Aviation Advisory Committee
November 16, 2011
Milton, Florida

The Aviation Advisory Committee met on the above date with the following members present: Members, Jim Fausz (District 1), Chip Mapoles (District 5), Randy Roy (NAS Whiting Field), and Jeff Fanto (Eglin Air Force Base). County staff present: County Administrator (Hunter Walker), County Engineer (Roger Blaylock), and Administrative Services Manager (Tammy Simmons).

Mapoles called the meeting to order at 5:20 p.m. ***The minutes of the July 20, 2011, meeting was approved unanimously.***

Old Business
No items

New Business
Jeff Fanto, Community Planner from Eglin introduced himself. Walker stated E. J. Gomes had been the Eglin Community Planner for the last couple of years and he has now transitioned to another job within the Civil Engineering group and Mr. Fanto was hired in as Mr. Gomes' replacement. Hunter reminded everyone Mr. Fanto and Mr. Roy serve as ex-officio members representing Eglin and Whiting Field.

Walker passed out to the committee members a memo from Angie Jones, County Attorney, explaining Government in the Sunshine and the booklet on same.

Whiting Aviation Park – Zach Nelson
Jeff Helms, VP of Atkins, introduced Zach Nelson, Senior Aviation Planner, whom has been working on Whiting Aviation Park for the last couple of years. Helms stated the limited access use agreement is one of a kind in the United States with the Navy. Atkins is honored to do the master planning for this initiative.

Nelson presented the Airport Master Plan to the Committee. (EX 1)

Whiting Aviation Park
Airport Master Plan
Final Project Briefing
November 7, 2011

Meeting Objectives
1. Introduction to project
   Project Location: Whiting Aviation Park is a 265 acre parcel adjacent to NAS Whiting Field-South Field, and adjacent to County Road 87A.
2. Recap of the planning process
   Planning Process: Whiting Aviation Park Master Plan: A typical master plan process was utilized for the Whiting Aviation Park modified slightly to meet some unique conditions of Whiting Aviation Park.
   A. **Planning Goals and Objectives**
      i. Satisfy the aviation demand that is recognized to be a potential in this area for the future.
      ii. Provide guidelines for future development: Drawings in the master plan are pretty specific in terms of lot sizes but the real value of the report is a guideline for development.
      iii. Provide an Airport that is safe and reliable: Meet all the FDOT and FAA standards for safety that would be expected from such a facility.
      iv. Minimize negative environmental impacts throughout the construction process.
      v. Support local and regional economic goals
      vi. Remain consistent with Federal, State, regional, and local plans.
      vii. Stakeholder Coordination
         a) Santa Rosa County
         b) TEAM Santa Rosa
         c) Naval Air Station Whiting Field – Randy Roy
         d) Florida Department of Transportation
         e) Federal Aviation Administration
         f) City of Milton
         g) Gulf Power
         h) Okaloosa Gas
   B. **Existing Conditions and Inventory:** Considerable grade changes from the airfield side down to the roadway presents some unique challenges for development; through preliminary engineering it was determined how to level out the ground and maximize aviation and non-aviation use parcels.
   C. **Social Economic and Industry Analysis:** Northwest Florida.
   D. **Aviation Demand Forecast:** Aviation in this region and the nation was considered utilizing the social economic conditions and industry analysis.
   E. **Facility Requirements**: The highest utility and best use for the county was established utilizing acreage, safety, set backs for taxiways and roadways, and lights.
   F. **Alternatives Analysis and Concept Development:** Demand Capacity & Alternatives: Three graphics were presented with some general alternatives: the orange shaded area is a fixed wing aviation use parcel, the purple is a helicopter use parcel, and the yellow is a non-aviation, industrial/commercial, use area.
   G. **Phasing and Capital Improvement Plan:** The plan is broken into phases on development over the next 20 years.
      i. Development Phasing: The two areas that are envisioned for phase I are shown in red; both areas are based off the primary entrance; the area south of the primary entrance would include a dry storm

water retention pond and the roadway up to the first few parcels for development for aviation use; the area north of the primary entrance would include some non-aviation, industrial/commercial use. This development generally would be the first five years.

ii. Capital Improvement Program: Capital improvement programming in each phase includes clearing the land, grading, getting roadways and utilities in. In phase I, taxiway Y has to be rehabilitated on Naval Air Station Whiting Field. Cold in-place, a recycling technique, which is a cost saving technique to reuse some of the aggregate that is already on site, is one cost savings that was looked at. The rest of Phase I include rough grading the lots, rough grading for the apron, paving the apron and getting a roadway up to the site. The later two phases are a lot of the same; grading and getting the site cleared out and flat and ready for development, extending utilities and extending the roadway.

3. Airport Layout Plan. The preferred plan working through the county and Naval Air Station Whiting Field, as shown on page 9 in the presentation, maximizes the fixed wing aviation development area.

4. Initial development alternatives: Below are planning cost being conservative; but, it does show the feasibility of the project:

A. Phase I Projects:
   i. Perimeter fence: Security Fencing – (~ $300K - $360k)
   ii. Taxiway Y Rehab: – (~ $570k - $650k)
   iii. Haul Route: Construction Haul Route – (~ $400k - $465k)
   iv. Taxiway Connector(s): – (~ $850k - $1M)
      a) Entrance Road
      b) Ramp grading
      c) Ramp paving
      d) Utility Development
      e) Landside Development

B. Phase II Projects
   i. Center Taxi lane
   ii. Ramp grading
   iii. Ramp paving
   iv. Parcel grading
   v. Roadway grading
   vi. Roadway paving
   vii. Utility Development

C. Phase III Projects
   i. North Taxi lane
   ii. Rough grading
   iii. Roadway grading
   iv. Roadway paving
   v. Utility development

Possible Phase I Development: The presentation included an example of phase I development slightly enhanced to show the flexibility of our preferred alternative: it included taxiway Y, the connection, a portion of a common use apron, multiple smaller leaseable parcels against the common use apron and a larger parcel for a hangar tenant who might want to move into the facility in the near term. In this stage another cost saving technique was to move out the dirt from that dry pond as some of the fill we would use in the upper site closer to the air field.

Vision for the Future: The presentation included a highly conceptualized visit to the future, with a roadway on the left side of the graphic coming up to the aviation use area, the dry pond in the foreground and off in the back some of the non-aviation development that might occur near the roadway.

Walker stated Whiting Aviation Park will not be a general aviation airport, Peter Prince will continue to be the GA airport; Whiting Aviation Park will primarily be for aviation related industries with the attraction being the connection to the runway. Walker stated that the county may at some point need a FBO in some capacity on our side of the fence of the Aviation Park; however, the Navy will be orchestrating the landing and then directing the traffic.

Roy stated there will be a standard operating procedure between the Navy and the County; however, the Navy will have air traffic responsibilities for the runway. There will need to be coordination from the County to us on what industry is being considered.

Helms stated we have only completed the one intersection and we have been pleasantly surprised with the interest in the park by three to four prospects.

NAS Whiting Field Encroachment Update – Randy Roy
Postponed for a future meeting.

FBO Issues
Dave Glass stated in the last 30 days he has assessed the lighting three times, it seems the contractor has a problem on the REIL lights, two of the four REIL lights are inoperative and have been reported to Ingram and the County. Glass stated Aircraft Management Services, AMS, has been very busy with the military training program, which has kept them alive and well. AMS completed a class of 10 students last week, we have 16 more that will start in the next two weeks, the Saudis will complete a 30 hour course and solo at least once and most at least twice before completing the course. It takes 5-6 weeks to get through a 30 hour course depending on the weather. The Navy/Marine course is 18 hours and the Coast Guard course is 28 hours, all of these classes are required to solo at least twice.

Chairman Issues
No items

Pensacola Flight Watch
Dale Holbert stated the security gate is being looked at by the county and the lighting is also being addressed as far as safety

issues.

Pensacola Airport has changed their name to Pensacola International Airport.

One of Flight Watch's last projects is just finished; the donor of honor wall is finished except a letter identifying all the recognization.

Administrative/Engineer
Blaylock stated Hatch Mott MacDonald has been contracted by the Board of County Commissioners to do a Master Plan update on Peter Prince. We will be looking a kick off meeting in the January timeframe with this committee and then going from there.

Blaylock stated the surveying activity at the Southeast side of the airport is the current JPA for the T-hangar project that is on going is associated with the taxiway, grading and drainage plan there, which is the next area we move to. There is a utility project to extend the water main from the Industrial Park over to the access road and up to the new FBO location and looping it back into the Industrial Park.

Other Business

Next Meeting/Adjournment
The next meeting will be at 5:00 p.m. on December 21, 2011. Meeting adjourned at 5:40 p.m.