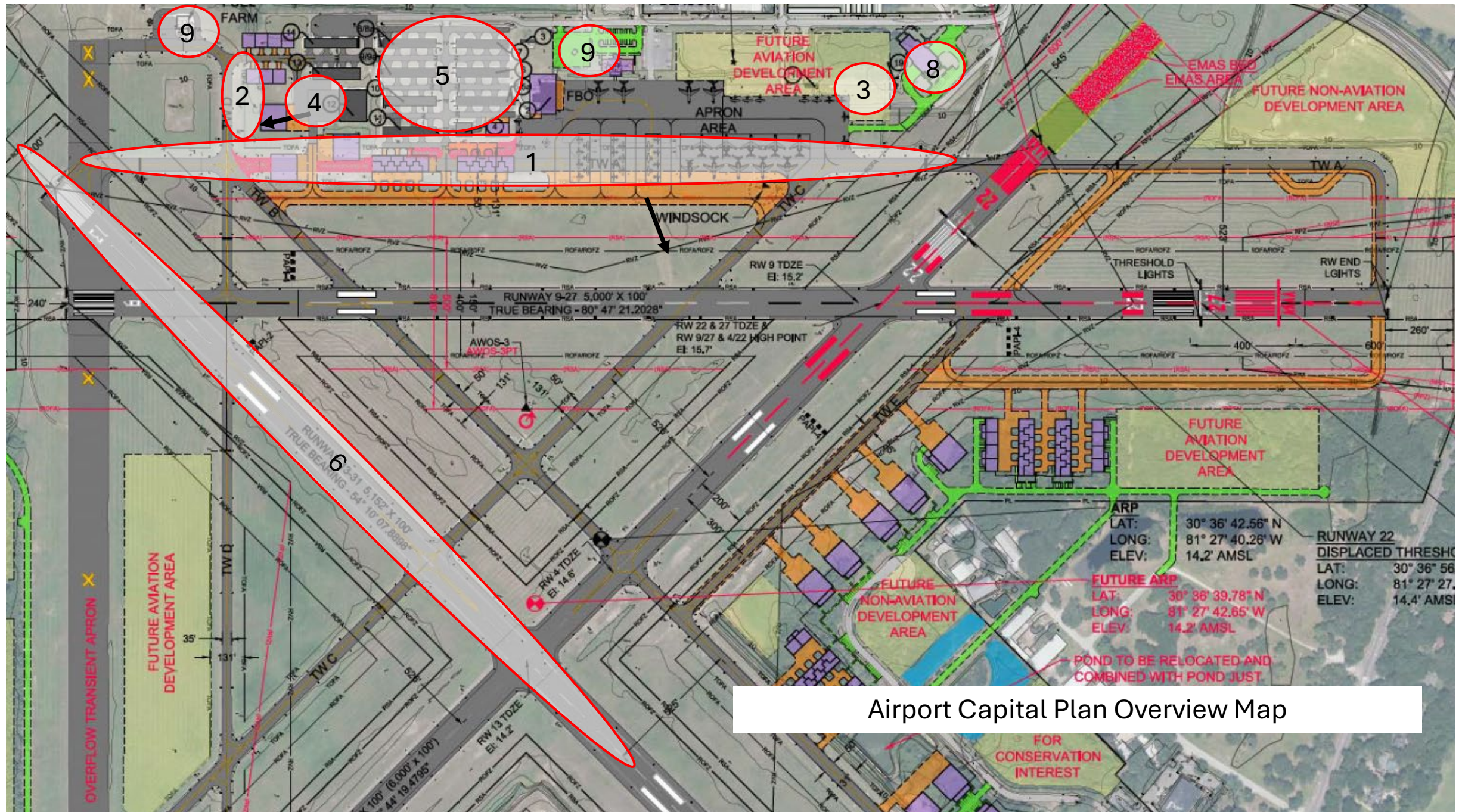
- (5) Rehabilitate Airport T-hangar taxilanes and Gate 3 Entry Road
 - **Project Scope:** Rehabilitate specific t-hangar taxilane pavement and Gate 3 entry roadway to t-hangar area. This is a bipartisan infrastructure bill-funded project
 - **Project Timeframe Estimate:** Design phase FY24/25; Construct phase FY25/26
 - **Project Cost:** Design Phase - \$79,200
 - **Project Funding - Design:** FAA - \$71,280, FDOT - \$6,336, Airport Fund - \$1,584
 - **Status:** Design Task Order on 11/19/24 Commission Agenda
- (6) Runway 13/31 Rehabilitation
 - **Project Scope:** Rehabilitate pavement, lighting, and stormwater for Rwy 13/31
 - **Project Timeframe Estimate:** Design Phase FY25/26; Construct Phase FY26/27
 - **Project Estimate:** \$4,500,000 (Design and Construction)
 - **Project Funding:** Currently coordinating with FAA/FDOT to confirm project funding support levels

Airport Capital Plan FY24-25

- (7) Design/Construct New Hangars
 - **Project Scope:** Design and construct new hangars for aircraft storage
 - **Project Timeframe Estimate:** Design phase FY24/25; Construct phase FY25/26
 - **Project Cost:** Design Phase - \$71,000; Construction Estimate:\$1,729,000
 - **Project Funding - Design:** FDOT - \$35,500, Airport Fund - \$35,500
 - **Project Funding - Construction Estimate:** FDOT - \$864,500, Airport Fund - \$864,500
 - **Status:** Design Task Order signed and staff is beginning design work soon
- (8) Acquire Airport Rescue/Fire Fighting Vehicle
 - **Project Scope:** Purchase airport rescue/fire fighting vehicle for use at new Station
 - **Project Timeframe Estimate:** Order in FY24/25 and Receive FY25/26
 - **Project Estimate:** \$375,000
 - **Project Funding:** FDOT – \$300,000, Airport - \$75,000

Airport Capital Plan FY24-25

- (9) Airport Emergency Generator Acquisition
 - **Project Scope:** Procure and install emergency generator for airport terminal and fuel farm to support operations during power outages
 - **Project Timeframe Estimate:** Summer 2025
 - **Project Cost:** \$130,000
 - **Project Funding:** FDOT - \$130,000
 - **Status:** Currently coordinating Sourcewell proposals; anticipate presentation to City Commission in December



Airport Capital Plan Overview Map