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- Appendix A – Scoping Notices
- Appendix B – Agency Notification Package
- Appendix C – Meeting Materials
- Appendix D – Scoping Comments
1.0 INTRODUCTION

Pursuant to the National Environmental Policy Act (NEPA), Hendry County is preparing an Environmental Assessment (EA) to address the proposed privatization and subsequent development of a 10,000-foot air cargo runway and related cargo and aircraft maintenance facilities at the Airglades Airport. To ensure all issues and public concerns related to the proposed actions are identified and considered in the EA, the County implemented a formal Scoping process. The Scoping process: 1) informed agencies and the public that an EA was being initiated; 2) informed agencies and the public of the proposed actions associated with the privatization of the airport and development of cargo facilities; and, 3) solicited input and comments related to issues and concerns that should be addressed in the EA. This Scoping Report documents the Scoping process and comments received.

2.0 AIRPORT INFORMATION AND DESCRIPTION OF PROPOSED PROJECT

The Airglades Airport is a public-use, general aviation airport. The airport presently has a 5,905-foot paved runway, access taxiways, aircraft parking apron, aircraft storage and maintenance hangars, and a passenger terminal building. The airport supports business flights (including jets), recreational flying, flight training, and sky diving activities. An industrial park is located on the northwest quadrant of the airport. Airport property not dedicated to airport operations and industrial sites is leased for agriculture. The Florida Department of Transportation shows that the airport had 24 based aircraft in 2011 and generated approximately 11,527 aircraft operations the same year.

The Federal Aviation Administration’s (FAA) Airport Privatization Pilot Program (APPP) is designed to allow airports to generate access to sources of private capital for airport improvement and development. The 1996 Federal Aviation Reauthorization Act authorized the FAA to establish the pilot program and the 2012 FAA Modernization and Reform Act increased the number of airports that could participate in the program from 5 to 10. The program permits up to 10 public airport sponsors to sell or lease an airport, with certain restrictions, and to exempt the sponsor from certain federal requirements. The Airglades Airport is presently in the APPP.

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The FAA informed Hendry County that the preliminary application for Airglades Airport’s participation in the APPP was accepted on October 18, 2010. The letter also indicated that Hendry County may select a private operator, negotiate an agreement and submit a final application. The private operator has been selected; draft management and purchase agreements have been submitted to FAA for review; and a final application is being prepared for submission to the FAA in 2014. If the application is approved, the proposed airport development actions (also referred to in this report as the “Proposed Project”) would include:

- Acquisition of the Airglades Airport by a Private Developer for the construction and operation of a new Perishable Air Cargo Complex
- Acquisition of approximately 250 additional acres of land to accommodate the new north/south runway development
- Construction of a new 10,000’x150’ runway including parallel and connecting taxiways
- Development of a new Perishable Air Cargo Distribution Center, including all associated inspection services such as U.S. Department of Agriculture, U.S. Customs and Border Protection, and Transportation Security Administration
- New Maintenance, Repair, and Overhaul (MRO) facilities, including an Aircraft Paint Facility and associated aircraft parking apron
- New Aircraft Rescue and Firefighting (ARFF) facility
- New Ground Support Equipment (GSE) facility
- New aircraft apron areas to support 10 wide-body aircraft
- New Air Traffic Control Tower (ATCT)
- New fuel storage facilities, including apron hydrant fueling
- New warehouse and distribution facilities
- Vehicular access and automobile and truck parking facilities
- Site Improvements including drainage, stormwater detention, utilities, etc., and
- Two (2) Category III Instrument Landing Systems (ILS), including associated Approach Light Systems (ALS), site preparation, and equipment installation

The Proposed Project is depicted in Figure 1. The Proposed Project is also depicted on the Airport Layout Plan that was approved by the FAA on January 6, 2012.

3.0 SCOPING NOTIFICATIONS

A variety of methods were used to inform the public and agencies about the EA Scoping process. The actions taken to inform the public and agencies are summarized below.
3.1 **NEWSPAPER ADVERTISEMENTS**

Hendry County announced the preparation of the Environmental Assessment and provided notification of the Agency and Public Scoping meetings through advertisements published in two newspapers of local general circulation – *The Clewiston News* and the *Caloosa Belle*. The Notice was published twice prior to the date of the Scoping meetings. Publication dates were August 22, 2013 and September 5, 2013. A Spanish language version of the Notice was also published on the same days in the same newspapers. **Appendix A** contains a copy of the Notice, the Spanish Language version of the Notice, and affidavits of publication obtained from the publisher.

**Newspaper:** *The Clewiston News*

- **Circulation:** 3,500
- **Publication Dates:** August 22, 2013 & September 5, 2013

**Newspaper:** *Caloosa Belle*

- **Circulation:** 6,500
- **Publication Dates:** August 22, 2013 & September 5, 2013

3.2 **MEDIA NOTIFICATION**

A copy of the Notice was also provided to the following local news media outlets:

**Radio Stations**
- WGCU 90.1 FM
- WAFC 100.5 FM
- WWGR 101.9 FM
- WAFC 106.1 FM (Spanish)

**Television Stations**
- WFTX Fox News (Fort Meyers)
- WBBH NBC News (Fort Meyers)
- WINK CBS News (Fort Meyers)

3.3 **AGENCY NOTIFICATION**

A copy of the Notice, an information packet, and Agency Scoping Meeting invitation letter were mailed to select federal, state, and local officials, governments, agencies, and Native American tribe officials and representatives. The agency Scoping notification materials were mailed approximately 20 days prior to the Agency Scoping meeting. The information packet included a brief description of the Proposed Project, and aerial photograph of the Airglades Airport, and a color graphics depicting the Proposed Project. A copy of the Notice, information packet, and Agency Scoping Meeting invitation letter are provided in **Appendix B**.

A list of agencies, local governments, elected officials, and Native American tribe officials and representatives to whom the Agency Scoping meeting invitation letter and information packet were mailed is also provided in Appendix B.
### 3.4 Project Website

Hendry County developed and published a project website for the Airglades EA at [www.airgladesea.com](http://www.airgladesea.com). The website provides information on the Proposed Project and the preparation of the EA; provided a copy of the Scoping Notice and Scoping meeting materials for viewing and download (e.g., display boards, handout, presentation, and comment form); and provided information on how to submit comments during the Scoping process. The website will be updated during the course of the EA.

### 4.0 Scoping Meetings

The Agency and Public Scoping Meetings were held on Thursday, September 19, 2013 at the John B. Boy Auditorium. The facility is located at 1200 WC Owen Avenue, Clewiston, Florida 33440. Amenities at the John B. Boy Auditorium included a main auditorium with stage, a public address system, separate meeting room (Beardsley Room), lobby, kitchen, and restrooms. An area near the entrance to the auditorium was set-up with easels and informational display boards. Tables and chairs were provided nearby for attendees to sit and prepare written comments. An area near the stage had theater-style seating for a project presentation and the public comment portion of the meeting. Free public parking was available at the auditorium.

#### 4.1 Agency Site Visit (Agency Attendance Optional)

An opportunity was afforded to interested agencies, government officials, and Native American tribe officials and representatives to meet at the Airglades Airport at 10:00 a.m. on Thursday, September 19, 2013 for the purpose of becoming familiar with Airglades Airport and viewing the proposed project development site. One FAA representative participated in the site visit. No other agency, local government, or Native American representatives participated.

#### 4.2 Agency Scoping Meeting

A scoping meeting for federal, state, and local governmental officials, Native American tribe officials and representatives, and agencies was held on September 19, 2013, between the hours of 1:30 p.m. and 3:30 p.m. Two representatives from the Florida Department of Environmental Protection, one representative from State Senator Dwight Bullard’s office, and one representative of the FAA attended the Agency Scoping meeting.

The scoping meeting began with an informal review of display boards and project maps. This portion of the meeting lasted approximately 30 minutes and was designed to acquaint attending agency representatives with the Airglades EA project team and allowed attendees to review project maps and materials and ask questions about the Proposed Project.
Copies of sign-in sheet, display boards, and presentation are provided in Appendix C.

The second part of the Agency Scoping Meeting, held in the Beardsley Room, commenced with a brief introduction by Charles Chapman IV, Hendry County Administrator. Hendry County’s consultants for the Airglades EA followed with a brief PowerPoint presentation that described the proposed airport development actions, the EA approach and schedule, and environmental baseline information. The County’s consultants facilitated discussions and solicited input and comments on any issues or concerns that should be addressed in Phase 2 of the EA. Closing statements were then made, which included instructions on submitting agency scoping comments.

A court reporter was present to take a verbatim transcript of the meeting and presentation. Comment forms were available for agency attendees to submit written comments at the meeting. No verbal or written agency comments were received at the meeting. However, it is anticipated that most agency comments would be submitted in writing by the October 19, 2013 comment deadline.

4.3 Public Scoping Meeting

A Scoping meeting for members of the public was held on September 19, 2013, between the hours of 5:00 p.m. and 8:00 p.m. The Public Scoping meeting was attended by 25 members of the public, including representatives of Airglades International Airport (AIA), the prospective airport owner and operator. One representative of the FAA also attended the meeting.

Similar to the Agency Scoping Meeting, the Public Scoping Meeting began with an informational workshop, which included a review of informational display boards and an opportunity to speak with Hendry County representatives. Members of the public were then able to submit verbal scoping comments to the court reporter in a semi-private setting during this part of the meeting or submit written comments using provided comment forms.

Because all but a couple of the meeting attendees submitted comments during the workshop part of the meeting and had left the building, the planned presentation and public comment parts of the Scoping meeting did not take place. However, Hendry County and its consultants remained at the auditorium for the duration of the schedule meeting time.

Comment forms were available for the public to submit written comments at the meeting. Information was also provided on how to submit comments by mail. No written comments were received during the Public Scoping meeting.
5.0 SCOPING MEETING COMMENTS

The Scoping comment period began on August 22, 2013 and closed on October 19, 2013. During this timeframe, a total of 31 comment submittals were received by Hendry County through mailed comment letters and comments made to the court reporter at the Scoping meetings. Appendix D of this report contains a copy of each Scoping comment submittal. Hendry County inventoried and reviewed all comments. Each comment submittal was categorized by subject and commenter and incorporated into a Comment/Response database system.

The following sections summarize the comments received. Summaries of the comments received and a response to each specific comment are included in Appendix D of this report.

5.1 COMMENTS RECEIVED (BY COMMENTER)

5.1.1 Federal Agency Scoping Comments

The US Fish and Wildlife Service (USFWS) and US Army Corps of Engineers (USACE) were the only federal agencies that submitted Scoping comments. Other Federal agencies and organizations that received copies of the Scoping Notice but who did not provide comments include the National Marine Fisheries Service, US Environmental Protection Agency, US Department of the Interior, Federal Highway Administration, National Park Service, US Department of Housing and Urban Development, and the US Department of Agriculture.

5.1.2 Native American Tribes Scoping Comments

Native American Nations / Tribes that were provided copies of the Notice include: the Seminole Tribe of Florida, Seminole Nation of Oklahoma, Miccosukee Tribe of Indians of Florida, and the Poarch Band of Creek Indians. No Scoping comments were received from Native American Nations / Tribes.

5.1.3 State Agency Scoping Comments

In lieu of conducting a new review, the Florida State Clearinghouse provided a copy of a May 2013 Clearinghouse review letter conducted for a proposed Aircraft Conversion and Modification Center (ACMC) at the Airglades Airport. The ACMC project, which did not materialize, contained many of the same development actions included the Proposed Project evaluated in the EA. The May 2013 Clearinghouse letter provided comments from the Florida Department of Environmental Protection (FDEP), South Florida Water Management District (SFWMD), Florida Department of Transportation (FDOT), and the Florida Department of Economic Opportunity. A separate comment letter was received by the Florida State Historic Preservation Officer (SHPO).

5.1.4 Local Municipalities/Local Elected Officials/Regional Planning Organizations

Hendry County solicited Scoping comments from local governments and municipalities, local elected officials, and the regional planning organizations. No Scoping comments were received from local governments, elected official, or agencies.
5.1.5 Public and Special Interest Group Comments

Public comments received during the Scoping process were unanimously in favor of the Proposed Project. One Public Scoping meeting attendee voiced concern about aircraft noise and overflights, but did not submit a comment letter or provide verbal comments to the court reporter at the meeting.

5.2 Comments Received (by Category)

The FAA received approximately 59 individual comments during the Scoping comment period. Hendry County reviewed each comment submittal and categorized individual comments (i.e., aircraft noise, air quality, historic resources, etc.). Each individual comment was entered into a Comment/Response database – either verbatim from the comment submittal or summarized to capture the intent and meaning of the comment. A tabulation of the Scoping comments that were received, by entity and category, is provided in Table 5-1.

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<tr>
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<th>Federal Agency</th>
<th>State Agency</th>
<th>Native American Nations / Tribe</th>
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<th>Public/ Special Interest Groups</th>
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Source: Compiled by URS Corporation, 2013.
5.3 **SUMMARY OF SCOPING COMMENTS RECEIVED**

The issues identified during the Scoping Process are summarized below. Comment letters received during the Scoping process, and responses to the comments, are contained in Appendix D.

- Approximately 56 percent of the comments received were in favor of the Proposed Project.
- Agricultural growers, cargo brokers, freight forwarders located in South Florida provided comments that were all in favor of the Proposed Project.
- The Proposed Project will likely require drinking water and domestic wastewater collection and treatment permits from the FDEP, depending on the anticipated water demand and the wastewater flows. The construction project would also require an Environmental Resource Permit (ERP) for stormwater management and wetland impacts from the South Florida Water Management District.
- State Route 80 and US Highway 27 – both Strategic Intermodal System (SIS) facilities – in the vicinity of the Airglades Airport are anticipated to have sufficient capacity to support the trips that would be generated from the Proposed Project.
- A site-specific access development plan with a revised traffic impact analysis will be required for highway access improvements.
- The Florida Department of Economic Opportunity notes that Hendry County continues to experience the highest unemployment rate in Florida and development at the airport will enhance the region’s economic base, create entrepreneurial opportunities and enhance the region’s competitiveness.
- The Proposed Project is consistent with the Florida Coastal Management Program.
- The Proposed Project will not affect historic properties.
- The following endangered species should be taken into consideration: wood stork, eastern indigo snake, panther, and caracara.
- The Proposed Project should include measures to minimize adverse effects on the Eastern indigo snake. The Proposed Project is unlikely to affect wood storks and habitat for the Florida panther. The Proposed Project should consider measures to protect and conserve migratory birds.
- The proposed site appears to contain Waters of the United States, including wetlands and tributaries. A jurisdictional determination for the entire site is recommended.
- Mitigation for unavoidable impacts to Waters of the U.S. and wetlands will require mitigation. Mitigation at a federally-approved mitigation bank is preferred.
- The Proposed Project may require air permits. Specific air permit needs will be determined as the project is further developed.

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3 In Table 5-1, Hendry County did not quantify and rank individual comments beyond the category level. The list summarizing comments is presented in no particular order of importance.
APPENDIX A
SCOPING NOTICES

This appendix contains the following Scoping notification materials:

Appendix A1  Notice of Preparation of an Environmental Assessment and Scoping Meetings for Airglades Airport, Hendry County, Florida (English and Spanish language versions)
Appendix A2  Proof of Publication
Appendix A1

Notice of Preparation of an Environmental Assessment and Scoping Meetings for Airglades Airport, Hendry County, Florida (English and Spanish language versions)
NOTICE

Preparation of an Environmental Assessment and Scoping Meetings for
Airglades Airport, Hendry County, Florida

SUMMARY: Pursuant to the National Environmental Policy Act (NEPA) of 1969, Hendry County is preparing an Environmental Assessment (EA) to address the proposed privatization and subsequent development of a 10,000-foot air cargo runway and related cargo and aircraft maintenance facilities at the Airglades Airport, 1090 Airglades Blvd., Clewiston, Florida 33440. Once completed, the EA will be submitted to the Federal Aviation Administration (FAA) for the agency’s decision to either prepare an Environmental Impact Statement or issue a Finding of No Significant Impact. To ensure all issues and public concerns related to the proposed actions are identified and considered in the EA, the County will hold one governmental agency Scoping Meeting and one public Scoping Meeting.

AIRPORT INFORMATION: The Airglades Airport is a public-use, general aviation airport. The airport presently has a 5,905-foot paved runway, access taxiways, aircraft parking apron, aircraft storage and maintenance hangars, and a passenger terminal building. The airport supports business flights (including jets), recreational flying, flight training, and sky diving activities. The airport also supports a relatively new industrial park. The Florida Dept. of Transportation shows that the airport had 24 based aircraft in 2011 and generated approximately 11,527 aircraft operations the same year.

PROPOSED ACTIONS: The FAA informed Hendry County that the preliminary application for Airglades Airport’s participation in the Airport Privatization Pilot Program (APPP) was accepted on October 18, 2010. The letter also indicated that Hendry County may select a private operator, negotiate an agreement and submit a final application. The private operator has been selected; draft management and purchase agreements have been submitted to FAA for review; and a final application is being prepared for submission to the FAA in 2014. The proposed actions and airport development expected to occur if the application is approved include:

- Acquisition of the Airglades Airport by a Private Developer for the construction and operation of a new Perishable Air Cargo Complex
- Acquisition of approximately 250 additional acres of land to accommodate the new north/south runway development
- New 10,000’x150’ Runway including parallel and connecting Taxiways
• New Perishable Air Cargo Distribution Center, including all associated inspection services such as U.S. Department of Agriculture, U.S. Customs and Border Protection, and Transportation Security Administration
• New Maintenance, Repair, and Overhaul (MRO) Facilities, including Aircraft Paint Facility and associated aircraft parking apron
• New Aircraft Rescue and Firefighting (ARFF) Facility
• New Ground Support Equipment (GSE) Facility
• New Aircraft Apron Areas to support 10 wide-body Aircraft
• New Air Traffic Control Tower (ATCT) Facility
• New Fuel Storage Facilities, including Apron Hydrant Fueling
• New Warehouse and Distribution Facilities
• Vehicular Access and Automobile and Truck Parking Facilities
• Site Improvements including Drainage, Stormwater Detention, Utilities, Etc.
• Establishment of Two (2) Category III Instrument Landing Systems (ILS), including associated Approach Light Systems (ALS), Site Preparation, and Equipment Installation

**EA PREPARATION:** FAA actions related to the privatization of Airglades Airport and the development of a new air cargo runway (and related facilities) require environmental analysis, coordination, and documentation conforming to the provisions of the *National Environmental Policy Act* of 1969 (NEPA) and guidance contained in the FAA’s *Airport Environmental Handbook* (Order 1050.1E) and FAA’s *NEPA Implementing Instructions for Airport Actions* (Order 5050.4B). Hendry County will prepare the EA and assess the environmental, social, and economic impacts associated with the proposed actions at the Airglades Airport. The EA will consider the No-Action Alternative, the Proposed Action, and other reasonable alternatives identified during Scoping and the EA process. A Draft EA will be circulated for public and agency review and comment. After review of the Draft EA, a Final EA will be submitted to the FAA for the agency’s decision to either prepare an Environmental Impact Statement or issue a Finding of No Significant Impact.

**SCOPING COMMENTS:** Comments and suggestions are invited from federal, state, and local agencies; governments; Native American tribe officials and representatives; the public; and other interested parties to ensure that the full range of alternatives and all issues and public concerns related to the proposed action are identified and considered in the EA. Written comments and suggestions concerning the scope of the EA should be mailed to Hendry County at the address listed below. Comments should be postmarked no later than October 19, 2013.
Public and Agency Scoping Meetings: Hendry County will hold one (1) public scoping meeting to solicit input from the public and interested parties and one (1) agency scoping meeting to solicit input from federal, state, and local agencies, governments, and Native American officials and representatives which have jurisdiction by law or have specific expertise with respect to any environmental impacts associated with the proposed project. The public and agency scoping meetings will be held September 19, 2013 at the John B. Boy Auditorium, 1200 WC Owen Avenue, Clewiston, Florida 33440. The public meeting will be held from 5 p.m. to 8 p.m. The agency scoping meeting will be held from 1:30 p.m. to 3:30 p.m. and is being held specifically for agencies, government officials, and Native American tribe officials and representatives.

SUBMIT SCOPING COMMENTS TO: Mr. Charles Chapman IV, County Administrator, Post Office Box 2340, LaBelle, Florida 33975
AVISO

Preparación de Evaluación Ambiental y de Estudio de Alcance para el Aeropuerto de Airglades, Condado de Hendry, Florida

RESUMEN: De conformidad con Ley Nacional de Política Ambiental (National Environmental Policy Act [NEPA]) de 1969, el Condado de Hendry está preparando una Evaluación Ambiental (EA) para abordar la privatización propuesta y subsiguiente desarrollo de una pista de 10,000 pies para aviones de carga y de las instalaciones relacionadas con la carga y el mantenimiento de aeronaves en el Aeropuerto de Airglades, 1090 Airglades Blvd., Clewiston, Florida 33440. Una vez completada, la EA será presentada a la Administración Federal de Aviación (FAA) para la decisión de la agencia de preparar una Declaración de Impacto Ambiental o expedir una Conclusión de Ningún Impacto Significativo. Para garantizar que todos los asuntos e inquietudes públicas en relación con las acciones propuestas sean identificados y considerados en la EA, el Condado celebrará una Reunión de Estudio Alcance para agencias gubernamentales y una Reunión de Estudio Alcance pública.

INFORMACIÓN DEL AEROPUERTO: El Aeropuerto de Airglades es un aeropuerto de uso público para aviación general. El aeropuerto tiene actualmente una pista de aterrizaje pavimentada de 5,905 pies, pistas de rodaje, andén de estacionamiento de aeronaves, hangares para almacenamiento y mantenimiento de aeronaves, y un edificio de terminal de pasajeros. El aeropuerto atiende viajes empresariales (incluyendo jets), vuelo recreativo, entrenamiento de vuelo, y actividades de paracaidismo. El aeropuerto también atiende un parque industrial relativamente nuevo. El Departamento de Transportación de la Florida indica que en el 2011, 24 aeronaves utilizaban al aeropuerto como base, y que generó aproximadamente 11,527 operaciones de aeronaves en ese mismo año.

ACCIONES PROPUESTAS: La FAA informó al Condado de Hendry que la solicitud preliminar para la participación del Aeropuerto de Airglades en el Programa Piloto de Privatización de Aeropuertos (APPP) fue aceptada el 18 de octubre de 2010. La carta también indicaba que el Condado de Hendry puede seleccionar un operador privado, negociar un acuerdo y presentar una solicitud final. El operador privado ha sido seleccionado; se han presentado borradores de los contratos de gestión y de compra a la FAA para su revisión; y una solicitud final está siendo preparada para ser presentada a la FAA en 2014. Las acciones propuestas y el desarrollo del aeropuerto que se espera ocurran si la solicitud es aprobada incluyen:
- Adquisición del Aeropuerto de Airglades por parte de un Urbanizador Privado para la construcción y operación de un nuevo Complejo de Carga Aérea Perecedera
- Adquisición de aproximadamente 250 acres adicionales de tierra para alojar el desarrollo de la nueva pista norte / sur
- Nueva Pista de 10,000’ x 150’ incluyendo Vías de Rodaje paralelas y de conexión
- Nuevo Centro de Distribución de Carga Aérea Perecedera, incluyendo todos los servicios de inspección asociados tales como el Departamento de Agricultura de los EE.UU., Aduanas y Protección de Fronteras de los EE.UU., y Administración de Seguridad del Transporte
- Nuevas Instalaciones de Mantenimiento, Reparación y Reconstrucción (MRO), incluyendo Instalaciones para Pintura de Aeronaves y andén de estacionamiento de aeronaves asociada
- Nuevas Instalaciones de Rescate de Aeronaves y Anti-Incendios (ARFF)
- Nuevas Instalaciones de Equipo de Soporte en Tierra (GSE)
- Nuevas Áreas de Andén para Aeronaves para apoyar 10 aeronaves de fuselaje ancho
- Nueva Torre de Control de Tráfico Aéreo (ATCT)
- Nuevas Instalaciones de Almacenamiento de Combustibles, incluyendo Andén de Hidrantes de Reaprovechamiento de Combustible
- Nueva Bodega e Instalaciones de Distribución
- Acceso Vehicular y Estacionamiento para Vehículos y Camiones
- Mejoras del sitio incluyendo Drenaje, Detención de Aguas Pluviales, Servicios Públicos, etc.
- Establecimiento de Dos (2) Sistemas de Aterrizaje por Instrumentos (ILS) Categoría III, incluyendo los Sistemas de Luces de Aproximación (ALS) asociados, preparación del sitio e instalación de equipos

PREPARACIÓN DE LA EA: Las acciones de la FAA relacionadas con la privatización del Aeropuerto de Airglades y el desarrollo de una nueva pista para aviones de carga (e instalaciones relacionadas) requieren análisis ambientales, coordinación y documentación conforme con las disposiciones de la Ley Nacional de Política Ambiental de 1969 (NEPA) y la orientación contenida en el Manual Ambiental para Aeropuertos (Airport Environmental Handbook) (Orden 1050.1E) de la FAA y las Instrucciones de Implementación de la NEPA para Acciones Aeroportuarias (NEPA Implementing Instructions for Airport Actions) (Orden 5050.4B) de la FAA. El Condado de Hendry preparará la EA y evaluará los impactos ambientales, sociales y económicos asociados con las acciones propuestas en el Aeropuerto de Airglades. La EA considerará la Alternativa de
No Acción, la Acción Propuesta, y otras alternativas razonables identificadas durante el Estudio Preliminar y el proceso de EA. Un Borrador de la EA será circulado para revisión y comentarios del público y las agencias. Tras la revisión del Borrador de la EA, una EA Final será presentada a la FAA para decisión de la agencia de preparar o bien una Declaración de Impacto Ambiental o expedir una Conclusión de Ningún Impacto Significativo.

COMENTARIOS SOBRE EL ESTUDIO DE ALCANCE: Se invita a enviar comentarios y sugerencias por parte de las agencias federales, estatales y locales; gobiernos; funcionarios y representantes de tribus indígenas estadounidenses; el público; y otras partes interesadas para garantizar que la gama completa de alternativas y todos los asuntos e inquietudes públicas relacionados con la acción propuesta sean identificados y considerados en la EA. Los comentarios y sugerencias por escrito sobre el alcance de la EA deben ser enviados por correo postal al Condado de Hendry a la dirección indicada abajo. Todos los comentarios deben llevar matasellos con fecha no posterior al 19 de octubre de 2013.

Reuniones Públicas y de las Agencias relativo al Estudio de Alcance: El Condado de Hendry celebrará una (1) reunión pública de alcance para solicitar las opiniones del público y de las partes interesadas y una (1) reunión de alcance para agencias para solicitar las opiniones de agencias y de los gobiernos federal, estatal y local, y de funcionarios y representantes de tribus indígenas estadounidenses que tengan jurisdicción por ley o tengan pericia específica con respecto a cualquier impacto ambiental asociado con el proyecto propuesto. Las reuniones de alcance pública y para agencias se celebrarán el 19 de septiembre de 2013 en el Auditorio John B. Boy, 1200 WC Owen Avenue, Clewiston, Florida 33440. La reunión pública se celebrará de 5 p.m. a 8 p.m. La reunión de estudio preliminar para agencias se celebrará de 1:30 p.m. a 3:30 p.m. y se llevará a cabo específicamente para agencias, funcionarios del gobierno y funcionarios y representantes de tribus indígenas estadounidenses.

ENVÍE SUS COMENTARIOS ALCANCE A: Sr. Charles Chapman IV, Administrador del Condado, Apartado Postal 2340, LaBelle, Florida 33975
Appendix A2

Proof of Publication
STATE OF FLORIDA  
COUNTY OF HENDRY

Before the undersigned authority, personally appeared Tom Byrd, who on oath says he is the President of Operations, of the Clewiston News, a weekly newspaper published at Clewiston in Hendry County, Florida, that the attached copy of advertisement being a public notice in the matter of Preparation of Environmental Assessment, in the 20th Judicial District of the Circuit Court, was published in said newspaper in the issue(s) of 

8/23, 9/13/13

Affiant further says that the said Clewiston News is a newspaper published at Clewiston, in said Hendry County, Florida, and that said newspaper has heretofore been continuously published in said Hendry County, Florida, each week, and has been entered as periodicals matter at the post office in Clewiston, in said Hendry County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement, and affiant further says that he or she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

______________________________
Tom Byrd

Sworn to and subscribed before me this 5th day of September, 2013 AD

Notary Public, State of Florida at Large

Angie Bridges  
MY COMMISSION # 177653  
EXPIRES: April 20, 2016  
Bonded Thru Notary Public Underwriters
STATE OF FLORIDA  
COUNTY OF HENDRY

Before the undersigned authority, personally appeared Tom Byrd, who on oath says he is the President of Operations, of the Clewiston News, a weekly newspaper published at Clewiston in Hendry County, Florida, that the attached copy of advertisement being a [Public Notice] in the matter of Environmental Assessment in the 20th Judicial District of the Circuit Court, was published in said newspaper in the issue(s) of 8/23/95.

Affiant further says that the said Clewiston News is a newspaper published at Clewiston, in said Hendry County, Florida, and that said newspaper has heretofore been continuously published in said Hendry County, Florida, each week, and has been entered as periodicals matter at the post office in Clewiston, in said Hendry County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement, and affiant further says that he or she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Sworn to and subscribed before me this 5th day of September 2013.

Tom Byrd

Notary Public, State of Florida

[Signature]

Notary Public
This appendix contains the following agency notification materials:

Appendix B1  Agency Scoping Meeting Invitation Letter and Attachments
Appendix B2  Mailing List
Appendix B1

Agency Scoping Meeting Invitation Letter and Attachments
August 21, 2013

[NAME]
[ORGANIZATION]
[ADDRESS]
[CITY, STATE ZIP]

RE: NOTICE OF PREPARATION OF ENVIRONMENTAL ASSESSMENT AND SCOPING MEETING AIRGLADES AIRPORT HENDRY COUNTY, FLORIDA

Dear Recipient:

Pursuant to the National Environmental Policy Act (NEPA) of 1969, Hendry County is preparing an Environmental Assessment (EA) to address the proposed privatization and subsequent development of a 10,000-foot air cargo runway and related cargo and aircraft maintenance facilities at the Airglades Airport, 1090 Airglades Blvd., Clewiston, Florida 33440. Once completed, the EA will be submitted to the Federal Aviation Administration (FAA) for the agency’s decision to either prepare an Environmental Impact Statement or issue a Finding of No Significant Impact.

We are sending you this early notification package for the following reasons:

- To advise you of the initiation of the EA;
- To invite you or your representative to attend the Agency Scoping Meeting;
- To request any background information that your agency may have regarding the project site and its environs; and
- To obtain an understanding of any issues, concerns or policies or regulations that your agency may have regarding the proposed actions.

We would also like to take the opportunity to invite you to an Agency Scoping Meeting to discuss the proposed airport actions and solicit input and comments related to issues and concerns that should be addressed in the EA. You are invited to attend the Agency Scoping Meeting and make a verbal or written statement on your agency’s issues pertaining to the EA. However, if you are unable to attend the afternoon Agency Scoping Meeting, you are welcome to attend the Public Scoping Meeting that will be held later the same day. The date, times, and location of the Scoping Meetings are provided below.
Thursday, September 19, 2013

John B. Boy Auditorium
1200 WC Owen Ave
Clewiston, FL, 33440

Agency Scoping Meeting
1:30 p.m. – 3:30 p.m.

Public Scoping Meeting
5:00 p.m. – 8:00 p.m.

Interested agencies, governments, and Native American tribe officials and representatives are invited to meet at the Airglades Airport at 10:00 a.m. on Thursday, September 19, 2013 for the purpose of becoming familiar with Airglades Airport and viewing portions of the proposed development site. Please RSVP as soon as possible to peter.green@urs.com if you would like to participate in this optional site visit.

For your information, we have enclosed the following items: A description and a diagram of the proposed airport development actions; airport location map; and copy of the public notice for the EA and Scoping Meetings.

The EA process will allow additional opportunity for input from agencies and the public; however, we encourage your early participation as we begin this EA. If you cannot attend either of the Scoping Meetings, you may submit scoping comments to Mr. Charles Chapman IV, County Administrator, Post Office Box 2340, LaBelle, Florida 33975. Comments should be postmarked no later than October 19, 2013.

We appreciate your interest in this project. If you have any questions about the proposed airport actions or meeting, please feel free to call me at (813) 675-6556 or e-mail me at peter.green@urs.com.

Sincerely,

Peter M. Green, AICP
Sr. Airport Environmental Planner

Copy: Charles Chapman IV, Hendry County

Enclosures
NOTICE

Preparation of an Environmental Assessment and Scoping Meetings for Airglades Airport, Hendry County, Florida

SUMMARY: Pursuant to the National Environmental Policy Act (NEPA) of 1969, Hendry County is preparing an Environmental Assessment (EA) to address the proposed privatization and subsequent development of a 10,000-foot air cargo runway and related cargo and aircraft maintenance facilities at the Airglades Airport, 1090 Airglades Blvd., Clewiston, Florida 33440. Once completed, the EA will be submitted to the Federal Aviation Administration (FAA) for the agency’s decision to either prepare an Environmental Impact Statement or issue a Finding of No Significant Impact. To ensure all issues and public concerns related to the proposed actions are identified and considered in the EA, the County will hold one governmental agency Scoping Meeting and one public Scoping Meeting.

AIRPORT INFORMATION: The Airglades Airport is a public-use, general aviation airport. The airport presently has a 5,905-foot paved runway, access taxiways, aircraft parking apron, aircraft storage and maintenance hangars, and a passenger terminal building. The airport supports business flights (including jets), recreational flying, flight training, and sky diving activities. The airport also supports a relatively new industrial park. The Florida Dept. of Transportation shows that the airport had 24 based aircraft in 2011 and generated approximately 11,527 aircraft operations the same year.

PROPOSED ACTIONS: The FAA informed Hendry County that the preliminary application for Airglades Airport’s participation in the Airport Privatization Pilot Program (APPP) was accepted on October 18, 2010. The letter also indicated that Hendry County may select a private operator, negotiate an agreement and submit a final application. The private operator has been selected; draft management and purchase agreements have been submitted to FAA for review; and a final application is being prepared for submission to the FAA in 2014. The proposed actions and airport development expected to occur if the application is approved include:

- Acquisition of the Airglades Airport by a Private Developer for the construction and operation of a new Perishable Air Cargo Complex
- Acquisition of approximately 250 additional acres of land to accommodate the new north/south runway development
- New 10,000’x150’ Runway including parallel and connecting Taxiways
- New Perishable Air Cargo Distribution Center, including all associated inspection services such as U.S. Department of Agriculture, U.S. Customs and Border Protection, and Transportation Security Administration
- New Maintenance, Repair, and Overhaul (MRO) Facilities, including Aircraft Paint Facility and associated aircraft parking apron
- New Aircraft Rescue and Firefighting (ARFF) Facility
- New Ground Support Equipment (GSE) Facility
- New Aircraft Apron Areas to support 10 wide-body Aircraft
- New Air Traffic Control Tower (ATCT) Facility
- New Fuel Storage Facilities, including Apron Hydrant Fueling
- New Warehouse and Distribution Facilities
- Vehicular Access and Automobile and Truck Parking Facilities
- Site Improvements including Drainage, Stormwater Detention, Utilities, Etc.
- Establishment of Two (2) Category III Instrument Landing Systems (ILS), including associated Approach Light Systems (ALS), Site Preparation, and Equipment Installation

**EA PREPARATION:** FAA actions related to the privatization of Airglades Airport and the development of a new air cargo runway (and related facilities) require environmental analysis, coordination, and documentation conforming to the provisions of the National Environmental Policy Act of 1969 (NEPA) and guidance contained in the FAA’s Airport Environmental Handbook (Order 1050.1E) and FAA’s NEPA Implementing Instructions for Airport Actions (Order 5050.4B). Hendry County will prepare the EA and assess the environmental, social, and economic impacts associated with the proposed actions at the Airglades Airport. The EA will consider the No-Action Alternative, the Proposed Action, and other reasonable alternatives identified during Scoping and the EA process. A Draft EA will be circulated for public and agency review and comment. After review of the Draft EA, a Final EA will be submitted to the FAA for the agency’s decision to either prepare an Environmental Impact Statement or issue a Finding of No Significant Impact.

**SCOPING COMMENTS:** Comments and suggestions are invited from federal, state, and local agencies; governments; Native American tribe officials and representatives; the public; and other interested parties to ensure that the full range of alternatives and all issues and public concerns related to the proposed action are identified and considered in the EA. Written comments and suggestions concerning the scope of the EA should be mailed to Hendry County at the address listed below. Comments should be postmarked no later than October 19, 2013.
Public and Agency Scoping Meetings: Hendry County will hold one (1) public scoping meeting to solicit input from the public and interested parties and one (1) agency scoping meeting to solicit input from federal, state, and local agencies, governments, and Native American officials and representatives which have jurisdiction by law or have specific expertise with respect to any environmental impacts associated with the proposed project. The public and agency scoping meetings will be held September 19, 2013 at the John B. Boy Auditorium, 1200 WC Owen Avenue, Clewiston, Florida 33440. The public meeting will be held from 5 p.m. to 8 p.m. The agency scoping meeting will be held from 1:30 p.m. to 3:30 p.m. and is being held specifically for agencies, government officials, and Native American tribe officials and representatives.

SUBMIT SCOPING COMMENTS TO: Mr. Charles Chapman IV, County Administrator, Post Office Box 2340, LaBelle, Florida 33975
Airglades Airport

Proposed Perishable Air Cargo Complex

Legend
- Future Property Line
- New Pavement Edge
- Existing Property Line
- Existing Rail Road (South Central Florida Express - SCFE)
- Approach Light System
- New Pavement (Phase 1 - 2018)
- New Building (Phase 1 - 2018)
- Future Pavement (Phase 2 - 2023)
- Future Building (Phase 2 - 2023)

Note: Conceptual Layout - Subject to Change
Appendix B2

Mailing List
FEDERAL

Chief
Regulatory Branch
Jacksonville District
U.S. Army Corps of Engineers
701 San Marco Boulevard
Jacksonville, Florida 32207 -8175

Regulatory Branch
Fort Myers Permit Section
U.S. Army Corps of Engineers
1520 Royal Palm Square Blvd., Suite 310
Fort Myers, FL 33919

Assistant Regional Administrator for Protected
Species
National Marine Fisheries Service
263 13th Avenue South
St. Petersburg, Florida 33701

Habitat Conservation Division
National Marine Fisheries Service
400 North Congress Avenue, Suite 120
West Palm Beach, Florida 33401

Regional Administrator
US Environmental Protection Agency
Region IV
61 Forsyth Street, SW
Atlanta, GA 30303-8960

US Environmental Protection Agency
NEPA Program Office
Region IV
61 Forsyth Street, SW
Atlanta, GA 30303-8960

US Fish and Wildlife Service
Vero Beach Ecological Service Office
1339 20th Street
Vero Beach, Florida 32960

Regional Director
US Fish and Wildlife Service
1875 Century Boulevard, Ste. 200
Atlanta, Georgia 30345

Division of Refuges
US Fish and Wildlife Service
1875 Century Boulevard, Ste. 420
Atlanta, Georgia 30345

Regional Environmental Officer
Federal Emergency Management Agency
Region 4
3003 Chamblee Tucker Road
Atlanta, GA 30341

Chief, Environmental Services Staff
Office of Trust Responsibilities
Bureau of Indian Affairs – US DOI
Room 4560, Interior Building
18th and C Street NW
Washington, DC 20245-0001

Division Administrator
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Director
Office of Environmental Policy and Compliance
U.S. Department of the Interior
Main Interior Building, MS 2340
1849 C. Street NW
Washington, DC 20240

Regional Director
Southeast Region
National Park Service
100 Alabama St. SW
1924 Building
Atlanta, GA 30303

Department of Housing and Urban
Development, Region IV
Brickell Plaza Federal Building
909 SE First Avenue, Suite 500
Miami, FL 33131-3028

District Conservationist
Natural Resources Conservation Svc
LaBelle Service Center
1085 Pratt Boulevard
LaBelle, FL 33935

Allan Nagy
Environmental Program Specialist
Federal Aviation Administration
Orlando Airports District Office
5950 Hazeltine National Drive, Suite 400
Orlando, Florida 32822-5024
STATE

Executive Director
South Florida Water Management District
3301 Gun Club Road
West Palm Beach, FL 33406

Natural Resources Management Dept.
South Florida Water Management District
3301 Gun Club Road
West Palm Beach, FL 33406

Daniel Waters, P.E.
Regulation Service Center Administrator
Lower West Coast Service Center
South Florida Water Management District
2301 McGregor Blvd
Pt. Myers, FL 33901

Aviation and Seaport Administrator
District 1
Florida Dept. of Transportation
801 N. Broadway Ave
Bartow, Florida 33830

Environmental Manager - Clearinghouse Coordination
Florida Dept. of Environmental Protection
Office of Intergovernmental Programs
State Clearinghouse
3900 Commonwealth Blvd., MS-47
Tallahassee, Florida 32399-3000

Director
FL Department of Environmental Protection
Twin Towers Office Building
2600 Blair Stone Road
Tallahassee, Florida 32399

Manager
FL Department of Environmental Protection
South District
P.O. Box 2549
Fort Myers, Florida 33902-2549

Regional Director
Florida Fish and Wildlife Conservation Commission
South Region
8535 Northlake Boulevard
West Palm Beach, FL 33412

Executive Director
Department of Economic Opportunity
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100

State Historic Preservation Officer
Division of Historical Resources
R.A. Gray Building
500 S. Bronough Street
Tallahassee, FL 32399-0250

Commissioner of Agriculture
Florida Dept. of Agriculture and Consumer Services
The Capitol,
Tallahassee, FL 32399-0800

NATIVE AMERICAN TRIBES

Chairman
Seminole Tribe of Florida
6300 Stirling Road
Hollywood, Florida 33024

Aviation and Seaport Administrator
District 1
Florida Dept. of Transportation
801 N. Broadway Ave
Bartow, Florida 33830

Tribal Historic Preservation Office
Seminole Tribe of Florida
Ah-Ta-Thi-Ki Museum
30290 Josie Billie Highway, PMB 1004
Clewiston, FL 33440

Chairman
Miccosukee Tribe of Indians of Florida
Tamiami Station
P.O. Box 440021
Miami, FL 33144

Section 106 and NAGPRA Coordinator
Miccosukee Tribe of Indians of Florida
HC 61
SR Box 68 Old loop Road
Ochopee, FL 34141

Principal Chief
Seminole Nation of Oklahoma
P.O. Box 1498
Wewoka, Oklahoma 74884

Tribal Historic Preservation Officer
Seminole Nation of Oklahoma
P.O. Box 1498
Wewoka, OK 74884

Chairman
Poarch Band of Creek Indians
5811 Jack Springs Road
Atmore, Alabama 36502

Tribal Historic Preservation Officer Poarch Band of Creek Indians
5811 Jack Springs Road
Atmore, Alabama 36502
Agency Scoping Meeting Notification Mailing List

LOCAL / REGIONAL

Al Perry
City Manager
City of Clewiston
115 W. Ventura Avenue
Clewiston, FL 33440

Charles Chapman
County Administrator
Hendry County
640 South Main Street
LeBelle, FL 33935

Mayor David Lyons
City of LaBelle
481 West Hickpochee Avenue
LaBelle, FL 33935

Mark Lapp
Hendry County Attorney
Post Office Box 2340
LaBelle, Florida 33975

Director
Southwest Florida Regional Planning Council
1926 Victoria Avenue
Fort Meyers, FL 33901

President
Flaghole Drainage District
Post Office Box 3317
Clewiston, FL 33440

ELECTED OFFICIALS

Federal
Alcee L. Hastings
Representative - District #20
U. S. House of Representatives
2353 Rayburn HOB
Washington D.C. 20515

Mario Diaz-Balart
Representative - District #25
House of Representatives
436 Cannon HOB
Washington, D.C. 20515

Marco Rubio
Senator
United States Senate
284 Russell Senate Office Building
Washington D.C. 20510

Bill Nelson
Senator
United States Senate
716 Senate Hart Office Building
Washington D.C. 20510

State
Matt Hudson
Representative – District #80
Florida House of Representatives
222 The Capitol
402 South Monroe Street
Tallahassee, FL 32399-1300

Dwight Bullard
Senator – District #39
Florida Senate
218 Senate Office Building
404 South Monroe Street
Tallahassee, FL 32399-1100

Local
Mali Gardner
Commissioner
Clewiston City Commission
115 West Ventura Avenue
Clewiston FL 33440

Richard Miller
Commissioner
Clewiston City Commission
115 West Ventura Avenue
Clewiston FL 33440

Julio Rodriguez
Commissioner
Clewiston City Commission
115 West Ventura Avenue
Clewiston FL 33440

Phillip Roland
Mayor
Clewiston City Commission
115 W. Ventura Ave.
Clewiston FL 33440

James "Jimmy" Pittman
Vice Mayor
Clewiston County Commission
115 W. Ventura Ave.
Clewiston FL 33440

James "Jimmy" Pittman
Vice Mayor
Clewiston County Commission
115 W. Ventura Ave.
Clewiston FL 33440
Janet B Taylor  
Hendry County Commissioners  
District 1  
P O Box 1760  
La Belle, FL 33975-1760  

Darrell R Harris  
Hendry County Commissioners  
District 2  
P O Box 1760  
La Belle, FL 33975-1760  

Don Davis  
Hendry County Commissioners  
District 3  
P O Box 1760  
La Belle, FL 33975-1760  

Al Perry  
Hendry County Commissioners  
District 4  
P O Box 1760  
La Belle, FL 33975-1760  

Karson Turner  
Hendry County Commissioners  
District 5  
P O Box 1760  
La Belle, FL 33975-1760  

Thomas Smith  
Commissioner  
City of LaBelle  
481 West Hickpochee Avenue  
LaBelle, FL 33935  

Greg Bone  
Commissioner  
City of LaBelle  
481 West Hickpochee Avenue  
LaBelle, FL 33935  

Daniel Akin  
Commissioner  
City of LaBelle  
481 West Hickpochee Avenue  
LaBelle, FL 33935  

Hilda Zimmerly  
Commissioner  
City of LaBelle  
481 West Hickpochee Avenue  
LaBelle, FL 33935
APPENDIX C
MEETING MATERIALS

Appendix C1  Scoping Meeting Sign-In Sheets
Appendix C2  Meeting Handout and Display Boards
Appendix C3  Meeting Presentation
Appendix C1

Scoping Meeting Sign-In Sheets
### Environmental Assessment for New Perishable Air Cargo Complex and Related Development at the Airglades Airport
### Agency Scoping Meeting

**September 19, 2013**  
**1:30 P.M. to 3:30 P.M.**  
**John B. Boy Auditorium, Clewiston, Florida**

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<thead>
<tr>
<th>NAME (Please Print)</th>
<th>REPRESENTING</th>
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<tbody>
<tr>
<td>Everell Howard</td>
<td>SURVEY 1, LLC</td>
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<tr>
<td>Shane Parker</td>
<td>Hendry County</td>
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<td>Thomas Vaughn</td>
<td>Hendry County</td>
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<td>Terry Cerrullo</td>
<td>FDEP</td>
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<td>Charles Chapman</td>
<td>Hendry County</td>
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<tr>
<td>Jon M. Lawrence</td>
<td>FLDEP</td>
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<tr>
<td>Aaron McKinney</td>
<td>Sen. Knight Bullard</td>
<td></td>
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Note: Email addresses provided in the image are not clearly legible.
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<thead>
<tr>
<th>NAME</th>
<th>ADDRESS / EMAIL</th>
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<tbody>
<tr>
<td>Duncan Macdonald</td>
<td>936 West 32nd Circle Unit #44</td>
</tr>
<tr>
<td>Frederick Ford</td>
<td>P.O. Box 360, OPA, FL 33186</td>
</tr>
<tr>
<td>Lory Durrance</td>
<td>2211 NW 79TH AVE MIAMI 33122</td>
</tr>
<tr>
<td>Stephanie Amellini</td>
<td>P.O. Box 66850, MIAMI, FL 33166</td>
</tr>
<tr>
<td>David Sandal</td>
<td>121 bricks AVE, SUITE 840, MIAMI (FL) 33131</td>
</tr>
<tr>
<td>David Ramos</td>
<td>AREA 818 CARMENITA AVE, MIAMI, FL 33134</td>
</tr>
<tr>
<td>Hernan Galindo</td>
<td>FOEP- 2295 Victoria AVE, F.M., FL 33901, SUITE 300</td>
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<tr>
<td>Terry Cerullo</td>
<td>FCRF/ FCF</td>
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<tr>
<td>Shane Porter</td>
<td>Aiding County</td>
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<tr>
<td>Edgar Figueroz</td>
<td>USF Corporation</td>
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<tr>
<td>Doug Greedy</td>
<td>CMT</td>
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<tr>
<td>Dante Urenstei</td>
<td>FCF/$</td>
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<tr>
<td>Elena Ashwin</td>
<td>HCF</td>
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<tr>
<td>Sue Hulme</td>
<td>FCF/CF</td>
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<tr>
<td>Kim Pierce</td>
<td>Kim Omerjensen services.com</td>
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<tr>
<td>Andy Barrett</td>
<td>K Barrett @ Barrett trade services.com</td>
</tr>
<tr>
<td>Jeffrey Leopold</td>
<td>LEOPOLD PAIRGLADES AIR, FL 33901</td>
</tr>
<tr>
<td>David Sutton</td>
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<tr>
<td>Jennifer Pelaezchio</td>
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</tr>
<tr>
<td>Cheeks W. Harrison Jr</td>
<td>LEOPOLD PAIRGLADES AIR, FL 33901</td>
</tr>
<tr>
<td>Pepe Lopez</td>
<td><a href="mailto:PLOPEZ@USUGAR.COM">PLOPEZ@USUGAR.COM</a></td>
</tr>
<tr>
<td>Walt Bethel</td>
<td><a href="mailto:WBethel@WaltBethel.com">WBethel@WaltBethel.com</a></td>
</tr>
<tr>
<td>NAME</td>
<td>ADDRESS / EMAIL</td>
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</tr>
<tr>
<td>Allan Nagy</td>
<td>FAT Orlando, FL Allen Nagy @ FAT.gov</td>
</tr>
<tr>
<td>Kimberly Chenoweth</td>
<td>URS Corp. <a href="mailto:Kim.Chenoweth@urs.com">Kim.Chenoweth@urs.com</a></td>
</tr>
<tr>
<td>Joe Kemble</td>
<td>Bartfield Ins Corp 13408 North Ave 33440</td>
</tr>
<tr>
<td>Russell W. Pratt</td>
<td>URS Corp. <a href="mailto:Russ.Pratt@urs.com">Russ.Pratt@urs.com</a></td>
</tr>
<tr>
<td>Tia Norman</td>
<td>URS Corp. <a href="mailto:Tia.Norman@urs.com">Tia.Norman@urs.com</a></td>
</tr>
<tr>
<td>Richard Armellini</td>
<td><a href="mailto:R.Armellini@Armellini.com">R.Armellini@Armellini.com</a></td>
</tr>
<tr>
<td>Barbara Butler</td>
<td><a href="mailto:barbara@hendryflink.org">barbara@hendryflink.org</a></td>
</tr>
</tbody>
</table>
Appendix C2

Meeting Handout and Display Boards
Welcome!

Thank you for attending the Scoping Meeting for the Environmental Assessment (EA) being prepared for the privatization of the Airglades Airport and the construction and operation of a new 10,000-foot runway, a Perishable Air Cargo Complex, and related development.

During this Scoping Meeting, you are invited to:

- Review project information,
- Discuss the proposed project with representatives from Hendry County and the consultant preparing the EA, and
- Provide comments and input on issues to be evaluated in the EA.

Scoping Meeting Agenda

5:00 p.m. – 6:30 p.m. Information Workshop
6:30 p.m. – 7:00 p.m. Project Presentation
7:00 p.m. – 8:00 p.m. Discussion / Scoping Comments

EA Preparation

Hendry County is preparing the EA in accordance with the National Environmental Policy Act of 1969 (NEPA) and guidance contained in the Federal Aviation Administration’s Airport Environmental Handbook (Order 1050.1E) and FAA’s NEPA Implementing Instructions for Airport Actions (Order 5050.4B). FAA guidance includes the evaluation of at least eighteen different impact categories (i.e., air quality, noise, wetlands, socio-economic, traffic, historic resources).

The EA process will also include agency coordination on special purpose environmental laws.

After Hendry County prepares the Final EA, the FAA will independently evaluate and determine the adequacy of the EA. If the document meets the FAA’s guidance and fulfills the agency’s role under NEPA, the FAA will take responsibility for the EA document’s content. Upon acceptance of the EA, the FAA will also issue its environmental determination in the form of a Finding of No Significant Impact (FONSI) or make a determination that an Environmental Impact Statement is required.

Scoping Comments

Your comments and suggestions on the scope of study for the Environmental Assessment are very important and will be considered and addressed in preparation of the EA.

There are several ways that you can provide your comments:

- You can provide your comments directly to a court reporter at any time during the Workshop portion of the Scoping Meeting,
- You can provide your comments publicly during the Discussion / Scoping Comments portion of the Scoping Meeting,
- You can submit written comments any time during today’s Workshop and Scoping Meeting, and/or
- You can mail your comments. All mailed comments should be postmarked no later than October 19, 2013. Please mail comments to:

  Mr. Charles Chapman IV
  County Administrator
  Post Office Box 2340
  LaBelle, Florida, 33975

www.airgladesea.com
Project Background

Airport Privatization:

The Federal Aviation Administration’s Airport Privatization Pilot Program (APPP) is designed to allow airports to generate access to sources of private capital for airport improvement and development. The 1996 Federal Aviation Reauthorization Act authorized the FAA to establish the pilot program and the 2012 FAA Modernization and Reform Act increased the number of airports that could participate in the program from 5 to 10. The program permits up to 10 public airport sponsors to sell or lease an airport, with certain restrictions, and to exempt the sponsor from certain federal requirements. Airports presently in the APPP include: Chicago Midway International Airport, Airglades Airport, and the Luis Muñoz Marin International Airport.

Hendry County has selected a private operator and has negotiated an airport management agreement and airport purchase/sale agreement, both of which have been submitted to FAA for comment and will be included in the Final APPP Application.
Project Background

Who would be the private Operator/Developer?

The private operator / developer selected by Hendry County is Airglades International Airport, LLC, also referred to as AIA.

The original group which elevated the concept for a perishable air cargo facility in Hendry County was Florida Cargo Fresh, Inc. (FCFI). This organization was formed in early 2010 with an investor group comprised primarily of individuals associated with the South Florida agriculture industry. The growth in interest and scope of the project made FCFI realize that in order to fully realize its potential, other key business partners would be necessary in order to make this project a reality. United States Sugar Corporation and Hilliard Brothers of Florida, both agriculture-based businesses with decades of experience and success, separately created a new entity named SugarHill, expressly for the purpose of joining FCFI to form a new company to develop the Proposed Perishable Air Cargo Complex at Airglades Airport. So, on February 14, 2012, FCFI joined with SugarHill to officially form the new company Airglades International Airport, LLC, (AIA).

What is a Perishable Air Cargo Complex?

Much of the fresh fruit, vegetables, seafood, and flowers we import and export are transported by cargo aircraft. This allows access to fresh foods and flowers year round.

A perishable air cargo complex includes the following:

- Airside facilities (e.g., runway, taxiways, and aprons) able to accommodate air cargo aircraft with minimal operational restrictions
- Refrigerated warehouse and sorting facilities
- Federal and state Inspection / customs services
- Truck staging, loading ramps and highway access
- Aircraft support and maintenance facilities
Project Layout

Scoping Meeting for Environmental Assessment
Project Description

What is the Proposed Project at Airglades?

- Acquisition of the Airglades Airport by a Private Operator / Developer for the construction and operation of a new Perishable Air Cargo Complex
- Acquisition of approximately 250 additional acres of land to accommodate the new north/south runway development
- New 10,000'x150' Runway including parallel and connecting Taxiways
- New Perishable Air Cargo Distribution Center, including all associated inspection services such as U.S. Department of Agriculture, U.S. Customs and Border Protection, and Transportation Security Administration
- New Maintenance, Repair, and Overhaul (MRO) Facilities, including Aircraft Paint Facility and associated aircraft parking apron
- New Aircraft Rescue and Firefighting (ARFF) Facility
- New Ground Support Equipment (GSE) Facility
- New Aircraft Apron Areas to support wide-body Aircraft
- New Air Traffic Control Tower (ATCT) Facility
- New Fuel Storage Facilities, including Apron Hydrant Fueling
- New Warehouse and Distribution Facilities
- Vehicular Access and Automobile and Truck Parking Facilities
- Site Improvements including Drainage, Stormwater Detention, Utilities, Etc.
- Establishment of Two (2) Category III Instrument Landing Systems (ILS), including associated Approach Light Systems (ALS), Site Preparation, and Equipment Installation

What kind of aircraft will use Airglades?

The Perishable Air Cargo Complex at the Airglades Airport will primarily support non-stop international air cargo operations for the delivery of perishable goods into the U.S. Typical markets for perishable goods will include, but not be limited to, Central and South America. Air cargo aircraft anticipated to use Airglades include, but are not limited to, the Boeing 757-200, Boeing 767-200/300, MD-11, and Boeing 747-400F. Approximately 15 to 20 daily perishable air cargo flights would be anticipated when the facility is opened and approximately 25 to 35 daily flights five years after the facility is operational.

The airport will remain open for general aviation use.
Environmental Assessment

Background:

FAA's “federal actions” related to the privatization of Airglades Airport and the development of a new air cargo runway (and related facilities) require environmental analysis, coordination, and documentation conforming to the provisions of the National Environmental Policy Act of 1969 (NEPA) and guidance contained in the FAA's Airport Environmental Handbook (Order 1050.1E) and FAA's NEPA Implementing Instructions for Airport Actions (Order 5050.4B).

Hendry County will prepare the Environmental Assessment. After Hendry County prepares the Final EA, the FAA will independently evaluate and determine the adequacy of the EA. If the document meets the FAA's guidance and fulfills the agency's role under NEPA, the FAA will take responsibility for the EA document's content. Upon acceptance of the EA, the FAA will also issue its environmental determination in the form of a Finding of No Significant Impact (FONSI) or make a determination that an Environmental Impact Statement is required.

National Environmental Policy Act (1969)
Declared national environmental policy
Requires federal agencies to take environmental factors in account in decision-making process

FAA's Role:
• Approval of the final application to privatize Airglades Airport
• Environmental approval to construct a new runway and construct and operate a new runway and perishable air cargo facility at the Airglades Airport

Environmental Assessment

EA Process:

- Hendry County Initiates Environmental Assessment
- Scoping Purpose & Need Forecast Data Collection
- Alternatives Analysis Additional Data Collection (as needed)
- Assess Environmental Impacts Identify Required Mitigation
- Hendry County Circulates Draft EA Conduct Public Workshop / Public Hearing
- Address Draft EA Comments
- Prepare Final EA Hendry County Submit Final EA to FAA
- FAA Review and Acceptance of Final EA
- FAA issues Finding of No Significant Impact or Determines that Environmental Impact Statement is required
Alternatives

The EA process will explore and evaluate reasonable alternatives using a multi-level screening process.

The EA will consider the No-Action Alternative, the Proposed Project, and other reasonable alternatives identified during Scoping and the EA process.

Your input and suggestions on alternatives to be considered in the EA is a valuable part of this Scoping process.

Environmental Conditions

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality</td>
<td>Hendry County is in attainment for all criteria air pollutants. The EA will consider air emissions from aircraft operations and construction activities.</td>
</tr>
<tr>
<td>Coastal Zone Impacts</td>
<td>Although direct impacts to coastal resources are not anticipated, the EA will evaluate consistency with the Florida Coastal Management Program.</td>
</tr>
<tr>
<td>Compatible Land Use</td>
<td>Proposed Project would convert 250 acres of private land to airport use. Noise impacts are not anticipated to create incompatible land uses.</td>
</tr>
<tr>
<td>Construction Impacts</td>
<td>Construction would include common measures and Best Management Practices (i.e., sediment control) to help minimize impacts.</td>
</tr>
<tr>
<td>DOT Section 4(f) Resources</td>
<td>No public parks, recreation areas, refuges, or historic properties are expected to be directly affected. The EA will evaluate direct and indirect impacts on 4(f) resources.</td>
</tr>
<tr>
<td>Farmlands</td>
<td>The EA will evaluate the conversion of approximately 250 acres of agricultural land to airport use.</td>
</tr>
<tr>
<td>Fish, Wildlife &amp; Plants</td>
<td>The Proposed Project would primarily affect cultivated land and a network of drainage canals. Some wetland habitat areas would be affected. The EA will evaluate potential impacts to habitats and federal and state-listed species.</td>
</tr>
<tr>
<td>Floodplains</td>
<td>The Proposed Project would encroach on a 100-year floodplain. The EA will evaluate impacts on floodplains and floodplain values.</td>
</tr>
<tr>
<td>Hazardous Materials</td>
<td>Construction of the Proposed Project is not expected to affect sites involving hazardous materials or known environmental contamination. New aircraft maintenance facilities would likely increase the use of some hazardous materials at the airport (i.e., solvents). Fuel storage quantities at the airport would increase.</td>
</tr>
</tbody>
</table>
Environmental Conditions

<table>
<thead>
<tr>
<th>Cultural Resources</th>
<th>No properties listed in the National Register of Historic Places are located in the vicinity of the airport. The EA will include an evaluation of direct and indirect impacts on historic, archaeological and cultural resources.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light / Visual Impacts</td>
<td>New runway, taxiway, and approach lights would be installed at the airport. Exterior lighting for aircraft parking aprons and buildings would also be installed. The EA will evaluate light emissions and visual impacts; however, impacts are expected to be minimal due to airport setting.</td>
</tr>
<tr>
<td>Natural Resources</td>
<td>Substantial impacts to natural resources or energy supplies are not anticipated, but will be evaluated in the EA.</td>
</tr>
<tr>
<td>Noise</td>
<td>Proposed Project would increase aircraft noise in the vicinity of the airport. It is anticipated that the DNL 65 noise exposure contour would extend beyond airport property. The EA will include a detailed analysis of noise impacts and compatible land use. Noise impacts on Section 4(f) resources, historic sites, and minority/low-income population will also be evaluated.</td>
</tr>
<tr>
<td>Secondary Impacts</td>
<td>The Proposed Project has potential to induce secondary development. The EA will evaluate the effect of induced development.</td>
</tr>
<tr>
<td>Socioeconomic Impacts</td>
<td>The EA will consider the social and economic effects of the Proposed Project, including any Environmental Justice impacts. Traffic impacts on US27/SR 80 will also be evaluated.</td>
</tr>
<tr>
<td>Water Quality</td>
<td>Potential impacts to water resources during construction and the operations of the cargo and aircraft maintenance facilities will be evaluated thoroughly in the EA.</td>
</tr>
<tr>
<td>Wetlands</td>
<td>The proposed Project would impact wetlands. These impacts, and potential mitigation measures, will be evaluated in the EA.</td>
</tr>
</tbody>
</table>

How to Submit Comments

Written Comments
Comment forms are available for your convenience. You may submit written comments during this meeting or mail your comments to the address listed below. Scoping comments should be postmarked by October 19, 2013.

Mail comments to:
Mr. Charles Chapman IV
Hendry County Administrator
Post Office Box 2340
LaBelle, Florida 33975

Verbal Comments
You may also provide verbal comments at this Scoping Meeting. Verbal comments may be given directly to a Court Reporter during the Public Information Workshop or given publicly during the Public Discussion portion of the Scoping Meeting. All comments will be considered during the preparation of the Final EA.
COMMENT FORM
Public Scoping Meeting
Environmental Assessment for New Perishable Air Cargo Complex and Related Development at the Airglades Airport
September 19, 2013

(Please Print)

Please feel free to fill out this comment form at the Scope Meeting or mail it to:
Mr. Charles Chapman IV
County Administrator
Post Office Box 2340
LaBelle, Florida, 33975

Comments should be postmarked no later than October 19, 2013.

Name: ________________________________
Address: ________________________________
____________________________________
Appendix C3

Meeting Presentation
Environmental Assessment

New Perishable Air Cargo Complex and Related Development

Airglades Airport

Scoping Meeting
September 19, 2013

Agenda

- Proposed Project Description
- Environmental Assessment Approach
- Environmental Conditions
- How to Submit Comments
- Scoping Comments and Discussions
Key Development Components

- Acquisition of the Airglades Airport by private developer/operator
- Acquisition of approximately 250 additional acres for new north/south runway
- New 10,000'x150' runway, including parallel and connecting taxiways
- Perishable Air Cargo Distribution Center – All under one roof
- Maintenance, Repair, and Overhaul (MRO) facilities
- Aircraft Rescue and Firefighting (ARFF) Facility
- Ground Support Equipment (GSE) Facility
- Aircraft Apron Areas
- Air Traffic Control Tower (ATCT) Facility
- Fuel Storage Facilities, including Apron Hydrant Fueling
- Warehouse and Distribution Facilities
- Vehicular Access and Automobile and Truck Parking Facilities
- Site Improvements including Drainage, Stormwater Detention, Utilities, Etc.
- Navigation aids, including establishment of 2 Category III Instrument Landing Systems (ILS)
Cargo Aircraft Operations

- Primarily non-stop international air cargo operations for the delivery of perishable goods into the U.S.
- Typical markets - Central and South America
- Typical air cargo aircraft anticipated to use Airglades:
  - Boeing 767-200/300
  - MD-11
  - Boeing 757-200
  - Boeing 747-400F
- Anticipate about 15 to 20 daily perishable air cargo flights when facility opens
- Anticipate about 25 to 35 daily flights five years after the facility is operational
- The airport will remain open for general aviation use.
Hendry County prepares Environmental Assessment

Hendry County submits EA to Federal Aviation Administration

FAA determines adequacy of the EA

If the document meets the FAA’s guidance and requirements, the FAA will take responsibility for the EA

FAA decides whether to issue FONSI or prepare an EIS

EA Preparation

Hendry County prepares Environmental Assessment

Hendry County submits EA to Federal Aviation Administration

FAA determines adequacy of the EA

If the document meets the FAA’s guidance and requirements, the FAA will take responsibility for the EA

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Two-Phase EA Approach
**EA Phase 1 Overview**

### Phase 1
- Scoping
- Baseline environmental information
- Air traffic coordination
- Aviation activity forecast
- Purpose and Need statement

**EA Phase 2 Overview**

### Phase 2
- Alternatives evaluation
- Environmental impact analyses
- Circulate Draft EA
- Public Hearing
- Address Draft EA comments
- Prepare Final EA
- FAA decision to issue FONSI or prepare an EIS
Public Involvement Opportunities

- Early public notification and agency coordination
- Scoping
- Draft EA available for agency/public review and comment
- Public Hearing

Scoping

Scoping is an early and open process for identifying issues, available technical information, and additional reasonable alternatives

- Hendry County and the FAA will review all Scoping comments
- Scoping comments considered in development of EA Phase 2 scope
- Scoping process documented in EA
### Environmental Conditions

#### AIRGLADES AIRPORT

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
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How to Submit Scoping Comments

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Mail comments to:
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Hendry County Administrator
Post Office Box 2340
LaBelle, Florida 33975

Verbal Comments
Verbal comments may be given publicly during the Public Discussion portion of the Scoping Meeting. All comments will be considered during the preparation of the Final EA.

Scoping Comments and Discussion
APPENDIX D
SCOPING COMMENTS

This appendix contains the following materials:

Appendix D1  Index of Agency and Public Comments
Appendix D2  Comment Letters
Appendix D3  Scoping Meeting Transcripts
Appendix D4  Consolidated Comment / Response Database
CONSOLIDATED COMMENT/RESPONSE DATABASE INDEX

This Consolidated Comment/Response Database contains an index of those parties who submitted comments to Hendry County related to the Environmental Assessment addressing the proposed privatization and subsequent development of a 10,000-foot air cargo runway and related cargo processing and aircraft maintenance facilities at the Airglades Airport. This database also contains a categorized summary of the comments and provides responses by Hendry County and/or the Federal Aviation Administration.

COMMENT LETTER CODING

The database index identifies the name of each party that provided comments and assigns a unique Identifier Code to each comment letter. The Identifier Code consists of six alphanumeric characters that represent three fields of information. The first character serves as an “Event Code,” which describes the study phase in which the comment was submitted. There are two primary Event Codes used for the Airglades EA:

- **S** = Comment received during the EA Scoping process
- **D** = Comments received during the Draft EA public/agency review period

The second character represents the “Affiliation Code” that places the commenting party into one of five categories:

- **F** = Comment from a Federal agency or Native American Indian tribe
- **S** = Comment from a State or Regional agency
- **L** = Comment from a Local agency or an Elected Official
- **P** = Comment from the general Public
- **N** = Comment by Petition

The last four characters identify the specific comment letter numerically. For example, Identifier Code “SP0245” describes the comment letter as being submitted during the Scoping process by a member of the public, and being the 245th letter/form received.
Within each comment letter, Comment Codes are used to identify and organize summarized comments and the responses applicable to that particular submittal. The summarized comments and responses are organized into 29 categories listed below. For example, Comment Code "1-15" describes the comment was made in regard to the purpose of and need for the Proposed Project and the particular was the 15th comment recorded under that category.

<table>
<thead>
<tr>
<th>Category Number</th>
<th>Description</th>
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<tr>
<td>1</td>
<td>Purpose and Need</td>
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<td>Alternatives</td>
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<td>Land Use</td>
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<td>Air Quality</td>
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<td>Coastal Resources</td>
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<td>7</td>
<td>Construction Impacts</td>
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<td>8</td>
<td>DOT Act: Section 4(f)</td>
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<td>9</td>
<td>Farmlands</td>
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<td>10</td>
<td>Fish, Wildlife, and Plants</td>
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<td>11</td>
<td>Floodplains</td>
</tr>
<tr>
<td>12</td>
<td>Hazardous Materials, Pollution Prevention, and Solid Waste</td>
</tr>
<tr>
<td>13</td>
<td>Historic and Archaeological Resources</td>
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<tr>
<td>14</td>
<td>Light Emissions and Visual Impacts</td>
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<td>15</td>
<td>Natural Resources and Energy Supply</td>
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<td>Secondary (Induced) Impacts</td>
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<td>17</td>
<td>Socioeconomic Impacts</td>
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<td>Environmental Justice</td>
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<td>Children’s Environmental Health and Safety Risks</td>
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<td>Water Quality</td>
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Appendix D2

Comment Letters
Mr. Peter M. Green, AICP (peter.green@urs.com)  
Sr. Airport Environmental Planner  
URS Corporation  
7650 West Courtney Campbell Causeway  
Tampa, FL 33607-1462  
813-286-1711  

Re: Airglades Airport, Hendry County, Florida

Dear Mr. Green:

This letter is a follow-up to our phone conversation on August 23rd regarding your August 21st letter notifying the Department of preparation of an Environmental Assessment for the proposed privatization and development of the Airglades Airport in Clewiston. I forwarded your letter to the Department’s Division of Water and Division of Waste as well.

Since the project is in the early stages of development, I can only offer the following general comments with regard to air pollution control and permits:

- The types of sources that could be regulated at this facility might include: products of incomplete combustion from emergency generators, small boilers, or process heaters; volatile organic compounds from surface coating operations and fuel storage tanks; and fugitive dust from de-painting operations. Of course, rule applicability and the requirement to obtain permits are based on many factors including source type, equipment capacity, and overall emissions.

- Certain activities may qualify for an exemption from the requirement to obtain an air permit based on specific categories, conditions, or generic emissions thresholds (link: Rule 62-210.300(3), F.A.C.). Also, the Department can review specific project details and make case-by-case determinations to exempt small emissions sources from the requirements to obtain an air permit (link: Rule 62-4.040, F.A.C.).

- In addition, the Department offers several air general permits for small sources of air pollution along with electronic registration at: http://www.dep.state.fl.us/air/emission/sbeap/sbeap.htm. Note that you can only register and be eligible for one type of air general permit.

- Other useful links:
  - Air permitting website: http://www.dep.state.fl.us/air/emission/permitting.htm
  - Air rules website: http://www.dep.state.fl.us/air/rules/current.htm
  - Air permit application forms: http://www.dep.state.fl.us/air/rules/forms.htm
  - Air permit processing fees: http://www.dep.state.fl.us/air/rules/fac/62-4.pdf

Once the project is further developed and specific equipment and processes are identified, we can better identify the path forward. Please feel free to schedule a meeting or teleconference with me to discuss additional details.

Sincerely,

Jeffery F. Koerner, Program Administrator  
Office of Permitting and Compliance  
Division of Air Resource Management  
Florida Department of Environmental Protection  
Phone: 850-717-9083 / Email: Jeff.Koerner@dep.state.fl.us
Hi Peter:

RE: Federal Aviation Administration – Scoping Notice – Hendry County, Aviation Infrastructure Improvements at Airglades Airport – Hendry County, Florida.

The State Clearinghouse has received URS’ FAA scoping notice regarding Hendry County’s plans to develop a 10,000-ft. air cargo runway and related cargo and aircraft maintenance facilities at Airglades Airport. Please see the attached state clearance letter on a recent interim project to develop the Aircraft Conversion and Modification Center infrastructure improvements depicted on the attached map. This may assist in development of the proposed Draft EA.

As always, coordination with the South Florida Water Management District is encouraged to ensure resolution of any potential environmental resource permitting issues – a major modification of Environmental Resource Permit No. 26-00532-S will likely be required. In addition, the concerns expressed by the Florida Department of Transportation in the attached state clearance letter regarding the new airport entrance road and traffic on US 27 should be addressed.

Best regards,

Lauren

Lauren P. Milligan, Coordinator
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Blvd, M.S. 47
Tallahassee, FL 32399-3000
ph. (850) 245-2170
fax (850) 245-2190
Lauren.Milligan@dep.state.fl.us

Please take a few minutes to share your comments on the service you received from the department by clicking on this link. DEP Customer Survey.
Hi Jennifer:

SAI # FL201303226554C

Please find attached the State of Florida’s clearance letter on the County’s EDA application. If you have any questions or need further assistance, please don’t hesitate to contact me at (850) 245-2170 or Lauren.Milligan@dep.state.fl.us. Thank you.

Best regards,

Lauren

Lauren P. Milligan, Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Blvd, M.S. 47
Tallahassee, FL 32399-3000
ph. (850) 245-2170
fax (850) 245-2190
May 16, 2013

Ms. Jennifer Pellechio  
Planner III/Network Administrator  
Southwest Florida Regional Planning Council  
1926 Victoria Avenue  
Fort Myers, FL 33901-3414

SAI # FL201303226554C

Dear Ms. Pellechio:

The Florida State Clearinghouse has coordinated a review of the referenced grant application under the following authorities: Presidential Executive Order 12372; § 403.061(42), Florida Statutes (F.S.); the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended.

The Florida Department of Environmental Protection’s (DEP) South District Office staff indicates that Hendry County projects currently qualify for a waiver of the application fees for any DEP permits under Section 218.075, F.S. The project will likely require drinking water and domestic wastewater collection and treatment permits from the DEP, depending on the anticipated water demand and the wastewater flows. The construction project would also require an Environmental Resource Permit (ERP) for stormwater management and any wetland impacts from the South Florida Water Management District. For further assistance, please contact Ms. Jennifer Nelson at (239) 344-5676 or Jennifer.Nelson@dep.state.fl.us.

The Florida Department of Transportation’s (FDOT) District 1 staff has reviewed the EDA application and offers the following comments and recommendations:

- Based upon planning level analysis, SR 80 and US 27 – both Strategic Intermodal System (SIS) facilities – in the vicinity of the proposed Airglades Airport improvements are anticipated to have sufficient capacity to support the trips that would be generated from the additional employment that would result from the requested grant during both the year 2017 short-term conditions and year 2035 long-term conditions.

- Hendry County/Airglades Airport previously submitted a permit request to FDOT for access improvements to SR 80/US 27, but the review and permitting process was not completed. In consideration of the traffic impacts resulting from this project, a new site-specific access development plan with a revised traffic impact analysis, including a
A review of existing roadway conditions should be provided to the FDOT when the County is ready to restart the process. This information will be necessary before the FDOT can commit to a specific location and geometry of access and any other roadway improvements that may be necessary. To initiate the review process for an Airglades Airport driveway connection permit to access SR 80/US 27, the County should contact the permits manager in the FDOT LaBelle Operations Center at (863) 674-4027.

The Florida Department of Economic Opportunity’s Rural Economic Development Initiative (REDI) supports Hendry County’s application for EDA funding. Staff notes that Hendry County continues to experience the highest unemployment rate in Florida and is one of the rural counties designated to receive special services from REDI. Development of an aviation cluster will enhance the region’s economic base, create entrepreneurial opportunities and enhance the region’s competitiveness.

Based on the information contained in the application for federal assistance and enclosed state agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). To ensure the project’s continued consistency with the FCMP, the concerns identified by our reviewing agencies must be addressed prior to project implementation. The state’s continued concurrence will be based on the activities’ compliance with FCMP authorities, including federal and state monitoring of the activities to ensure their continued conformance, and the adequate resolution of issues identified during this and subsequent regulatory reviews. The state’s final concurrence of the project’s consistency with the FCMP will be determined during the environmental permitting process, in accordance with Section 373.428, F.S.

Thank you for the opportunity to review the proposed project. Should you have any questions regarding this letter, please contact Mr. Christopher Stahl at (850) 245-2169.

Yours sincerely, 

Sally B. Mann, Director
Office of Intergovernmental Programs

Enclosures

cc: Jennifer Nelson, DEP, South District
Martin Markovich, FDOT
Sherri Martin, DEO, REDI
Jonathan Corso, EDA, Atlanta
### Project Information

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<tr>
<td>Letter Due:</td>
<td>05/20/2013</td>
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<td>ECONOMIC DEVELOPMENT ADMINISTRATION - INVESTMENTS FOR PUBLIC WORKS AND ECONOMIC DEVELOPMENT FACILITIES - HENDRY COUNTY, AVIATION INFRASTRUCTURE IMPROVEMENTS AT AIRGLADES AIRPORT - HENDRY COUNTY, FLORIDA.</td>
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<td>CFDA #:</td>
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### Agency Comments:

**COMMUNITY PLANNING - FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY**

The DEP's South District Office staff indicates that Hendry County projects currently qualify for a waiver of the application fees for any DEP permits under Section 218.075, F.S. The project will likely require drinking water and domestic wastewater collection and treatment permits from the DEP, depending on the anticipated water demand and the wastewater flows. The construction project would also require an Environmental Resource Permit (ERP) for stormwater management and any wetland impacts from the South Florida Water Management District. For further assistance, please contact Ms. Jennifer Nelson at (239) 344-5676 or Jennifer.Nelson@dep.state.fl.us.

**STATE - FLORIDA DEPARTMENT OF STATE**

No Comment/Consistent

**SOUTH FLORIDA WMD - SOUTH FLORIDA WATER MANAGEMENT DISTRICT**

Thank you for providing the South Florida Water Management District (District) with the opportunity to review Hendry County's grant application for infrastructure improvements at the Airglades Airport. The District has no comments to offer for the grant application.

**ECONOMIC DEVELOPMENT - FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY**

The Florida Department of Economic Opportunity's Rural Economic Development Initiative (REDI) supports Hendry County's application for EDA funding. Staff notes that Hendry County continues to experience the highest unemployment rate in Florida and is one of the rural counties designated to receive special services from REDI. Development of an aviation cluster will enhance the region's economic base, create entrepreneurial opportunities and enhance the region's competitiveness.

**FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION**

Released Without Comment

**TRANSPORTATION - FLORIDA DEPARTMENT OF TRANSPORTATION**

The Florida Department of Transportation, District 1, has reviewed the EDA aviation infrastructure improvements at Airglades Airport in Hendry County, Florida and offers the following comments and recommendations: # 1: Based upon planning level analysis, SR 80 and US 27 (both Strategic Intermodal System (SIS) facilities) in the vicinity of the proposed Airglades Airport improvements are anticipated to have sufficient capacity to support the trips that would be generated from the additional employment that would result from the requested grant during both the year 2017 short term conditions and year 2035 long term conditions. # 2: Hendry County/Airglades Airport previously submitted a permit request to FDOT for access improvements to SR 80/US 27, but the review and permitting process was not completed. In consideration of the traffic impacts resulting from this grant application, a new site specific access development plan with a revised traffic impact analysis including a review of existing roadway conditions should be provided to the FDOT when the County is ready to restart the process. This information will be necessary before the FDOT can commit to a specific location and geometry of access and any other roadway improvements that may be necessary. To initiate the review process for an Airglades Airport driveway connection permit to access SR 80/US 27, the County should contact the permits manager in the FDOT LaBelle Operations Center at (863) 674-4027. FDOT District 1 and FDOT Aviation Office staff have no further comments as a result of the proposed application.
Florida State Clearinghouse  
3900 Commonwealth Boulevard, MS-47  
Tallahassee, Florida 32399-3000  

Re: SAI# FL201303226554C  

To Whom it May Concern:  

The Rural Economic Development Initiative (REDI), housed within the Department of Economic Opportunity, supports Hendry County's Economic Development Assistance Program grant application to the Economic Development Administration. As proposed in their application package, the funding would be utilized for infrastructure improvements to the AirGlades Airport located in Hendry County, Florida. Hendry County continues to experience the highest unemployment rate in the State of Florida at 14.4% and is one of the rural counties that have been designated to receive special services from REDI.  

Hendry County is a priority assignment for the Rural Economic Development Initiative (REDI), a multi-agency initiative, that assists rural communities solve problems, which affect their fiscal, economic, or community viability. Development of an aviation cluster will enhance the region's economic base, create entrepreneurial opportunities and enhance the region's competitiveness.  

Support for this project will further several state and local objectives and is consistent under 15 CFR 930, Subpart F. If you have any questions please do not hesitate to contact me at 850-717-8520.  

Sincerely,  

Sherri Martin  
REDI Coordinator  
Department of Economic Opportunity  
Bureau of Economic Development
The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

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

**Project Description:**

ECOOMIC DEVELOPMENT ADMINISTRATION - INVESTMENTS FOR PUBLIC WORKS AND ECONOMIC DEVELOPMENT FACILITIES - HENDRY COUNTY, AVIATION INFRASTRUCTURE IMPROVEMENTS AT AIRGLADES AIRPORT - HENDRY COUNTY, FLORIDA.

**To:** Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

**From:**
Division/Bureau: Division of Historical Resources
Bureau of Historic Preservation

Reviewer: Katie Sheriff
Date: 4/25/13

**EO/12372/NEPA Federal Consistency**

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

**RECEIVED**
MAY 01 2013

DRP Office of
Intergov'l Programs
Exhibit 1
Environmental Narrative

A. Beneficiaries

Upon completion of the Airport infrastructure improvements at the AirGlades Airport in Hendry County Florida, Commercial Jet Incorporated proposes to locate its Aircraft Conversion and Modification Center (ACMC). To facilitate the development of the ACMC operation at Airglades Airport, Commercial Jet will be required to increase its employee base by approximately 180 people in order to meet the backlog orders for the conversion of the MD-80 line of air carrier aircraft to air cargo carriers. This increase in the employment base within Hendry County will undoubtedly spur additional economic activity throughout the region. At this time it is difficult to predict what additional businesses might choose to locate in the Hendry County area, but aviation multiplier suggest an additional 98 jobs could be created.

Following establishment of the ACMC at AirGlades, future development at the AirGlades Airport is anticipated within the next few years to establish a new Perishable Air Cargo Facility. This future development, while anticipated to be a key outgrowth of the initial ACMC development, is independent of the proposed ACMC project. Therefore, for purposes of this EDA grant application, the primary beneficiary is anticipated to be Commercial Jet Incorporated. The analysis addressed within this Environmental Narrative is the area that encompasses the proposed two (2) projects at the AirGlades Airport as depicted on Exhibit 1 – Project Layout Map.
EXHIBIT 1 – PROJECT LAYOUT MAP
B. Project Description

1. Proposed Construction

An Aircraft Conversion and Modification Center (ACMC) is being proposed for construction at AirGlades Airport located near Clewiston, in Hendry County Florida. The project is located in Township 43 South, Range 33 East, Sections 16, 17, 20, and 21. A copy of the USGS 7.5 Minute Quadrangle Map (Hog Cypress) is depicted on Exhibit 2.

The project is anticipated to be constructed over an eighteen to twenty-four month period (schedule details provided in engineering report section). Construction elements include:

- Runway 13-31 Pavement Overlay & Turnaround Pads
- Taxiway Improvements (Extension & Pavement Overlay)

Further details regarding each of the project components are included in the Preliminary Engineering Report, including project schedule and estimates of probable costs. The construction staging area would be located entirely within airport property. Best management practices for construction activities would be implemented from project start.

The project area is not anticipated to impact any known wetlands or floodplains. Additional field reconnaissance regarding wetlands, threatened and endangered species, and cultural resources will be completed prior to construction activities being initiated.
EXHIBIT 2 – Proposed Development
USGS 7.5 MINUTE Quadrangle MAP
2. Alternatives to the Proposed Project

The proposed AMC development is consistent with local land-use plans and future development plans. Alternate reconfigurations of this development at AirGlades Airport were reviewed, but were eliminated since the proposed layout minimizes environmental impacts, including avoidance of wetlands and floodplains. The proposed project at AirGlades also does not require any land acquisition. There are no other feasible build alternatives to the proposed project.

3. Mitigation

Short-term temporary construction impacts would result from building the proposed project. Typical construction impacts may include air, water, and noise pollution and disposal of construction debris. However, no significant construction impacts are anticipated with the proposed project.

Erosion and run-off would be managed through the use of best management practices (BMPs) as required and by following requirements set forth in the proposed NPDES Permit during construction activities. Measures to minimize impacts can be implemented in accordance with the provisions and specifications of FAA Advisory Circular 150/5370-10, Standards for Specifying the Construction of Airports, Item P-156. BMPs would include at a minimum the following: containing excavated material, use of silt fences, protecting exposed soil, stabilizing restored material, and re-vegetating disturbed areas. The potential for offsite flow of sediment associated with storm water would also be regulated by State of Florida and Hendry County grading and drainage requirements. With proper design and construction methods, the construction activities would present no significant short-term or long-term impacts.

C. Historic/Archeological Resources

Historic and archaeological resources that are listed, or eligible for listing, in the National Register of Historic Places (NRHP) are protected by the National Historic Preservation Act of 1966 (NHPA), as amended. Federal agencies must consider the potential effect of a proposed project on historic and archaeological resources.

A potential historic resource is any historic district, site, building, or structure that is 50 years old or older and is generally located above ground. The proposed AMC development should not affect any historic structures or resources.

The construction of previous airport facilities, intensive agricultural activities (including array of drainage ditches), and industrial development have altered the landscape on and around the airport. The potential for sites of archaeological significance in the vicinity of the airport is considered to be low, but cannot be ruled out without further research and/or field surveys. As a part of the proposed environmental documentation required by the National Environmental Policy Act (NEPA), archaeological field surveys will be completed and the presence of any
potential cultural resources that may be affected by the proposed development will be determined. Coordination with the State Historic Preservation Officer (SHPO) and possible subsequent cultural resource studies would be conducted as required for the ACMC project.

D. **Affected Environment**

1. **Affected Area**

The AirGlades Airport is located in South Florida, approximately 6 miles west of the City of Clewiston in the northeast portion of Hendry County. AirGlades Airport is located entirely in unincorporated Hendry County.

The U.S. Army Air Corps established the AirGlades Airport in the 1940’s as a training facility for British pilots. The original airfield (Riddle Field) was comprised of two sod runways and support facilities for instruction and housing. After World War II, the airport was owned and operated by the State of Florida. The facilities were leased to the Florida Conservation School until 1962, when the Hendry County Board of Commissioners requested that the airport be granted to the County. Riddle Field was inactivated at the end of 1945 with the drawdown of the pilot training program and Airport was declared surplus in 1946. Eventually the Airport was acquired by Hendry County. The present-day AirGlades Airport was built after the war over the runways of Riddle Field. The buildings of the wartime field have been replaced by modern buildings; however the airfield is partially still in use.

The AirGlades Airport is (including the industrial park) consists of approximately 2,400 acres. The airport is basically laid out in a configuration typical of many World War II-era military training fields. Terminal facilities are located on the north side of the airfield and generally consist of a terminal building, hangars, aircraft parking apron, and support facilities. Surrounding land use is predominantly agricultural. The airport has an elevation of approximately 19.8 feet above mean sea level (MSL) (NGVD 88).

2. **Shorelines, Estuaries, Beaches and Dunes**

The Project Benefit Area does not contain any shorelines, estuaries, beaches or dunes. However, the geography of Florida is such that the entire state is considered to be within the coastal zone and therefore subject to oversight by the Florida Coastal Management Program (FCMP).

The FCMP consists of a network of statutes administered by eleven state agencies and four of the five water management districts. The FCMP is designed to ensure the prudent use and protection of the state’s coastal resources. Under provisions of the federal Coastal Zone Management Act of 1972, any federal activity that has the potential to impact Florida’s coastal resources is reviewed for consistency with the FCMP. The proposed project will be submitted for FCMP consistency review during environmental studies as a part of the NEPA process and state Environmental Resource Permit (ERP)
application, if required. If state review determines a project is not consistent with Florida’s statutes, the FCMP can require that the applicant revise its plans. It is assumed that any project impacts considered for consistency review can be mitigated and thus should meet consistency requirements.

3. Wetlands

Based on the National Wetland Inventory (NWI) Map, there are some isolated wetlands located on AirGlades Airport. However, no wetlands, streams, or navigable waters are anticipated to be impacted by the proposed AMC project. A copy of the National Wetland Inventory (NWI) Map, depicting the general project area, is included in Exhibit 3 – NWI Wetland Map. Wetland delineation surveys will be conducted during the design phase of the project to determine the potential for unmapped wetland resources in the project area.
4. **Floodplains**

The floodplain limits in proximity of the proposed project are depicted on Exhibit 4 – FEMA Floodplain Map. As shown, the limits of the floodplain are located outside of the proposed construction limits associated with the proposed project.

5. **Vegetation and Wildlife Resources**

Natural vegetation communities in the area include isolated freshwater marshes, hardwood swamps, and pine flatwoods. The freshwater marshes are vegetated primarily with sawgrass (Cladium jamaicense), willow (Salix caroliniana), sweetbay (Magnolia virginiana), and cypress (Taxodium spp.). The hardwood swamps are comprised mostly of red maple (Acer rubrum), sweetbay, and sweet gum (Liquidambar styraciflua), and cypress. Pine flatwoods mostly contain slash pine (Pinus elliottii), cabbage palm (Sabal palmetto), and saw palmetto (Serenoa repens).

The vegetation and cover types on the airport have largely been affected by human activity. Agricultural development has altered the natural biotic communities through the establishment of large monoculture farming operations. Agricultural operations include the production of sugarcane, cattle, and row crops. Small areas of remnant natural vegetation can be found along fences and drainage ways. Nuisance vegetation (i.e. Brazilian pepper) is found along highway corridors, fencerows, and other disturbed areas.

The vegetation communities provide habitat for a variety of wildlife, including mammals, reptiles, amphibians, birds, fish, and invertebrates. Natural habitat on airport property has been modified over the years by airport and agricultural activities. The predominant habitat type on the airfield is open, grassed field and cultivated agricultural fields. The proposed project should have a low potential to impact wildlife habitats and biotic communities.

There are no State or National Parks, Wildlife Refuges, or National Game Preserves located in the vicinity of the proposed project. In addition, there are no Wild and Scenic Rivers located in the project area.
6. Threatened and Endangered Species

As part of the NEPA process, a formal protected species survey will be conducted onsite to confirm the presence or absence of protected species in the project area.

A preliminary database search of the potential species that could occur onsite was conducted. This information was gathered by obtaining information in the Florida Natural Areas Inventory (NAI) database and the Information, Planning and Conservation System (IPaC), and the current FWC Endangered and Threatened Species list. FWC comments from the SFWMD permitting process were also taken into consideration. Based on the results of the search, the following species have a potential to occur in the project area:

- Audubon’s Crested Caracara (Polyborus plancus audubonii)
- Bald Eagle (Haliaeetus leucocephalus)
- Everglades Snail Kite (Polyborus plancus audubonii)
- Florida Burrowing Owl (Athene cunicularia floridana)
- Florida Sandhill Crane (Grus canadensis pratenis)
- Florida Panther (Puma concolor coryi)
- Listed Wading Bird Species

The state lists of plants, which are designated endangered, threatened, and commercially exploited, are administered and maintained by the Florida Department of Agriculture and Consumer Services (DOACS). Although several listed plant species have the potential to occur in this area and range; significant agricultural activities and development within the subject area, result in the unlikely occurrence of these species.

Since the vegetation and cover types on the airport have largely been affected by human activity, including agricultural development that has altered the natural habitat, the proposed project is not anticipated to cause adverse effects on endangered and threatened species. Regardless, field surveys will be conducted during the NEPA process to identify potential impacts to protected species.

7. Land Uses and Zoning

The project area is located in the southeast quadrant of the AirGlades Airport in Hendry County, Florida. The land contiguous to the AirGlades Airport is developed and used primarily for agriculture (citrus groves and sugar cane). There is little residential and commercial development in the immediate vicinity of the airport. Clewiston, located approximately 6 miles east of the airport, is the closest concentration of urban land use in the area. Hendry County presently has zoning ordinances that regulate land use.
Agricultural land holdings and natural features have controlled development to a large extent around the airport.

The airport property includes aeronautical uses that include the airfield pavements and FAA mandated clear areas, aircraft storage and aviation oriented industrial uses. The proposed project may have minor impacts on agricultural lease operations on the airport. These agricultural areas are currently zoned for industrial land uses and are preserved for future airport development. No farmland will be acquired and converted to non-agricultural use by the proposed developments. No impact to prime farmland is anticipated.

8. Solid Waste Management

As a Maintenance Repair Operation (MRO) facility, Commercial Jet is classified as a “Low Generator” of waste. Following are the types of solid waste anticipated by Commercial Jet.

- Scrap Aluminum – Disposed in drums and collected for recycle by service provider.
- Waste rags - Disposed in drums and collected for recycle by service provider.
- Dry-cell batteries – Placed in drums and collected for proper disposal by service provider.
- General non-perishable rubbish – Deposited in dumpster, collected for proper disposal by service provider.

The County is divided into two service areas. AirGlades is located in the North Service District which is serviced by the franchise hauler Waste Services of Florida, Inc. (WSI). Commercial Jet is required to utilize WSI for the disposal of their solid waste that is generated. However, Commercial Jet is not required to utilize the franchise hauler WSI for the disposal of their recyclable materials.

Hendry County has implemented mandatory commercial recycling.

The franchise hauler disposes of its collected solid waste at the transfer station in Clewiston or LaBelle and in some cases the landfill in Lee/Hendry Landfill (LHLF) located in Hendry County. The solid waste collected at the transfer station is then transported to the Waste-to-Energy Facility in Lee County for processing. The ash from the incinerator at the Waste-to-Energy Facility is transferred to the LHLF for disposal.

The life expectancy of the Lee/Hendry Landfill is subject to changes in the waste generated, recycling activity, storm events, growth, and other factors. The LHLF opened in late 2002. The portion of the landfill that is constructed, i.e., ash monofill area, Class I area, and C&D area have different expectancies. Without a detailed review, the estimate for each of these areas’ remaining life is 3-4 years, 8 years, and 15 years+, respectively.
Design engineering for an expansion of the ash monofill area is proceeding now and Lee County estimates construction to be completed in 2.5 years. Approximately 45% of the Class I area is built, so there is still significant capacity yet to be developed. The same is true for the C&D disposal area.

9. Hazardous or Toxic Substances

The following types of toxic or hazardous that would be utilized or produced at the proposed ACMC facility, including the methods of storage and disposal.

- Lubricating and hydraulic oils that are syphoned from the aircraft’s tanks are placed in appropriate tank which then is collected and appropriately disposed of by service provider.
- Jet-fuel syphoned from aircraft’s fuel tanks are placed in an appropriate tank from which it is collected for proper disposal by service provider.
- Discharged Oxygen generators are placed in drums for collection and appropriate disposal by service provider.
- Spent Absorbent material “Speedy Dry” is placed in drums and collected for proper disposal by service provider.

10. Water Resources

The groundwater throughout the AirGlades Airport area is relatively shallow and the principal source of recharge is from rainfall. The aquifer underlying this region is the Floridan Aquifer. Surficial water features in the vicinity of the AirGlades Airport include a network of upland-cut canals, ditches, and isolated depressional ponds. The canals and ditches on and around the airport are associated with airfield, roadway, and agricultural developments.

The Airport drainage area includes approximately 308 acres within the East Caloosahatchee Drainage Basin. The drainage system for the Airport is separate from the drainage systems associated with the surrounding agricultural land uses (sugarcane fields). This separation occurs from an intricate network of ditches within the sugarcane fields, which are not connected to any of the stormwater systems associated with the Airport. Stormwater management at the Airport consists of a system of interconnected ditches that discharge into two large interconnected wet detention ponds located within the Airport Industrial Park, which ultimately discharge off-site through one outfall into the “C-5” canal along the south side of US Highway 27.

The proposed project may require culverting and/or rerouting man-made ditches and swales on the airport. However, the project is not anticipated to change local surface water runoff patterns. During construction, storm water and silt runoff from project areas would be managed in accordance with the NPDES construction permit.
The proposed project is not located within an area mapped by the EPA as a sole source aquifer recharge area. The project is not expected to have an impact on drinking water sources or supplies.

11. Water Supply and Distribution Systems

Hendry County purchases potable water from the South Shore Water Association (SSWA). The County has a large metal tank onsite in order to provide adequate pressure and for fire protection. The tank is 350,000 gallons in size.

An additional 300,000 gallon tank would be constructed to accommodate the proposed ACMC to provide adequate fire protection. This facility would be an adequate source for the proposed ACMC operations. It is anticipated that the existing municipal water supply sources would be adequate to accommodate the proposed ACMC water usage.

The County SSWA has plenty of capacity and are in compliance with the Safe Drinking Water Act.

12. Wastewater Collection and Treatment Facilities

The County has a 25,000 gallon per day (gpd) wastewater treatment plant which can accommodate 16,400 gpd of wastewater due to the size of the sprayfield. Currently the sprayfield is being expanded to increase expansion of the wastewater facility utilizing CDBG funds.

Storm drains and caption areas would collect the water which undergoes an initial Oil-Water separation on-site before going into the municipal drainage. Residual sludge would be collected and disposed of properly by the service provider.

The County is not in violation of the Clean Water Act.

13. Environmental Justice (Executive Order 12898)

No disproportionate adverse human health or environmental impacts relative to minority and low income populations are expected as a result of the proposed project. No residential acquisitions are required for the proposed improvements. Further, as indicated in other sections of this environmental narrative report, there would be no noise, air quality, water, or other environmental impacts as a result of the proposed project.

14. Transportation (Streets, Traffic, and Parking)
The airport is located on AirGlades Boulevard, a two-lane paved road that connects the airport terminal area to U.S. Highway 27 and State Highways 80 and 25. U.S. Highway 27 and Florida Highway 25 provide north/south surface access generally through the center of the Florida peninsula. Florida Highway 80 (SR 80) traverses east/west, providing access to LaBelle, Fort Myers, and Interstate Highway 75 to the west and Clewiston to the east.

Proposed highway capacity and safety improvements in proximity of the AirGlades Airport and throughout the Hendry County region are in various stages of development, as stated on the State of Florida Department of Transportation projects website:

“SR 80 is a vital east/west corridor in southern Florida. It moves essential commerce and industry, including major farm to market products, and serves as a critical highway for business people, seasonal visitors, and local travelers. The Florida Department of Transportation considers the SR 80 corridor a priority and is focused on highway improvements in Hendry and Lee Counties. With multi-lane projects east of LaBelle and construction of a new overpass at US 27 in Hendry County, FDOT is committed to making travel more efficient for everyone.

In 2005, the Florida Department of Transportation (FDOT) completed the Project Development & Environment study (PD&E) to widen SR 80 from east of Birchwood Parkway to US 27. This 20-mile long study considered alternatives to widen the road from two lanes to four lanes through Hendry and Glades Counties. The two segments of SR 80 from Dalton Lane to Indian Hills Drive and Indian Hills Drive to CR 833 are currently in the design phase. The SR 80/US 27 overpass construction is underway. Construction is underway on the two-mile segment of SR 80 from two to four lanes from CR 833 to just west of US 27 in Hendry County. Construction is also underway on the five-mile segment of SR 80 from Birchwood Parkway to Dalton Lane to widen the roadway from two to four lanes.”

While the existing roadways in proximity of the Airport would sufficiently accommodate the anticipated traffic volumes that would be generated by the proposed ACMC project, the capacity improvements being undertaken by FDOT would enhance the levels of service of these roadways.

15. **Air Quality**

According the U.S. Environmental Protection Agency’s (USEPA) “Green Book,” Hendry County is in attainment for all of the criteria pollutants. Therefore, a conformity analysis is not required for the proposed project.
16. **Noise Pollution**

A preliminary noise analysis was conducted of the proposed ACMC operations at AirGlades Airport. This includes approximately one flight per week by an MD-80 aircraft. Using the FAA’s Integrated Noise Model (INM), the projected noise exposure contours are restricted to airport property and there are no residential or other noise sensitive land uses adjacent to the airport. The agricultural land use around the airport is compatible with airport operations. Any increased noise levels associated with the proposed project are anticipated to be minimal in comparison to the existing ambient noise levels in the project area.

Construction activities would temporarily contribute to the ambient noise levels. The noise sources would be from typical construction vehicles. Noise levels during construction operations would be negligible, temporary, and related to the presence of vehicles and construction equipment during construction activities. No noise sensitive land uses are in proximity of the proposed project.

17. **Permits**

Permits will be required from the Federal Aviation Administration (FAA), Florida Department of Environmental Protection (DEP), and South Florida Water Management District.

The FAA will review the project for conformance with obstruction standards. This FAA airspace review is a standard established process to ensure proposed construction does not impact air traffic operating in and around the AirGlades Airport. This review and approval process will be obtained during the design phase of the project.

The U.S. Environmental Protection Agency (EPA) has authorized the Florida Department of Environmental Protection (DEP) to implement the National Pollutant Discharge Elimination System (NPDES) stormwater permitting program. Hendry County currently holds a State of Florida Multi-Sector Generic Permit for Stormwater Discharge Associated with Industrial Activity (MSGP) for AirGlades Airport. Under the NPDES program, a separate Construction Permit will be required since the project area will disturb more than one acre of land. A Notice of Intent (NOI) will be sent through the design process to the Florida DEP as part of the national pollution discharge elimination approval process.

An Environmental Resource Permit (ERP) will also be required for the proposed ACMC project. The ERP program regulates the construction, alteration, maintenance, removal, modification, and operation of all activities in uplands, wetlands and other surface waters (whether publicly or privately-owned) that will alter, divert, impede, or otherwise change the flow of surface waters. The ERP program enables either the
Florida DEP or one of the Water Management Districts to review and issue the ERP. The ERP for AirGlades would likely be issued by the South Florida Water Management District.

Environmental documentation required under the National Environmental Policy Act (NEPA) will also be prepared for ACMC project and will be coordinated with the FAA. Further information on environmental resources is discussed within the environmental narrative portion of the application.

18. Public Notification/Controversy

There is none at the present time or anticipated.

19. Direct, Indirect, and Cumulative Effects

A number of past and present projects have occurred at the Airport and in the project area, and others are expected to occur in the future. The past projects at the Airport have been previously assessed and did not produce a significant environmental impact. As presented within this environmental narrative, the proposed project is not anticipated to create a significant impact to resource categories. When those previous items are combined with those development items yet to occur, a cumulatively significant impact is not anticipated. Therefore, the proposed project should not have a cumulatively significant impact on the environment.

As previously indicated, following establishment of the ACMC project at AirGlades, future development of a new Perishable Air Cargo Facility at the Airport is anticipated. This future development, while anticipated to be a key outgrowth of the initial ACMC development, is independent of the proposed ACMC project.

Based on discussions with Hendry County, various projects have previously been undertaken in the County to prepare for anticipated significant growth in population and business expansion in the County in the mid-2000s. Most of the planned development, including new housing developments and utility (water and sewer) extensions and expansions had been completed prior to the 2008 economic downturn related to the housing bubble. Today, many of those developments in Hendry County sit idle awaiting a rebound in the economy and a return to pre-2008 conditions when businesses were growing in Central Florida. The County further indicated that there is sufficient housing, schools, medical facilities, roadway capacity, and other infrastructure and community support services to accommodate the anticipated employees and induced growth associated with the proposed ACMC project.

Significant roadway improvement projects have also been completed recently or are currently underway on State Route 80 and U.S. Route 27, including a new interchange and expansion of SR 80 to four lanes, providing the capacity to accommodate substantial growth in the region.
September 3, 2013

Mr. Peter M. Green
URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462

Re: SHPO Project #: 2013-3750/ Received by SHPO: August 23, 2013
   Federal Aviation Administration and NEPA
   Airglades Airport- Environmental Assessment for Proposed Privatization and Development
   Clewiston, Hendry County

Dear Mr. Green:

This office reviewed the referenced project for possible impact to historic properties listed, or eligible for
listing, in the National Register of Historic Places. The review was conducted in accordance with Section
106 of the National Historic Preservation Act of 1966, as amended, 36 CFR Part 800: Protection of

A review of our records indicates that the Airglades Airport, originally known as Riddle McKay Airfield,
was constructed during the Land-Lease Act in the 1940’s. However, this historic airport has not been
formally recorded and entered into the Florida Master Site File (FMSF). We request that the Airglades
Airport, including associated runways, taxiways, hangars or buildings 50 years old or older be recorded
using a Resource Group form. This form may be obtained at the FMSF website
(www.flheritage.com/preservation/sitefile).

Based on the information provided, it is the opinion of this office that Airglades Airport does not appear
to meet the criteria to be eligible for listing on the National Register. Additionally, our review of the
Florida Master Site File indicates no significant archaeological resources are recorded within the project
area. As a result, the proposed undertaking will not affect historic properties.

If you have any questions concerning our comments, please contact Katherine Shafter at
Katherine.Shafter@dos.myflorida.com, or at 850-245-6333.

Sincerely,

Robert F. Bendis, Director
Division of Historical Resources
and State Historic Preservation Officer
Hi Peter,

I apologize for not responding to your letter earlier. I only had a few comments regarding the proposed expansion. To my knowledge a jurisdictional determination has not been conducted for this site. There appears to be waters of the U.S. throughout the site including a few wetlands and tributaries (ditches/canals). A jurisdictional determination for the entire site is recommended. Once avoidance and minimization measures have been adequately addressed, Hendry County will be required to compensate for direct and indirect impacts to waters of the U.S. in accordance with the 2008 mitigation rule. The mitigation rule has a preference for compensatory mitigation at a federally approved mitigation bank. The following endangered species should be taken into consideration: wood stork, eastern indigo snake, panther, and caracara.

Please let me know if you have any questions.

Krista Sabin

Project Manager
U.S. Army Corps of Engineers
Palm Beach Gardens Regulatory Office
4400 PGA Boulevard, Suite 500
Palm Beach Gardens, Florida 33410
Phone (561)472-3529
Email: Krista.D.Sabin@usace.army.mil
Dear Mr. Green,

The U.S. Fish and Wildlife Service’s scoping comments for the Airglades Airport project are listed below.

Mr. Charles Chapman IV
County Administrator
Post Office Box 2340
LaBelle, Florida 33975

Service Conservation Planning Activity Code: 2013-CPA-0319
Service Consultation Code: 2013-TA-0284
Project: Airglades Airport Privatization and New Cargo Runway and Facilities

Dear Mr. Chapman

The U.S. Fish and Wildlife Service (Service) has received the letter from your consultant dated August 21, 2013, for the project referenced above. We offer the following comments.

PROJECT DESCRIPTION

Hendry County is proposing to privatize the Airglades Airport in association with the Federal Aviation Administration’s Airport Privatization Pilot Program. Upon privatization of the airport, the new operator is proposing to construct a new 10,000-foot by 150-foot cargo runway, new cargo and maintenance facilities, and a new entrance road. The project site is located in Hendry County, Florida.

THREATENED AND ENDANGERED SPECIES

Eastern indigo snake

The project is located in the geographic range of the threatened eastern indigo snake (*Drymarchon corais couperi*). To minimize adverse effects to this species, the project proponent should follow the Service’s *Standard Protection Measures for the Eastern Indigo Snake* (Service 2013 [available upon request]) during construction of the project.

Wood Stork
The project site is not located within the core foraging area (i.e., all lands within 18.6 miles) of any known breeding colony of the endangered wood stork (*Mycteria americana*). Consequently, the Service believes it is unlikely that the project will reduce foraging opportunities for wood storks.

Florida panther

The project footprint is not located within the Service’s “Focus Area” for the endangered Florida panther (*Puma concolor coryi*). The Focus Area is based on the latest scientific information on panther habitat usage provided in Kautz et al. 2006, and Thatcher et al. 2006, and denotes areas in Florida where development projects could potentially affect the panther. The Service finds it unlikely that the project will affect habitat for the Florida panther.

The Service has conducted a search of our GIS database. Additional records of federally listed species were not identified for your project site. The Service has not conducted a site inspection to verify species occurrence or validate the GIS results. However, we assume listed species occur in suitable ecological communities and recommend site surveys to determine the presence or absence of listed species. Ecological communities suitable for listed species can be found in the species accounts in the *South Florida Multi-Species Recovery Plan*. This document is available on the web at: [http://www.fws.gov/verobeach/ListedSpeciesMSRP.html](http://www.fws.gov/verobeach/ListedSpeciesMSRP.html). Information regarding federally listed plants that are known to occur in the county can be found at [http://www.fws.gov/verobeach/ListedSpeciesPlants.html](http://www.fws.gov/verobeach/ListedSpeciesPlants.html). For information on State-listed species, please contact the Florida Fish and Wildlife Conservation Commission to identify potential State-listed species occurring in the vicinity of your project. Information on migratory birds can be found at [http://www.fws.gov/migratorybirds/](http://www.fws.gov/migratorybirds/). The Service is required to protect and conserve migratory birds under the Fish and Wildlife Coordination Act of 1958, as amended (48 Stat. 401; 16 U.S.C. 661 et seq.) and the Migratory Bird Treaty Act (40 Stat. 755; 16 U.S.C. 701 et seq.). A variety of habitats in south Florida occasionally provide resting, feeding, and nesting sites for a variety of migratory bird species. As a public trust resource, migratory birds must be taken into consideration during project planning and design.

Thank you for the opportunity to comment. If you have any questions, please contact me at 772-469-4282.

Sincerely,

John M. Wrublik  
U.S. Fish and Wildlife Service  
1339 20th Street  
Vero Beach, Florida 32960  
(772) 469-4282
Mr. Charles Chapman IV  
County Administrator  
Hendry County  
P.O. Box 2340  
LaBelle, Florida 33975

9/18/2013

Hendry County - Airglades Airport Cargo Airport Development

Mr. Chapman:

I am writing this letter in support of Hendry County's proposed development and of the Airglades Airport in Clewiston, Florida as a cargo airport with a new 10,000 foot runway.

My business, A Customs Brokerage, is a licensed U.S. Customs House Brokerage and a member of the Florida Customs Brokers and Forwarders Association (FCBF), a non-profit organization of nearly 600 member companies in the trade and logistics business throughout the State of Florida.

Each day, Florida's businesses like mine must compete with those in every other state and even offshore for the trade dollars generated by the import and export of the products that feed, build, and supply our State and our nation and create jobs. According to the State of Florida jobs in the trade, logistics, and distribution industries pay an average wage nearly 30 percent higher than the average for all industries in the state. Additionally over 600,000 Floridians are employed in the logistics sector accounting for almost 15% of employment in the State of Florida.

Changes in global trade such as the Panama Canal expansion, the emergence and growth of markets in Asia and the Middle East, and new Free Trade Agreements continue to shape the trade landscape and Florida must stay ahead of the curve to succeed.

One of the keys to maintaining and expanding Florida's future in trade is transportation infrastructure expansion to address congestion, delay, and capacity demands. South
Florida's highways can't be expanded forever and its airports and seaports can't be all things to all users.

I commend the foresight of Hendry County in pursuing the privatization of Airglades Airport as a means to create an air cargo focused reliever airport and adding needed capacity to South Florida for long term growth. I thank you for your consideration and add the support of my company to this project as well as to the growth of the logistics sector in South Florida.

Sincerely,

Gabriel Rodriguez
President
September 12, 2013

Terry Beacham,
Modal Development Administrator, FDOT District One
801 North Broadway Avenue,
Bartow, FL 33831

Airglades Airport Proposed Cargo Development

Dear Mr. Beacham:

As Executive Vice President of the Florida Customs Brokers and Forwarders Association (FCBF), I am pleased to offer this letter to express enthusiastic support and encouragement for the continued exploration of the proposed cargo development at Airglades Airport as a capacity enhancement to Florida’s airport and aviation system through the Federal Aviation Administration’s Airport Privatization Pilot Program.

While the FCBF Board and Members have not by organizational vote specifically endorsed the Airglades Airport project, FCBF supports the pursuit and development of initiatives such as this with the potential to add much-needed capacity and efficiency improvements to Florida’s transportation infrastructure system, including the air cargo system dominated by South Florida. Such enhancements are a critical element in the State of Florida achieving its vision of “transforming its economy by becoming a global hub for trade, logistics, and export oriented manufacturing activities [1]”.

The FCBF Board and membership have received briefings and presentations from Airglades International Airport, LLC (AIA) on the proposed airport project. FCBF has been invited by AIA to participate in their exploration and dialogue on how the Airglades Airport may be part of the solution to Florida’s air cargo facility needs, and to contribute our input on how it might be developed to best serve the immediate as well as the anticipated future needs of our members, the customs brokers and freight forwarders that facilitate the movement of goods and commodities between Florida and the world. FCBF is the State of Florida’s largest representative and advocacy organization of the brokers and forwarders on the trade issues that affect them at the local, state, and national levels.

As the Airglades Airport environmental review processes begin, FCBF encourages Hendry County, Airglades International Airport, LLC, the Federal Aviation Administration, and the State of Florida Department of Transportation to explore every potential avenue in examining how the expansion and “repurposing” development of Airglades Airport into a cargo-focused airport may help maintain, preserve, and expand Florida’s stature as a global trade hub for the benefit of our members and the nearly 1.7 million jobs in Florida supported by trade and logistics[2].

Please feel free to contact me to me with any questions regarding our organization or our interest in seeing the Airglades Airport development concept explored in greater detail.
Please feel free to contact me to me with any questions regarding our organization or our interest in seeing the Airglades Airport development concept explored in greater detail.

Sincerely,

Barbara Pimentel
Executive Vice President

1, 2 "2011 Florida Trade and Logistics Study", Florida Chamber Foundation and Florida Department of Transportation

CC: Karson Turner, Chairman, Hendry County Board of County Commissioners
    Charles Chapman IV, County Administrator Hendry County
    Allan Nagy, Environmental Program Specialist, FAA Orlando Airports District Office
PLANNED DEVELOPMENT OF AIRGLADES AIRPORT

Dear Mr. Chapman:

The Florida Perishables Trade Coalition (FPTC) files this letter to encourage Hendry County to continue exploring plans to privatize and develop the Airglades Airport into an air cargo airport with a focus on perishables.

FPTC is a non-profit association organized in 2012 to focus the collective experience and efforts of industry leaders from throughout the state to increase trade in perishable products through Florida’s airports and seaports. We believe that the growing global trade in perishable products continues to create great opportunities for Florida’s airports and seaports, and we are dedicated to assuring that we are able to compete successfully for that trade.

Toward that end, our primary effort has been to challenge the application of the federal “cold treatment” requirements which have long been the reason that very substantial and growing trade in perishable products by-passes all Florida ports. We are pleased to report that this effort may very well be headed toward success: a Pilot Program to allow certain perishables from Peru and Uruguay to enter through Florida ports has been approved by the United States Department of Agriculture (USDA), in coordination with the Florida Department of Agriculture and Consumer Affairs (DACS). The Pilot Program is expected to run for six months starting October 1, 2013, and if successful, is expected to lay the foundation for Florida ports to compete for a much broader range of perishable products.

As this Pilot Program begins and as other opportunities for increased trade develop, our industry will need sufficient capacity and efficient facilities and logistics processes across all modes of transportation. Infrastructure improvements like those proposed for Airglades Airport may be an important component part of the solution to maintain and expand Florida’s future perishable commodity and international trade competitiveness.
Thank you for your consideration of this comment and for your work in moving forward with this very important initiative.

Sincerely yours,

Gilbert Lee Sandler  
On Behalf of The Board  
Florida Perishables Trade Coalition, Inc.
September 25, 2013

Mr. Charles Chapman IV
County Administrator
Hendry County
POB 2340
LaBelle, Florida 33975

Ref: Scoping Comments, Airglades International Airport

Dear Mr. Chapman:

Armellini Express Lines has been closely following the proposed development of Airglades International Airport and its perishable air cargo complex as a reliever airport to Miami and wishes to express its enthusiastic support for this project.

Since 1945, Armellini has been one of the largest perishable carriers from Miami to the major destinations throughout the country, coast to coast. These perishables arrive by air into Miami and our fleet of refrigerated trucks provide an excellent and necessary service to the perishable industry as this product is transported to its final destination. Our fleet of trucks also transports significant amounts of south bound export freight for the airlines that operate out of Miami to Latin America.

The perishable industry and it’s logistics process have changed significantly and require a more efficient handling both in cost and time as compared to the existing processes at Miami. This affects all participants in this process mainly the airlines, ground transportation providers, such as Armellini and the Consumer. Airglades clearly has the potential to positively affect both of these issues.

We encourage all the parties involved in the development of Airglades International Airport to work closely together to ensure the success of this project.

Sincerely,

[Signature]

Armellini Express Lines, Inc.
September 24, 2013

Mr. Charles Chapman IV  
County Administrator  
Hendry County  
PO BOX 2340  
LaBelle, Florida 33975

Ref: Scoping Comments, Airglades International Airport

JA Flower Service (JAF) has been monitoring the efforts of a group that is proposing to privatize and develop Airglades Airport into a logistics hub with great emphasis on the perishables business. Our understanding is that this airfield will supplement MIA Airport as a reliever as MIA grows and becomes more congested. JAF wishes to express its wholehearted support for this project.

JAF is a customs broker based in Miami that specializes in perishable imports, mainly fresh cut flowers that arrive daily at Miami International Airport. Once cleared by U.S. Customs and USDA, the vast majority of this product is transported by truck to various cities throughout the United States. This product is highly perishable and with quick processing and handling, additional shelf life and better quality will be received by the consumer. The existing process at MIA can be improved and Airglades may play an important part in achieving this. As a benefit to your community, this project has the potential to add many additional well-paying jobs.

We support Hendry County and all the parties involved in the development of Airglades Airport to continue to work to successfully develop this project.

Sincerely,

JA Flower Service

2003NW 70th Avenue, Miami FL 33122  (305) 468-8745  Fax (786) 845-8929
September 24, 2013

Mr. Charles Chapman IV
County Administrator
Hendry County
POB 2340
LaBelle, Florida 33975

Ref: Scoping Comments, Airglades International Airport

Fresco Service Inc. (Fresco) is aware that Hendry County is exploring plans for the privatization and development of the existing Airglades Airport into an air cargo airport with a focus on perishables. We understand that this complex will also function as a reliever airport to Miami International (MIA). The purpose of this letter is to express our enthusiastic support for this project.

Fresco provides logistics and handling services at MIA for the perishable industry. Most of this product arrives by air from locations in Latin America and most of this cargo continues on to various cities across the United States including those along the west coast and Pacific Northwest. The efficiency of the existing handling model at MIA combined with an efficient ground transportation service is what has prevented other cities from diverting this significant cargo traffic to other northerly cities across the United States. For this reason and the economic impact it generates, it is absolutely necessary that these efficiencies be maintained and improved. The perishable product will continue to demand a greater efficiency and for various reasons Airglades has the potential to play an important part.

We encourage Hendry County and all those involved in the development of Airglades to continue their efforts to ensure the success of this project which has the potential of generating many jobs in that community.

Sincerely,

[Signature]
Fresco Services

2003 NW 70th Avenue, Miami, FL 33122

Phone (305) 779-8662
September 19, 2013

Mr. Charles Chapman IV  
County Administrator  
Hendry County  
P.O. Box 2340  
LaBelle, Florida 33935

Airglades Airport Expansion - Environmental Assessment

Dear Mr. Chapman:

Please accept this letter as my support for Hendry County to continue working towards developing Airglades Airport for air cargo use.

This is a project that could provide capacity, improved efficiencies, and other benefits and growth opportunities to South Florida aviation businesses like mine, some of whom already have long term business expansion plans.

Aviation businesses and jobs are a vitally important part of Florida’s economy. I support the County’s plans for the expansion of Airglades and appreciate the opportunity to provide my input.

If you have any questions, you can reach me at 786-360-1824.

Thank you,

Johnny Jalilo
Mr. Charles Chapman IV  
County Administrator  
Hendry County  
P.O. Box 2340  
LaBelle, Florida  33975

Airglades Airport Expansion - Environmental Assessment

Dear Mr. Chapman:

Please accept this letter for the record as encouragement to for Hendry County to continue working towards developing Airglades Airport for air cargo use.

This is a project that could provide capacity, improved efficiencies, and other benefits and growth opportunities to South Florida aviation businesses like mine, some of whom already have long term business expansion plans.

Aviation businesses and jobs are a vitally important part of Florida's economy. I support the County's plans for the expansion of Airglades and appreciate the opportunity to provide my input.

Best Regards,

Israel Leppe  
General Manager
August 27, 2013

County Administrator
Post Office Box 2340
LaBelle, Florida 33975
Attn: Mr. Charles Chapman IV
Re: Airglades International Airport privatization plan

Dear Mr. Chapman,

On behalf of the aviation maintenance community of South Florida, the Miami Maintenance Management Council would like to express our support to the Airglades International Airport privatization plan. As we understand that: Pursuant to the National Environmental Policy Act (NEPA) of 1969, Hendry County is preparing an Environmental Assessment (EA) to address the proposed privatization and subsequent development of a 10,000-foot air cargo runway and related cargo and aircraft maintenance facilities at the Airglades Airport, 1090 Airglades Blvd., Clewiston, Florida 33440.

As neighbors and aviation colleagues we are excited about the impact, and potential that the Airglades Airport will bring to the region in revenue as well as opportunities. We submit our approval and the support of our members and local business partners by way of the signatures here forth. As fellow aviation businesses we are excited at the regional growth and the options it will bring to the workforce and facilities who are researching expansion plans.

Attached is a list of advantages we see in the aviation regional presence. Should you require any additional information from us please feel free to contact our organization via Kim L Merced 305-992-2002, Council Liaison to the Airglades International Airport.

Best Regards

Kim L. Merced
COO Merjen Services LLC,
MMMC Secretary
305-992-2002
Airglades International Airport privatization

The airport presently supports a relatively new industrial park however the proposed actions and airport development expected to occur if the application is approved include:

- Acquisition of the Airglades Airport by a Private Developer for the construction and operation of a new Perishable Air Cargo Complex
- Acquisition of approximately 250 additional acres of land to accommodate the new north/south runway development
- New 10,000’x150’ Runway including parallel and connecting Taxiways
- New Perishable Air Cargo Distribution Center, including all associated inspection services such as U.S. Department of Agriculture, U.S. Customs and Border Protection, and Transportation Security Administration
- New Maintenance, Repair, and Overhaul (MRO) Facilities, including Aircraft Paint Facility and associated aircraft parking apron
- New Aircraft Rescue and Firefighting (ARFF) Facility
- New Ground Support Equipment (GSE) Facility
- New Aircraft Apron Areas to support 10 wide-body Aircraft
- New Air Traffic Control Tower (ATCT) Facility
- New Fuel Storage Facilities, including Apron Hydrant Fueling
- New Warehouse and Distribution Facilities
- Vehicular Access and Automobile and Truck Parking Facilities
- Site Improvements including Drainage, Stormwater Detention, Utilities, Etc.
- Establishment of Two (2) Category III Instrument Landing Systems (ILS), including associated Approach Light Systems (ALS), Site Preparation, and Equipment Installation
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<thead>
<tr>
<th>Company</th>
<th>Rep.</th>
<th>Contact Info</th>
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<tbody>
<tr>
<td>SOUTH BEACH AEROSPACE INC.</td>
<td>CHRISTOPHER J. VAICHURDI</td>
<td>305-863-2063</td>
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<tr>
<td></td>
<td></td>
<td><a href="mailto:CVAICHURDI@SOBEAERO.COM">CVAICHURDI@SOBEAERO.COM</a></td>
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<tr>
<td>Infinity Aerospace Manufacturing Inc.</td>
<td>ROBERT ALFONSO</td>
<td>786-488-5183</td>
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<td></td>
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<td><a href="mailto:Alfonso@InfinityAero.com">Alfonso@InfinityAero.com</a></td>
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<td>AAR LGS</td>
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<td>786-337-4225</td>
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<td></td>
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<td>EFernandez28AARcorp.com</td>
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<tr>
<td>Aerospace Alliance INC</td>
<td></td>
<td>305-477-1009</td>
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<td>JETAIR Corp.</td>
<td>Raul Aguilera</td>
<td>786-360-1884</td>
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<td>Syncopy Landing Systems</td>
<td>Marcelo Ortega</td>
<td>305-879-0341</td>
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<td>Same <a href="mailto:Ray@TheFuelCell.com">Ray@TheFuelCell.com</a></td>
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<td>JAVERA VECIAND</td>
<td><a href="mailto:Jvecian@BWaviation.net">Jvecian@BWaviation.net</a></td>
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<tr>
<td>Gary Distribution</td>
<td>GARY (Gary)</td>
<td>305-592-8920</td>
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<td><a href="mailto:Gary@garyproducts.com">Gary@garyproducts.com</a></td>
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<tr>
<td>Falcon Air</td>
<td>Willie Gomez</td>
<td>305-608-9979</td>
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<td>NOVO AERO</td>
<td>Manuel Montenegro</td>
<td>954-546-5480</td>
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<tr>
<td>Miami Leasing</td>
<td>Andres Ramirez</td>
<td>561-212-4078</td>
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<tr>
<td>Contractual Aircraft Support</td>
<td>Jose Perez</td>
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<tr>
<td>Hollywood Diagnostics Center</td>
<td>Maria Diaz</td>
<td>305-322-9235</td>
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<td>G.T. Baker Aviation School</td>
<td>A Perez</td>
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<td>FALCON Air Express</td>
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<td>305-523-6987</td>
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<td>Barfield Inc</td>
<td>Jeff Matthews</td>
<td>305-894-5513</td>
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<td>Commercial V.C.T</td>
<td>D Joy</td>
<td>305-841-5173</td>
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AIRGLADES INTERNATIONAL AIRPORT ENVIRONMENTAL ASSESSMENT (EA)
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Company: Jet Engine Solutions
Rep: Jan Heinemann
Contact Info: jheinemann@jetengine-solutions.com (954) 557-584

Company: Regional Airlift Support
Rep: J. Bailey
Contact Info: 954 999 8130 jbailey@ralsp.net

Company: George T. Baker Aviation School
Rep: Sen. Gillmor
Contact Info: 305-871-3143 sgillmor@dedebooks.net

Company: Magnum Airdynamics
Rep: Teresa Marie Zarnab"l
Contact Info: 305-817-9100 teresa@magnum-aircom.com

Company: American Southeast Inflatables & Oxy.
Rep: Dario Ascani
Contact Info: (305) 693-8474

Company: SARCAST AEROSPACE & DEFENSE
Rep: HERARD Pierre
Contact Info: (305) 593-6038 ext 5205

Company: GeoLink Int'l
Rep: Natalie Cartmell
Contact Info: 3158-1114

Company: Aero System Composites
Rep: Jennifer Varquez
Contact Info: jenny@asci45.com

Company: Floating Pros
Rep: Melissa Almora
Contact Info: melissa@floatingpros.com
Company: Jetpower Aviation
Rep: Lucia Menken
Contact Info: 786-548-8180, lucichirinos@hotmail.com

Company: Aviation Aviation Inc.
Rep: Adriana Velasquez
Contact Info: (305) 344-5548, adrianovaflow@aviationinsurance.com

Company: Miami Tech Maintenance
Rep: Amos Rodriguez
Contact Info: (305) 871-3100

Company: PAS (Professional Contractors Svc.)
Rep: Maurita Rodriguez
Contact Info: (305) 725-2969

Company: Softly Aviation Services, Inc
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Contact Info: Jorge@softlyaviation.com, 786-499-6181

Company: CAVU Aerospace
Rep: Janelle Amos
Contact Info: (954) 610-7352

Company: Inter Continental Trade Ltd
Rep: Eyvi Ingolfsson
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Company: Inter Continental Trade
Rep: Kriss Ingolfsson
Contact Info: Kriss@intercontinentaltrade.co.uk

Company: Miami Seaplane Base "Charley Terminal"
Rep: Roberto Gomez
Contact Info: 954-797-4722
AIRGLADES INTERNATIONAL AIRPORT ENVIRONMENTAL ASSESSMENT (EA)
SOUTH FLORIDA AVIATION SUPPORT COMPANIES

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Rep: Marisel Barreiro
Contact Info: 786-260-7081

Company: World Atlantic Airways
Rep: Amos Rodriguez
Contact Info: 305-474-6691 Amos.rodriguez@worldatlantic.com

Company: Atlantic Aviation Parts Inc.
Rep: John Hulin
Contact Info: 305-281-9013 john@atlanticaviationparts.com

Company: Aerospace Parts
Rep: Roland Calle
Contact Info: 786-324-4167 rcalle@e-mail.com

Company: NBD Cargoes
Rep: Maria Alvarado
Contact Info: (954) 265-9105

Company: Meyer Services LLC
Rep: Kim L. Reed
Contact Info: 305-992-2003 kim@meyerservicess.com

Company:
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Contact Info:

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Contact Info:
September 19, 2013

Mr. Charles Chapman IV  
County Administrator  
Hendry County  
P.O. Box 2340  
LaBelle, Florida  33975

Environmental Assessment for Airglades Airport

Dear Mr. Chapman:

Merjen Services LLC, is an aviation business located in Miami, Florida. Our Company offers aviation maintenance of windows/windshields and aircraft cargo net repairs.

We are excited to see the notice that the Environmental Assessment for Airglades Airport is beginning. Along with others in the Miami and Fort Lauderdale Aviation and airport business community, we have seen materials and several Presentations regarding the proposed development of Airglades.

We are very interested in Airglades' potential as an "overflow" airport for perishable cargo and other airport users and functions that don't necessarily have to be at busy commercial service passenger airports and in the congested highway system in the Miami area.

Airglades' location within little more than an hour's drive from Miami seems to make it ideal to serve as a reliever airport to Miami and South Florida. We welcome the positive benefits that the expansion of Airglades could bring to our industry and we hope that Hendry County will continue to work with the private sector towards this unique and promising opportunity for South Florida.

Should you require any additional information please feel free to contact me directly at: 305-992-2002.

Best Regards,

Kim L. Merced  
Chief Operations Officer
Appendix D3

Scoping Meeting Transcripts
AGENCY SCOPING MEETING
ENVIRONMENTAL ASSESSMENT FOR NEW PERISHABLE AIR CARGO COMPLEX AND RELATED DEVELOPMENT
AIRGLADES AIRPORT

TRANSCRIPT OF PROCEEDINGS

Thursday, September 19, 2013
1:30 P.M.
Jon B. Boy Auditorium
Clewiston, Florida

Barnes Reporting
150 S. Main Street
Suite 2D
LaBelle, Florida 33935
863-675-7600
863-675-7601 Fax
APPEARANCES

CHARLES CHAPMAN, IV
County Administrator, Hendry County
P.O. Box 2340
LaBelle, Florida  33975

PETER M. GREEN, AICP
Senior Airport Environmental Planner
URS Corporation
7650 W. Courtney Campbell Causeway
Tampa, Florida  33607-1462

LAURA SAKACH, PE, Project Manager
Crawford, Murphy & Tilly
2750 West Washington Street
Springfield, Illinois  62702
MR. CHAPMAN:  Good afternoon, everyone. Thank you for coming to Hendry County in Clewiston, the John Boy auditorium. My name is Charles Chapman and I'm the County Administrator of Hendry County and very, very glad that you're here to hear a little bit about our Airglades Airport project with AIA.

Just some quick overviews. From the County's position, we're extremely excited about the opportunity to partner with a true private-public partnership as we move forward to selling Airglades to AIA, which, for some of you that may not be familiar, is Airglades International Airport, a conglomerate of ownership between U.S. Sugar, Florida Cargo Fresh and Hilliard Brothers.

Just the high points. Highest unemployment rate in the state in Hendry County, not a lot of diversified economy opportunities. Airglades is historically an under-utilized airport facility. All of those things make for a great opportunity to talk about very real market gaps in the perishable cargo industry. The fact that Miami International doesn't have much more flexibility to grow and that we need to get these products
to market a lot quicker, so it can drive the end
user price point down and drive the profit
margin up.

So all of that creates an
opportunity for Hendry County to get people back
to work, reduce our unemployment rate, get our
tax base up so we can start offering higher
quality of life services for our residents, make
this a true governmental agency that's not
always scrapping for funding, adding to property
taxes, but actually bringing in more businesses
that we can use to develop smart growth.

Like I said, this is a very, very unique
opportunity, it's the big players in the agro
business and the industry together, as well as
making it an international hub for cargo.
You're looking at an opportunity to transport in
multiple ways; from air, rail and semitruck.

So I really don't know how much more I can
explain without stealing your thunder, but I
just know Hendry County is so excited to be a
part of this process, and we're just eager to
get through this process and start seeing some
dirt turning and some buildings erected and the
runway extended and get some people to work.
So with that, I'll turn it over to Mr. Peter Green.

MR. GREEN: Thank you, Charles. This will be informal. Most of these folks here are from the County and URS and CMT, but we have DEP here, and a representative of our elected officials. We have a presentation prepared that we'd like to run through quickly. It's kind of a summary of what we're doing here with the EA, a little bit from the boards what you've seen. A lot of this that we'll go through is really for the public tonight, to really educate them, but we wanted to get feedback comments from the agencies.

We are -- we have gotten some comments back already; we expect more comments. We'll talk and reach out to certain agencies, but today if we get some discussion going on what we're going to look at in the later phase of the EA and what the potential issues are out there; what do we need to be aware of, other projects in the area. You know, we'd like to get that sort of discussion going.

We are preparing an environmental assessment through the privatization of the
The construction and operation of the air cargo facilities have federal actions on behalf of the FAA that require environmental review and consideration underneath them. So the County is preparing the environmental assessment for the project, and we're having a scoping meeting today to help solicit those comments from agencies and tonight solicit those comments about the scope of the EA from the public.

Our agenda today is to give you kind of an overview of the project, talk a little bit about the project description, its components, the environmental assessment approach. We'll talk a little bit about the two-phase approach, environmental conditions and what we've seen out in the field, what we're aware of, where we think some of the issues may be.

And then how to submit comments for either talking to our court reporter here or mailing in comments from the agencies, and then open it up for discussion here at the end of the presentation. I know we have had some good discussions already with the folks here; DEP, and maybe we can continue those. Or if not, we
can sort of break early, let you guys get back to work.

I think right now we'll give you an overview of what we're doing and get that dialogue going so we can get through the EA process quickly, address everything we need to address and conclude at least the NEPA phase of the project.

With that, I would like to turn it over to Laura to talk about the project.

MS. SAKACH: Thank you. And I'll prop this board here, kind of hold it up and kind of go through the list of projects that will be included in the environmental assessment, talk a little bit about the phasing of development.

So basically first we have the acquisition by the private developer of the existing airport, which is outlined here. Then we've got an additional two hundred and fifty acres from one additional property owner, and that is to accommodate the new primary north/south runway; it'll be a ten thousand foot runway we're going to be assessing.

All of the pavements here shown in gray would be the first phase; it's got a parallel
taxiway and the apron areas for the cargo and maintenance facility. The building shown in orange, the big one, is the cargo, the actual cargo distribution facility, and basically this would be -- all of the inspection services would all be under one roof, all of the facilities to make it more efficient. This is the main apron that would support that.

The first phase of warehousing type facility is shown in orange. We have shown some additional buildings in blue; those would be assessed in the environmental assessment; we think those would become later, in the later phase, maybe five years beyond the first full year of operation. We're assuming 2018 would be the first full year of operation, that's what we're planning.

We've got some maintenance, repair and overhaul facilities shown. There's the full listing. We have the aircraft rescue, the firefighting facility, ground support equipment, of course the aprons. We do have the air traffic control tower shown here in the center of the diamond area (indicating), the existing airport. Fueling facilities. Again, the
warehouse and distribution would not have direct access to the aprons, but those are shown there.

Obviously vehicle access, site improvements, drainage. And then we do have two category 3 instrument approaches to the runway.

That's kind of an overview of the development that's being assessed. And then that's another blow-up picture, the same thing there.

As far as the cargo operations, these are the type of planes that we anticipate coming to Airglades. We've got the 767, MD11, 757, 747; those are just representative of what types of planes we could expect. For the first full year of operations we expect about fifteen to twenty flights; that will be thirty to forty actual operations, take-offs and landings.

And then for the out year, for 2023, we're anticipating twenty-five to thirty-five daily flights, and that will be five years beyond the opening.

And then the typical market, we're anticipating similar to what comes into Miami today is from Central and South America.

I guess that's -- I'll turn it back over to
Peter.

MR. GREEN: Just quickly, the environmental assessment, preparation of the environmental assessment, Hendry County is preparing the document for the FAA. The County will be responsible for pulling everything together. They've hired us, URS, and Crawford, Murphy, Tilly to assist them with preparing the EA.

The FAA will have a chance to review the draft before it goes out on the street, and the County will provide the final EA to the FAA. The FAA will review the EA, determine if it meets their obligations under NEPA, their technical requirements, and then they'll determine if it's adequate, and if so, they'll accept it and it becomes a federal document.

At the end of that process, they'll make a decision on whether to issue a finding of no significant impact or to prepare a EIS. This is a typical arrangement where the owner of an airport commonly prepares the EA, but we prepare it according to FAA guidance and policies, so in the end they accept it and it becomes a federal document.

At this point we're kind of at the
beginning of the process, so I want to point out this is a two-phase approach; we have Phase 1 of the EA and Phase 2. The reason we did that is because we knew there was a range of issues out there, and we wanted to have a scoping process as part of the EA where we get input from the public, the agencies, local governments, and that would help us tailor the analysis, the identification of alternatives, in Phase 2.

So it's kind of a unique approach, but for this project it works out just fine. Phase 1 is scoping. Of course we're doing that right now. We've collected some baseline environmental data. We're coordinating with air traffic. As you mentioned, as Laura mentioned, we've got instrument approaches and a new runway, so there are air space considerations in the southeast that affect other airports, or could potentially affect traffic, so we have to make sure everything will work together, everything from Miami to West Palm Beach, Fort Lauderdale, Fort Myers, so we are coordinating with FAA air traffic. We'll develop an aviation forecast, you know, for the project.

We've heard some of the numbers of what we
expect for daily flights and the types of aircraft, but we'll detail those out and get that forecast approved by the FAA, and that will help us analyze future impacts in the EA. We are also preparing the purpose and needs statement as part of Phase 1.

Concluding the scoping process and some of the work we're doing now, we'll be able to move into Phase 2, which is where we look at alternatives and conduct the environmental analysis. We wanted to do that with an opportunity for agencies and public, again, to contribute and help us scope that out.

The remainder of the items in Phase 2 are just general, you know, what you see a lot on EAs and NEPA process; distribute the draft, get comments on the draft, issue the final, the FAA makes their decision on whether to go with finding no significant impact or prepare the IS. We expect Phase 2 to start probably in November. We'll start working on that right after the scoping meetings to sort of get prepared and scope those out.

I do want to point out, and especially tonight with the public, that there are key
points for public participation. We've had early notification, both to the public and agencies, we have the scoping process we're going through now. The draft EA will be circulated for comment to both agencies and available to the public. We'll have a public hearing also to get comments on the draft EA.

So we will have some more opportunities with both the agencies and the public to come in.

I think for what we're doing now, the scoping process, and what we're trying to accomplish with this more formal scoping that we normally do for EA, in coming out of this, you know, that the next step is Hendry County and the FAA will review all the comments that come in; really, no matter how wild or how broadly ranging, but all comments that will be reviewed.

Those comments will be considered in the development of Phase 2 scope for the EA, and the scoping process will be documented in the EA. I think the purpose is to get input, make sure we consider it, respond to those comments, and if we have comments that would influence the scope, make sure those are incorporated into the EA.
Environmental conditions. This slide and the next one kind of give an overview of what we know about the site and what we expect to study. We talked about this a little bit in the first phase of the meeting. We do have some key issues here that we know we're going to have to spend some time on, other environmental impacts, maybe not as substantial, but we'll cover those.

The FAA guidance lays out eighteen plus categories that we'll look at, plus any issues that are brought up during the scoping. But right now it looks like, you know, fish, wildlife and plants, that covers everything from habitat being threatened and endangered species, something we'll have to look at.

Floodplains. We have a little bit of floodplains involved on site, that's kind of common for this area, it's something we have to look at. There are certain procedures we'll follow on that to make sure we look at that closely and document the impacts.

Hazardous materials. We don't know of anything on site right now, but we will bring in new activity to the airport, we'll consider that, evaluate the impacts.
Compatible land use is tied to, you know, a couple of things there, acquiring property and then usually noise; if noise creates an incompatible land use. We will acquire two hundred and fifty acres of land, and this project will have some change in the noise environment around the airport. We'll look closely at that. The preliminary work we've done and some preliminary contours indicate that really no people or residents will be inside the 65 DNL contour, so we don't expect a significant impact, but we will have to look at the change in the noise environment, what the change may be over other residences in the area; historic sites, parks in the area. And we'll help -- we'll look at those, you know, boundaries of those areas we'll look at, but we know noise, although significant impacts may not occur, we will look at and disclose changes to noise.

Secondary impacts and socio-economic will be an issue we'll have to look at. New jobs, where are those people going to live, more traffic, more housing, maybe a couple more motels, more activity, gas stations, a lot of that supplier stuff that goes along with that.
Water quality is an issue, inasmuch as maybe not a potential for exceeding state standards, but how we're going to deal with storm water, existing irrigation, and that will be evaluated and looked at closely in the EA. At this point we don't expect significant impacts, but that's why we want to be sure we get input from everybody, feedback, so we make sure we don't leave any stones unturned, if you will.

We do have a couple of wetlands to look at. At this point they appear to be sort of lower quality wetlands; a lot of Brazilian Pepper, but we will have to look at those impacts and document those, determine what kind of permits may be needed and any mitigation requirements.

So with all this, you know, we do have a lot of things we'll look at. We have received some feedback from agencies; we hope to get more here over the next couple weeks, get some input tonight from the public, and then tailor our analyses of these categories to fit with those comments.

How to submit comments. This is probably a little more suited for the audience tonight, but
we do have a court reporter you can talk to
directly while you're here. I don't know if
anybody here is ready to do that, but we have --
any comments you would like to make on the
record today, certainly you can, even if it's
informal guidance, suggestions.

But written comments, if forthcoming,
should be post marked by October 19th so we can
get working on that.

And with that, we can open it up to any
discussion. I guess we have representatives of
the County here, consultants, DEP, elected
officials, so anything of issue or concerns that
we can discuss now, answer questions, comments.
If not, with the informal meeting we have today,
kind of as a group, you know, if there are no
comments, we can conclude the meeting early.
I'll leave that up to you guys.

MR. IGLEHART: I just have a question on
the flights. Let's say twenty flights a day.
How many of those flights are going to be
bringing produce or product in, and is product
going to exit the airport through other flights,
or primarily through those truck, rail, what
have you?
MS. SAKACH: We anticipate all of those to be perishable imports from international destinations, primarily Central and South America, kind of like what they do today in Miami.

MR. IGLEHART: Right. Are they being sort of loaded on other flights that go, or --

MS. SAKACH: No, mainly trucks.

MR. GREEN: Some of those could be other flights. Mostly trucks. Maybe eventually some rail, but this type of product is not that suited to rail.

MS. SAKACH: Primarily trucks.

MR. GREEN: But it depends on when the freight forwarders bring stuff in, say to this entry point, where are their commitments to deliver those products. If most of them are in the Florida market, it will probably be trucks that will sort of distribute that stuff.

MR. IGLEHART: Right.

MR. GREEN: But if it's coming in and say some of the -- a portion of the load is going to say a grocery chain in Nashville or Tennessee, you know, some of that may go out of here on a smaller plane.
MR. IGLEHART: I just was kind of wondering if this was going to be a Customs hub or a product hub, so really it's a product hub.

MS. SAKACH: Correct.

MR. IGLEHART: Just Customs inspection.

MS. SAKACH: There would be Customs inspections, and all the inspection services would still be here, but primarily perishable.

MR. GREEN: And there's potential for, you know, exports with the airport as well with the facility and Customs. So during times of the year where it's summer up here and winter down in South America, you might see fruits and vegetables going back and forth at different times of the year, but for the most part I would think it's geared more towards imports.

Anything else, guys?

MR. IGLEHART: Just to make another point, we're already working on bringing waste water lines down to the area with the County; we'll be covering those as we go into this project.

MR. GREEN: We'll want to sort of work that into the EA as we address, you know, water issues, both potable water and waste water, because it will be, you know, a higher
consumption out here, you know, at the airport. So certainly we'll need to document that, make sure there's not going to be a significant impact.

With that, we do appreciate you guys coming out. Feel free to stick around for tonight's meeting as well. With that, we'll conclude the questions and answers. Feel free to leave or hang out.

(Hearing concluded at 2:35 p.m.)
CERTIFICATE

STATE OF FLORIDA   }
COUNTY OF HENDRY   }

I, Elizabeth Barnes, Registered Professional
Reporter and Notary Public in and for the State of
Florida, do hereby certify that I was authorized to
and did stenographically report the foregoing
proceedings in shorthand, which were thereafter
reduced to typewritten form by me or under my
direction and supervision, and that the foregoing
transcript is a true and accurate record of the
testimony given, to the best of my understanding and
ability.

I FURTHER CERTIFY that I am neither counsel for,
related to, nor employed by any of the parties to the
action in which this proceeding was taken; and,
further, that I am not a relative or employee of any
attorney or counsel employed by the parties hereto,
nor financially interested, or otherwise, in the
outcome of this action; and that I have no contract
with the parties, attorneys, or persons with an
interest in the action.

This _______ day of __________________, ______.

_____________________________________
Elizabeth Barnes
PUBLIC SCOPING MEETING
ENVIRONMENTAL ASSESSMENT FOR NEW PERISHABLE
AIR CARGO COMPLEX AND RELATED DEVELOPMENT
AIRGLADES AIRPORT

TRANSCRIPT OF PROCEEDINGS
Public Comments
Thursday, September 19, 2013
5:00 P.M.
Jon B. Boy Auditorium
Clewiston, Florida

Barnes Reporting
150 S. Main Street
Suite 2D
LaBelle, Florida 33935
863-675-7600
863-675-7601 Fax
APPEARANCES

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7650 W. Courtney Campbell Causeway
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LAURA SAKACH, PE, Project Manager
Crawford, Murphy & Tilly
2750 West Washington Street
Springfield, Illinois 62702

PUBLIC COMMENTS

Dante Versaci
David Sandri
Elena Asturias
Kim Merced
Frederick Ford
Lory Durrance
Walt Bethel
Stephen Armellini
Charles Harrison, Jr.
Jeffrey Leopold
Andy Barrett
Richard Armellini
David Ramos
Raynel Mclear
Joe Kendrick
DANTE VERSACI: I'm here representing the Florida Customs Brokers and Forwarders Association, and my business entity is Versaci Group International. I'm a customs broker in South Florida. And the Association, as well as myself and other individuals, are in support of this project in the realm that we don't want this business that it intends to bring in to Florida to be moved outside of Florida. So we see it as a win for Florida in general and for South Florida as well.

So again, we're in support of this and it has the backing of the Florida Customs Brokers and Forwarders Association.

DAVID SANDRI: I'm David Sandri with Commercial Jet, and we support this project and we're very interested in seeing it go forward.

ELENA ASTURIAS: My name is Elena Asturias. I'm the owner of 305 Cargo Services and a member of FTBS. We are here today because we support the project, very interested in it. We are always looking at what we can do to further development of trade in South Florida, and I'm interested in being supportive of the project.
KIM MERCED: My name is Kim Merced. I am the Chief Operations Officer for Merjen Services, but I am the liaison for the Miami Maintenance Management Council. We are a group of maintenance facilities in aviation. We represent over two hundred and fifty companies, most small businesses, and we find this project in Hendry County to be extremely exciting. We support the development, and we think it's going to have an enormously positive impact, not only on the industry, but on the residents here as well. I know that for myself I'm already looking at what the cost of living and how strategically it's placed for the growth of my company, as well as the aviation industry as a whole.

FREDERICK FORD: I've been in the aviation business for forty-seven years; I know I don't look that old, and this is -- in the cargo and the import management and development business all my life, and I just want to express my strong support for this project and I'm a small part of it, trying to help it along, and would like to see this continue to go forward. My name is Frederick C. Ford, and I'm in Winter
LORY DURRANCE: My name is Lory Durrance, L-O-R-Y. I'm a private citizen when it comes to the airport, but I've been in the banking industry for forty-four years. I'm from a different county, and we're here to completely support this project because of what it's going to do for Hendry County; the jobs and the real estate tax base is going to benefit tremendously. And I'm a little envious that it's not going where I live, but we're still trying to make sure it happens here, because it would be good for Florida, for Southern Florida it will be fantastic.

WALT BETHEL: Walt Bethel, ReMax Harbor Realty. I'd just like to express my full support for this project. That's it.

STEPHEN ARMELLINI: My name is Stephen Armellini, and I am in full support of the Airglades project, both from a personal and business level.

CHARLES HARRISON: My name is Charles W. Harrison, Junior. I'm with Tranex, Inc., out of DeSoto County in Arcadia, Florida, a citrus harvesting and trucking firm, and would like to
say that we fully support this project and in
dire need of this in our area. Thank you very
much.

JEFFREY LEOPOLD: My name is Jeffrey
Leopold, and I'm a supporter of this project.
I think it's a good thing for the community and
the Florida aviation system, and I hope to see
it go forward.

ANDY BARRETT: My name is Andy Barrett,
and I'm president of Barrett Trade Services.
I'm here to voice my support to continue this
project and hopefully see it move forward and
succeed. We are customs brokers for perishable
imports, and would welcome the furthering of
this airport.

RICHARD ARMELLINI: My name is Richard
Armellini, and I am in favor of the project,
the Airglades project.

DAVID RAMOS: David Ramos, from Morrison
USA, and I just wanted to say that we have been
reading of this project at Morrison USA, and we
think it's a great initiative, and we would
really like to see this going on. We think
it's a good opportunity for the community for
people to get jobs and for some companies get
started in new business, so I think it's a great idea.

RAYNEL MCLEAR: Raynel McLear, and I'm in favor of the airport. I just came to say that I was in favor.

JOE KENDRICK: My name is Joe Kendrick. I'm forty-four years in aircraft instruments and twelve years with national airlines. I lived in Miami for fifty-five years. I've had my property up here in Ladeca Acres, which is the other end of the runway, and I've had it for fifty-five years. I moved up here permanently several years ago.

I gave both of my sons a couple -- five acres each; they've got homes on it built already. Kent is my oldest son, he is vice-president of operations for several different companies that are in the aircraft industry; they do aircraft instruments, they do hydraulic landing gear, actuators, everything else, and I think it's a great idea to open up a facility here. I know my son would probably like to open up a facility, also, so -- but as I said, we have been residents up here for -- they were raised up here. And we'd just like
to see everything in the county expand. I know that's what it would do, you'd get more housing, employment, wouldn't be the lowest employed county in the state then. But I think it's a great idea myself.

And I looked at the scope meeting manual here, and it explains everything, and as I said, I was -- the last ten years I was chief inspector for the FAA, so I know how they can be. But it's a welcome thing, I think. I know they talked about doing it a while back and didn't seem to follow through with it. They were going to make a port for boats to come in, ships to come in. But I think this is a much better idea.

(Public comments concluded.)
CERTIFICATE

STATE OF FLORIDA {
COUNTY OF HENDRY {

I, Elizabeth Barnes, Registered Professional Reporter and Notary Public in and for the State of Florida, do hereby certify that I was authorized to and did stenographically report the foregoing proceedings in shorthand, which were thereafter reduced to typewritten form by me or under my direction and supervision, and that the foregoing transcript is a true and accurate record of the testimony given, to the best of my understanding and ability.

I FURTHER CERTIFY that I am neither counsel for, related to, nor employed by any of the parties to the action in which this proceeding was taken; and, further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto, nor financially interested, or otherwise, in the outcome of this action; and that I have no contract with the parties, attorneys, or persons with an interest in the action.

This ________ day of __________________, ______.

__________________________
Elizabeth Barnes
Appendix D4

Consolidated Comment / Response Database
Airglade Airport EA Comment/Response Database
1. Purpose and Need

1-1 Comment
One of the keys to maintaining and expanding Florida's future in trade is transportation infrastructure expansion to address congestion, delay, and capacity demands. South Florida's highways can't be expanded forever and its airports and seaports can't be all things to all users.

Response
Comment regarding the need to maintain and expand Florida's role in cargo transportation by addressing congestion, delay and capacity demands is noted. The development of the EA's purpose and Need statement will describe the need for the Proposed Project, the purpose of FAA actions necessary to implement the Proposed Project, and the objectives of Hendry County and the selected private developer.

Letter Codes
SP0001

1-2 Comment
Toward that end, our primary effort has been to challenge the application of the federal "cold treatment" requirements which have long been the reason that very substantial and growing trade in perishable products by-passes all Florida ports. We are pleased to report that this effort may very well be headed toward success: a Pilot Program to allow certain perishables from Peru and Uruguay to enter through Florida ports has been approved by the United States Department of Agriculture (USDA), in coordination with the Florida Department of Agriculture and Consumer Affairs (DACS). The Pilot Program is expected to run for six months starting October 1, 2013, and if successful, is expected to lay the foundation for Florida ports to compete for a much broader range of perishable products.

As this Pilot Program begins and as other opportunities for increased trade develop, our industry will need sufficient capacity and efficient facilities and logistics processes across all modes of transportation. Infrastructure improvements like those proposed for Airglades Airport may be an important component part of the solution to maintain and expand Florida's future perishable commodity and international trade competitiveness.

Response
Comments regarding Pilot Programs and need for efficient cargo facilities and sufficient capacity are noted. The EA will discuss the purpose of and need for the Proposed Project.

Letter Codes
SP0003
Airglade Airport EA Comment/Response Database

5. Air Quality

5-1 Comment
The types of sources that could be regulated at this facility might include: products of incomplete combustion from emergency generators, small boilers, or process heaters; volatile organic compounds from surface coating operations and fuel storage tanks; and fugitive dust from de-painting operations. Of course, rule applicability and the requirement to obtain permits are based on many factors including source type, equipment capacity, and overall emissions.

Response
The need to consider sources of air emissions that may require regulation is noted and will be discussed in the EA.

Letter Codes
SS0001

5-2 Comment
Certain activities may qualify for an exemption from the requirement to obtain an air permit based on specific categories, conditions, or generic emissions thresholds (link: Rule 62-210.300(3), F.A.C.). Also, the Department can review specific project details and make case-by-case determinations to exempt small emissions sources from the requirements to obtain an air permit (link: Rule 62-4.040, F.A.C.).

Response
The EA will note that the Proposed Project may require air emission permits and that certain activities may qualify for exemptions.

Letter Codes
SS0001

5-3 Comment
In addition, the Department offers several air general permits for small sources of air pollution along with electronic registration at: http://www.dep.state.fl.us/air/emission/sbeap/sbeap.htm. Note that you can only register and be eligible for one type of air general permit.

Response
The EA will note that the Proposed Project may require air emission permits and that several general air permits are available from FDEP.

Letter Codes
SS0001

5-4 Comment
Once the project is further developed and specific equipment and processes are identified, we can better identify the path forward. Please feel free to schedule a meeting or teleconference with me to discuss additional details.

Response
Hendry County and/or the project proponent will coordinate air permit needs and applications with FDEP if and when the project moves forward.

Letter Codes
SS0001
6-1 **Comment**
Based on the information contained in the application for federal assistance and enclosed state agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). To ensure the project’s continued consistency with the FCMP, the concerns identified by our reviewing agencies must be addressed prior to project implementation. The state’s continued concurrence will be based on the activities’ compliance with FCMP authorities, including federal and state monitoring of the activities to ensure their continued conformance, and the adequate resolution of issues identified during this and subsequent regulatory reviews. The state’s final concurrence of the project’s consistency with the FCMP will be determined during the environmental permitting process, in accordance with Section 373.428, F.S.

**Response**
FDEP’s statement that the Proposed Project is consistent with the Florida Coastal Management Program (FCMP) is noted. The EA will address potential coastal resource impacts and note that continued consistency with the FCMP will be reviewed during subsequent regulatory reviews.

**Letter Codes**
SS0003
10-1 **Comment**  
Eastern indigo snake  
The project is located in the geographic range of the threatened eastern indigo snake (*Drymarchon corais couperi*). To minimize adverse effects to this species, the project proponent should follow the Service’s Standard Protection Measures for the eastern indigo snake (Service 2013 [available upon request]) during construction of the project.  
**Response**  
The EA will consider potential effects on the eastern indigo snake. Measures to minimize adverse effects, as outlined in the Service’s Standard Protection Measures for the eastern indigo snake will be referenced in the EA.  
**Letter Codes**  
SF0001

10-2 **Comment**  
Wood Stork  
The project site is not located within the core foraging area (i.e., all lands within 18.6 miles) of any known breeding colony of the endangered wood stork (*Mycteria americana*). Consequently, the Service believes it is unlikely that the project will reduce foraging opportunities for wood storks.  
**Response**  
The EA will consider potential effects on the Wood stork. USFWS’ comment that the Proposed Project is unlikely to reduce foraging opportunities for Wood storks is noted.  
**Letter Codes**  
SF0001

10-3 **Comment**  
Florida panther  
The project footprint is not located within the Service’s “Focus Area” for the endangered Florida panther (*Puma concolor coryi*). The Focus Area is based on the latest scientific information on panther habitat usage provided in Kautz et al. 2006, and Thatcher et al. 2006, and denotes areas in Florida where development projects could potentially affect the panther. The Service finds it unlikely that the project will affect habitat for the Florida panther.  
**Response**  
The EA will consider potential effects on the Florida panther. USFWS’ comment that the Proposed Project is unlikely to affect habitat for the Florida panther is noted.  
**Letter Codes**  
SF0001

10-4 **Comment**  
The Service has conducted a search of our GIS database. Additional records of federally listed species were not identified for your project site. The Service has not conducted a site inspection to verify species occurrence or validate the GIS results. However, we assume listed species occur in suitable ecological communities and recommend site surveys to determine the presence or absence of listed species.  
**Response**  
Preparation of the EA will include site inspections to verify species occurrence and determine the presence or absence of species in the project development site.  
**Letter Codes**  
SF0001
Comment
The Service is required to protect and conserve migratory birds under the Fish and Wildlife Coordination Act of 1958, as amended (48 Stat. 401; 16 U.S.C. 661 et seq.) and the Migratory Bird Treaty Act (40 Stat. 755; 16 U.S.C. 701 et seq.). A variety of habitats in south Florida occasionally provide resting, feeding, and nesting sites for a variety of migratory bird species. As a public trust resource, migratory birds must be taken into consideration during project planning and design.
Response
The EA will address migratory birds in regard to habitats on and in proximity to the Airglades Airport.

Letter Codes
SF0001

Comment
The following endangered species should be taken into consideration: Wood stork, Eastern indigo snake, Florida panther, and Caracara.
Response
The EA will include field investigations and will consider potential effects on the Wood stork, Eastern indigo snake, Florida panther, and Caracara.

Letter Codes
SF0002
13. Historic and Archaeological Resources

13-1  **Comment**
A review of our records indicates that the Airglades Airport, originally known as Riddle McKay Airfield, was constructed during the Land-Lease Act in the 1940's. However, this historic airport has not been formally recorded and entered into the Florida Master Site File (FMSF). We request that the Airglades Airport, including associated runways, taxiways, hangars or buildings 50 years old or older be recorded using a Resource Group form.

**Response**
Preparation of the EA will include the preparation of a Resource Group Form for the Airglades Airport and submitting the form to the Division of Historic resources for inclusion in the Florida Master Site File.

**Letter Codes**
SS0002

13-2  **Comment**
Based on the information provided, it is the opinion of this office that Airglades Airport does not appear to meet the criteria to be eligible for listing on the National Register. Additionally, our review of the Florida Master Site File indicates no significant archaeological resources are recorded within the project area. As a result, the proposed undertaking will not affect historic properties.

**Response**
The SHPO's opinion that the proposed undertaking will not affect historic resources. The EA will discuss historic resources and will note the SHPO's opinion.

**Letter Codes**
SS0002
17. Socioeconomic Impacts

17-1 **Comment**
The Florida Department of Economic Opportunity’s Rural Economic Development Initiative (REDI) supports Hendry County’s application for EDA funding. Staff notes that Hendry County continues to experience the highest unemployment rate in Florida and is one of the rural counties designated to receive special services from REDI. Development of an aviation cluster will enhance the region’s economic base, create entrepreneurial opportunities and enhance the region’s competitiveness.

**Response**
The Florida Department of Economic Opportunity’s comment regarding Hendry County’s status under the Rural Economic Development Initiative program is noted and will be discussed in the EA.

**Letter Codes**
SS0003
20-1 **Comment**
The project will likely require drinking water and domestic wastewater collection and treatment permits from the DEP, depending on the anticipated water demand and the wastewater flows.

**Response**
The EA will describe and evaluate the change in demand for potable water and changes in wastewater discharge if the Proposed Project is implemented. The EA will also identify water-related permits required by the Proposed Project.

**Letter Codes**
SS0003

20-2 **Comment**
Just to make another point, we’re already working on bringing waste water lines down to the area with the County; we’ll be covering those as we go into this project.

**Response**
That FDEP is working with Hendry County to extend wastewater lines to the Airglades Airport is noted.

**Letter Codes**
SS0004
Airglade Airport EA Comment/Response Database
21. Wetlands

21-1 **Comment**
To my knowledge a jurisdictional determination has not been conducted for this site. There appears to be waters of the U.S. throughout the site including a few wetlands and tributaries (ditches/canals). A jurisdictional determination for the entire site is recommended.

**Response**
The EA will, at a minimum, include wetland drawings based on field investigations and field mapping. Hendry County will confer with the FAA to determine if a complete jurisdictional determination is appropriate at this time or should be conducted at a later date during the early phases of project design.

**Letter Codes**
SF0002

21-2 **Comment**
The construction project would also require an Environmental Resource Permit (ERP) for stormwater management and any wetland impacts from the South Florida Water Management District.

**Response**
The need to modify existing ERP for the Airglades Airport, or acquire a new ERP, is noted and will be discussed in the EA.

**Letter Codes**
SS0003
Comment
The perishable industry and its logistics process have changed significantly and require a more efficient handling both in cost and time as compared to the existing processes at Miami. This affects all participants in this process mainly the airlines, ground transportation providers, such as Armellini and the Consumer. Airglades clearly has the potential to positively affect both of these issues. We encourage all the parties involved in the development of Airglades International Airport to work closely together to ensure the success of this project.

Response
Comment noted. The Project Proponent (AIA) will have the responsibility of evaluating cargo handling needs of the perishable cargo market and coordinating process participants.

Letter Codes
SP0004

Comment
"Attached is a list of advantages we see in the aviation regional presence."
[Attachments included: 1) list of the airport improvements included in the Propose Project; and 2) a list of aviation business related support companies with contact information.]

Response
The Commenter's attachment and overall support for the Proposed Project is noted.

Letter Codes
SP0009
28. Mitigation Measures

28-1   **Comment**
Once avoidance and minimization measures have been adequately addressed, Hendry County will be required to compensate for direct and indirect impacts to waters of the U.S. in accordance with the 2008 mitigation rule. The mitigation rule has a preference for compensatory mitigation at a federally approved mitigation bank.

**Response**
The EA will evaluate impacts to Waters of the United States and wetlands. Measures to avoid and minimize impacts will be discussed conceptually in the EA. Where unavoidable impacts may occur, the EA will consider and discuss available mitigation options, including use of a federally-approved mitigation bank.

**Letter Codes**
SF0002
Airglade Airport EA Comment/Response Database
29. Coordination and Public Involvement

29-1 Comment
The State Clearinghouse has received URS’ FAA scoping notice regarding Hendry County’s plans to develop a 10,000-ft. air cargo runway and related cargo and aircraft maintenance facilities at Airglades Airport. Please see the attached state clearance letter on a recent interim project to develop the Aircraft Conversion and Modification Center infrastructure improvements depicted on the attached map. This may assist in development of the proposed Draft EA.

Response
The State Clearinghouse review of the interim ACMC project was received and considered by the FAA and Hendry County during the EA Scoping process.

Letter Codes
SS0003

29-2 Comment
As always, coordination with the South Florida Water Management District is encouraged to ensure resolution of any potential environmental resource permitting issues – a major modification of Environmental Resource Permit No. 26-00532-S will likely be required. In addition, the concerns expressed by the Florida Department of Transportation in the attached state clearance letter regarding the new airport entrance road and traffic on US 27 should be addressed.

Response
Hendry County and the Project Proponent will coordinate with FDEP and FDOT when the project moves forward to modify water resource permits and address potential traffic concerns of the FDOT.

Letter Codes
SS0003
Comment
The Florida Department of Transportation’s (FDOT) District 1 staff has reviewed the EDA application and offers the following comments and recommendations:

Based upon planning level analysis, SR 80 and US 27 – both Strategic Intermodal System (SIS) facilities – in the vicinity of the proposed Airglades Airport, improvements are anticipated to have sufficient capacity to support the trips that would be generated from the additional employment that would result from the requested grant during both the year 2017 short-term conditions and year 2035 long-term conditions.

Hendry County/Airglades Airport previously submitted a permit request to FDOT for access improvements to SR 80/US 27, but the review and permitting process was not completed. In consideration of the traffic impacts resulting from this project, a new site-specific access development plan with a revised traffic impact analysis, including a review of existing roadway conditions should be provided to the FDOT when the County is ready to restart the process. This information will be necessary before the FDOT can commit to a specific location and geometry of access and any other roadway improvements that may be necessary. To initiate the review process for an Airglades Airport driveway connection permit to access SR 80/US 27, the County should contact the permits manager in the FDOT LaBelle Operations Center at (863) 674-4027.

Response
Comments regarding State Route 80 and US Highway 27 capacity and need to coordinate Airglades Airport highway access improvements are noted. The EA will include an evaluation of traffic impacts.

Letter Codes
SS0003
Airglade Airport EA Comment/Response Database
31. In Support of the Project

31-1 Comment
I am writing this letter in support of Hendry County's proposed development and of the Airglades Airport in Clewiston, Florida as a cargo airport with a new 10,000 foot runway.

Response
The Commenter's support for the Proposed Project is noted.
Letter Codes
SP0001

31-2 Comment
I commend the foresight of Hendry County in pursuing the privatization of Airglades Airport as a means to create an air cargo focused reliever airport and adding needed capacity to South Florida for long term growth. I thank you for your consideration and add the support of my company to this project as well as to the growth of the logistics sector in South Florida.

Response
The Commenter's support for the Proposed Project is noted.
Letter Codes
SP0001

31-3 Comment
As Executive Vice President of the Florida Customs Brokers and Forwarders Association (FCBF), I am pleased to offer this letter to express enthusiastic support and encouragement for the continued exploration of the proposed cargo development at Airglades Airport as a capacity enhancement to Florida's airport and aviation system through the Federal Aviation Administration's Airport Privatization Pilot Program.

Response
The Commenter's support for the Proposed Project is noted.
Letter Codes
SP0002

31-4 Comment
The Florida Perishables Trade Coalition (FPTC) files this letter to encourage Hendry County to continue exploring plans to privatize and develop the Airglades Airport into an air cargo airport with a focus on perishables.

Response
The Commenter's support for the Proposed Project is noted.
Letter Codes
SP0003

31-5 Comment
Armellini Express Lines has been closely following the proposed development of Airglades International Airport and its perishable air cargo complex as a reliever airport to Miami and wishes to express its enthusiastic support for this project.

Response
The Commenter's support for the Proposed Project is noted.
Letter Codes
SP0004
31-6 **Comment**
JA Flower Service (JAF) has been monitoring the efforts of a group that is proposing to privatize and develop Airglades Airport into a logistics hub with great emphasis on the perishables business. Our understanding is that this airfield will supplement MIA Airport as a reliever as MIA grows and becomes more congested. JAF wishes to express its wholehearted support for this project.

**Response**
The Commenter's support for the Proposed Project is noted.

**Letter Codes**
SP0005

31-7 **Comment**
Fresco Service Inc. (Fresco) is aware that Hendry County is exploring plans for the privatization and development of the existing Airglades Airport into an air cargo airport with a focus on perishables. We understand that this complex will also function as a reliever airport to Miami International (MIA). The purpose of this letter is to express our enthusiastic support for this project.

**Response**
The Commenter's support for the Proposed Project is noted.

**Letter Codes**
SP0006

31-8 **Comment**
Please accept this letter as my support for Hendry County to continue working towards developing Airglades Airport for air cargo use.

**Response**
The Commenter's support for the Proposed Project is noted.

**Letter Codes**
SP0007

31-9 **Comment**
Please accept this letter for the record as encouragement to for Hendry County to continue working towards developing Airglades Airport for air cargo use.

**Response**
The Commenter's support for the Proposed Project is noted.

**Letter Codes**
SP0008

31-10 **Comment**
On behalf of the aviation maintenance community of South Florida, the Miami Maintenance Management Council would like to express our support to the Airglades International Airport privatization plan.

**Response**
The Commenter's support for the Proposed Project is noted.

**Letter Codes**
SP0009

31-11 **Comment**
We are very interested in Airglades' potential as an "overflow" airport for perishable cargo and other airport users and functions that don't necessarily have to be at busy commercial service passenger airports and in the congested highway system in the Miami area.

**Response**
The Commenter's support for the Proposed Project is noted.

**Letter Codes**
SP0010
31-12 **Comment**
I'm here representing the Florida Customs Brokers and Forwarders Association, and my business entity is Versaci Group International. I'm a customs broker in South Florida. And the Association, as well as myself and other individuals, are in support of this project in the realm that we don't want this business that it intends to bring in to Florida to be moved outside of Florida.

**Response**
The Commenter's support for the Proposed Project is noted.

**Letter Codes**
SP0011

31-13 **Comment**
I'm David Sandri with Commercial Jet, and we support this project and we're very interested in seeing it go forward.

**Response**
The Commenter's support for the Proposed Project is noted.

**Letter Codes**
SP0012

31-14 **Comment**
My name is Elena Asturias. I'm the owner of 305 Cargo Services and a member of FTBS. We are here today because we support the project, very interested in it. We are always looking at what we can do to further development of trade in South Florida, and I'm interested in being supportive of the project.

**Response**
The Commenter's support for the Proposed Project is noted.

**Letter Codes**
SP0013

31-15 **Comment**
My name is Kim Merced. I am the Chief Operations Officer for Merjen Services, but I am the liaison for the Miami Maintenance Management Council. We are a group of maintenance facilities in aviation. We represent over two hundred and fifty companies, most small businesses, and we find this project in Hendry County to be extremely exciting. We support the development, and we think it's going to have an enormously positive impact, not only on the industry, but on the residents here as well. I know that for myself I'm already looking at what the cost of living and how strategically it's placed for the growth of my company, as well as the aviation industry as a whole.

**Response**
The Commenter's support for the Proposed Project is noted.

**Letter Codes**
SP0014

31-16 **Comment**
I just want to express my strong support for this project and I'm a small part of it, trying to help it along, and would like to see this continue to go forward.

**Response**
The Commenter's support for the Proposed Project is noted.

**Letter Codes**
SP0015
31-17  **Comment**  
I'm from a different county, and we're here to completely support this project because of what it's going to do for Hendry County; the jobs and the real estate tax base is going to benefit tremendously. I'm a little envious that it's not going where I live, but we're still trying to make sure it happens here, because it would be good for Florida, for Southern Florida it will be fantastic.  
**Response**  
The Commenter's support for the Proposed Project is noted.  
**Letter Codes**  
SP0016

31-18  **Comment**  
I'd just like to express my full support for this project.  
**Response**  
The Commenter's support for the Proposed Project is noted.  
**Letter Codes**  
SP0017

31-19  **Comment**  
My name is Stephen Armellini, and I am in full support of the Airglades project, both from a personal and business level.  
**Response**  
The Commenter's support for the Proposed Project is noted.  
**Letter Codes**  
SP0018

31-20  **Comment**  
My name is Charles W. Harrison, Junior. I'm with Tranex, Inc., out of DeSoto County in Arcadia, Florida, a citrus harvesting and trucking firm, and would like to say that we fully support this project and in dire need of this in our area.  
**Response**  
The Commenter's support for the Proposed Project is noted.  
**Letter Codes**  
SP0019

31-21  **Comment**  
My name is Jeffrey Leopold, and I'm a supporter of this project. I think it's a good thing for the community and the Florida aviation system, and I hope to see it go forward.  
**Response**  
The Commenter's support for the Proposed Project is noted.  
**Letter Codes**  
SP0020

31-22  **Comment**  
My name is Andy Barrett, and I'm president of Barrett Trade Services. I'm here to voice my support to continue this project and hopefully see it move forward and succeed. We are customs brokers for perishable imports, and would welcome the furthering of this airport.  
**Response**  
The Commenter's support for the Proposed Project is noted.  
**Letter Codes**  
SP0021
31-23  **Comment**  
My name is Richard Armellini, and I am in favor of the project, the Airglades project.  
**Response**  
The Commenter's support for the Proposed Project is noted.  
**Letter Codes**  
SP0022

31-24  **Comment**  
David Ramos, from Morrison USA, and I just wanted to say that we have been reading of this project at Morrison USA, and we think it's a great initiative, and we would really like to see this going on. We think it's a good opportunity for the community, for people to get jobs, and for some companies get started in new business, so I think it's a great idea.  
**Response**  
The Commenter's support for the Proposed Project is noted.  
**Letter Codes**  
SP0023

31-25  **Comment**  
Raynel McLear, and I'm in favor of the airport.  
**Response**  
The Commenter's support for the Proposed Project is noted.  
**Letter Codes**  
SP0024

31-26  **Comment**  
My name is Joe Kendrick. I'm forty-four years in aircraft instruments and twelve years with national airlines. I lived in Miami for fifty-five years. I've had my property up here in Ladeca Acres, which is the other end of the runway, and I've had it for fifty-five years. I moved up here permanently several years ago. I think it's a great idea to open up a facility here. I know my son would probably like to open up a facility, also, and we'd just like to see everything in the county expand. I know that's what it would do, you'd get more housing, employment, wouldn't be the lowest employed county in the state then. I know they talked about doing it a while back and didn't seem to follow through with it. They were going to make a port for boats to come in, ships to come in. But I think this is a much better idea.  
**Response**  
The Commenter's support for the Proposed Project is noted.  
**Letter Codes**  
SP0025

31-27  **Comment**  
As the Airglades Airport environmental review processes begin, FCBF encourages Hendry County, Airglades International Airport, LLC, the Federal Aviation Administration, and the State of Florida Department of Transportation to explore every potential avenue in examining how the expansion and "repurposing" development of Airglades Airport into a cargo-focused airport may help maintain, preserve, and expand Florida's stature as a global trade hub for the benefit of our members and the nearly 1.7 million jobs in Florida supported by trade and logistics[2].  
**Response**  
Hendry County and the FAA acknowledges the request to explore and examine how the Proposed Project at the Airglades Airport may help maintain and expand Florida's status as a global trade hub.  
**Letter Codes**  
SP0002
31-28  **Comment**  
JAF is a customs broker based in Miami that specializes in perishable imports, mainly fresh cut flowers that arrive daily at Miami International Airport. Once cleared by U.S. Customs and USDA, the vast majority of this product is transported by truck to various cities throughout the United States. This product is highly perishable and with quick processing and handling, additional shelf life and better quality will be received by the consumer. The existing process at MIA can be improved and Airglades may play an important part in achieving this. As a benefit to your community, this project has the potential to add many additional well-paying jobs. We support Hendry County and all the parties involved in the development of Airglades Airport to continue to work to successfully develop this project.  
**Response**  
The Commenter's support for the Proposed Project is noted.  
**Letter Codes**  
SP0005

31-29  **Comment**  
Fresco provides logistics and handling services at MIA for the perishable industry. Most of this product arrives by air from locations in Latin America and most of this cargo continues on to various cities across the United States including those along the west coast and Pacific Northwest. The efficiency of the existing handling model at MIA combined with an efficient ground transportation service is what has prevented other cities from diverting this significant cargo traffic to other northerly cities across the United States. For this reason and the economic impact it generates, it is absolutely necessary that these efficiencies be maintained and improved. The perishable product will continue to demand a greater efficiency and for various reasons Airglades has the potential to play an important part. We encourage Hendry County and all those involved in the development of Airglades to continue their efforts to ensure the success of this project which has the potential of generating many jobs in that community.  
**Response**  
The Commenter's support for the Proposed Project is noted.  
**Letter Codes**  
SP0006

31-30  **Comment**  
This is a project that could provide capacity, improved efficiencies, and other benefits and growth opportunities to South Florida aviation businesses like mine, some of whom already have long term business expansion plans. Aviation businesses and jobs are a vitally important part of Florida's economy. I support the County's plans for the expansion of Airglades and appreciate the opportunity to provide my input.  
**Response**  
The Commenter's support for the Proposed Project is noted.  
**Letter Codes**  
SP0007 SP0008

31-31  **Comment**  
As neighbors and aviation colleagues we are excited about the impact, and potential that the Airglades Airport will bring to the region in revenue as well as opportunities. We submit our approval and the support of our members and local business partners by way of the signatures here forth. As fellow aviation businesses we are excited at the regional growth and the options it will bring to the workforce and facilities who are researching expansion plans.  
**Response**  
The Commenter's support for the Proposed Project is noted.  
**Letter Codes**  
SP0009
Comment
Airglades' location within little more than an hour's drive from Miami seems to make it ideal to serve as a reliever airport to Miami and South Florida. We welcome the positive benefits that the expansion of Airglades could bring to our industry and we hope that Hendry County will continue to work with the private sector towards this unique and promising opportunity for South Florida.

Response
The Commenter's support for the Proposed Project is noted.

Letter Codes
SP0010
Dear Mr. Chapman,

The U.S. Fish and Wildlife Service (Service) has received the letter from your consultant dated August 21, 2013, for the project referenced above. We offer the following comments.

PROJECT DESCRIPTION

Hendry County is proposing to privatize the Airglades Airport in association with the Federal Aviation Administration's Airport Privatization Pilot Program. Upon privatization of the airport, the new operator is proposing to construct a new 10,000-foot by 150-foot cargo runway, new cargo and maintenance facilities, and a new entrance road. The project site is located in Hendry County, Florida.

THREATENED AND ENDANGERED SPECIES

Eastern indigo snake

The project is located in the geographic range of the threatened eastern indigo snake (Drymarchon corais couperi). To minimize adverse effects to this species, the project proponent should follow the Service's Standard Protection Measures for the Eastern Indigo Snake (Service 2013 [available upon request]) during construction of the project.

Wood Stork
The project site is not located within the core foraging area (i.e., all lands within 18.6 miles) of any known breeding colony of the endangered wood stork (*Mycteria americana*). Consequently, the Service believes it is unlikely that the project will reduce foraging opportunities for wood storks.

**Florida panther**

The project footprint is not located within the Service’s “Focus Area” for the endangered Florida panther (*Puma concolor coryi*). The Focus Area is based on the latest scientific information on panther habitat usage provided in Kautz et al. 2006, and Thatcher et al. 2006, and denotes areas in Florida where development projects could potentially affect the panther. The Service finds it unlikely that the project will affect habitat for the Florida panther.

The Service has conducted a search of our GIS database. Additional records of federally listed species were not identified for your project site. The Service has not conducted a site inspection to verify species occurrence or validate the GIS results. However, we assume listed species occur in suitable ecological communities and recommend site surveys to determine the presence or absence of listed species. Ecological communities suitable for listed species can be found in the species accounts in the *South Florida Multi-Species Recovery Plan*. This document is available on the web at: [http://www.fws.gov/verobeach/ListedSpeciesMSRP.html](http://www.fws.gov/verobeach/ListedSpeciesMSRP.html). Information regarding federally listed plants that are known to occur in the county can be found at [http://www.fws.gov/verobeach/ListedSpeciesPlants.html](http://www.fws.gov/verobeach/ListedSpeciesPlants.html). For information on State-listed species, please contact the Florida Fish and Wildlife Conservation Commission to identify potential State-listed species occurring in the vicinity of your project. Information on migratory birds can be found at [http://www.fws.gov/migratorybirds/](http://www.fws.gov/migratorybirds/).

The Service is required to protect and conserve migratory birds under the Fish and Wildlife Coordination Act of 1958, as amended (48 Stat. 401; 16 U.S.C. 661 et seq.) and the Migratory Bird Treaty Act (40 Stat. 755; 16 U.S.C. 701 et seq.). A variety of habitats in south Florida occasionally provide resting, feeding, and nesting sites for a variety of migratory bird species. As a public trust resource, migratory birds must be taken into consideration during project planning and design.

Thank you for the opportunity to comment. If you have any questions, please contact me at 772-469-4282.

Sincerely,

John M. Wrublik  
U.S. Fish and Wildlife Service  
1339 20th Street  
Vero Beach, Florida 32960  
(772) 469-4282
Hi Peter,

I apologize for not responding to your letter earlier. I only had a few comments regarding the proposed expansion. To my knowledge a jurisdictional determination has not been conducted for this site. There appears to be waters of the U.S. throughout the site including a few wetlands and tributaries (ditches/canals). A jurisdictional determination for the entire site is recommended. Once avoidance and minimization measures have been adequately addressed, Hendry County will be required to compensate for direct and indirect impacts to waters of the U.S. in accordance with the 2008 mitigation rule. The mitigation rule has a preference for compensatory mitigation at a federally approved mitigation bank. The following endangered species should be taken into consideration: wood stork, eastern indigo snake, panther, and caracara.

Please let me know if you have any questions.

Krista Sabin

Project Manager
U.S. Army Corps of Engineers
Palm Beach Gardens Regulatory Office
4400 PGA Boulevard, Suite 500
Palm Beach Gardens, Florida 33410
Phone (561)472-3529
Email: Krista.D.Sabin@usace.army.mil
Mr. Peter M. Green, AICP (peter.green@urs.com)
Sr. Airport Environmental Planner
URS Corporation
7650 West Courtney Campbell Causeway
Tampa, FL 33607-1462
813-286-1711

Re: Airglades Airport, Hendry County, Florida

Dear Mr. Green:

This letter is a follow-up to our phone conversation on August 23rd regarding your August 21st letter notifying the Department of preparation of an Environmental Assessment for the proposed privatization and development of the Airglades Airport in Clewiston. I forwarded your letter to the Department’s Division of Water and Division of Waste as well.

Since the project is in the early stages of development, I can only offer the following general comments with regard to air pollution control and permits:

- The types of sources that could be regulated at this facility might include: products of incomplete combustion from emergency generators, small boilers, or process heaters; volatile organic compounds from surface coating operations and fuel storage tanks; and fugitive dust from de-painting operations. Of course, rule applicability and the requirement to obtain permits are based on many factors including source type, equipment capacity, and overall emissions.

- Certain activities may qualify for an exemption from the requirement to obtain an air permit based on specific categories, conditions, or generic emissions thresholds (link: Rule 62-210.300(3), F.A.C.). Also, the Department can review specific project details and make case-by-case determinations to exempt small emissions sources from the requirements to obtain an air permit (link: Rule 62-4.040, F.A.C.).

- In addition, the Department offers several air general permits for small sources of air pollution along with electronic registration at: [http://www.dep.state.fl.us/air/emission/sbeap/sbeap.htm](http://www.dep.state.fl.us/air/emission/sbeap/sbeap.htm). Note that you can only register and be eligible for one type of air general permit.

- Other useful links:
  - Air permitting website: [http://www.dep.state.fl.us/air/emission/permitting.htm](http://www.dep.state.fl.us/air/emission/permitting.htm)
  - Air rules website: [http://www.dep.state.fl.us/air/rules/current.htm](http://www.dep.state.fl.us/air/rules/current.htm)
  - Air permit application forms: [http://www.dep.state.fl.us/air/rules/forms.htm](http://www.dep.state.fl.us/air/rules/forms.htm)
  - Air permit processing fees: [http://www.dep.state.fl.us/air/rules/fac/62-4.pdf](http://www.dep.state.fl.us/air/rules/fac/62-4.pdf)

Once the project is further developed and specific equipment and processes are identified, we can better identify the path forward. Please feel free to schedule a meeting or teleconference with me to discuss additional details.

Sincerely,

Jeffery F. Koerner, Program Administrator
Office of Permitting and Compliance
Division of Air Resource Management
Florida Department of Environmental Protection
Phone: 850-717-9083 / Email: Jeff.Koerner@dep.state.fl.us
Mr. Peter M. Green  
URS Corporation  
7650 West Courtney Campbell Causeway  
Tampa, FL 33607-1462

Re: SHPO Project #: 2013-3750/ Received by SHPO: August 23, 2013  
Federal Aviation Administration and NEPA  
Airglades Airport- Environmental Assessment for Proposed Privatization and Development  
Clewiston, Hendry County

Dear Mr. Green:

This office reviewed the referenced project for possible impact to historic properties listed, or eligible for listing, in the National Register of Historic Places. The review was conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, 36 CFR Part 800: Protection of Historic Properties and the National Environmental Policy Act of 1969, as amended.

A review of our records indicates that the Airglades Airport, originally known as Riddle McKay Airfield, was constructed during the Land-Lease Act in the 1940’s. However, this historic airport has not been formally recorded and entered into the Florida Master Site File (FMSF). We request that the Airglades Airport, including associated runways, taxiways, hangars or buildings 50 years old or older be recorded using a Resource Group form. This form may be obtained at the FMSF website (http://www.flheritage.com/preservation/sitefile).

Based on the information provided, it is the opinion of this office that Airglades Airport does not appear to meet the criteria to be eligible for listing on the National Register. Additionally, our review of the Florida Master Site File indicates no significant archaeological resources are recorded within the project area. As a result, the proposed undertaking will not affect historic properties.

If you have any questions concerning our comments, please contact Katherine Sheller at Katherine.Sheller@dos.myflorida.com, or at 850-245-6333.

Sincerely,

Robert F. Bendus, Director  
Division of Historical Resources  
and State Historic Preservation Officer
Hi Peter:

RE: Federal Aviation Administration – Scoping Notice – Hendry County, Aviation Infrastructure Improvements at Airglades Airport – Hendry County, Florida.

The State Clearinghouse has received URS’ FAA scoping notice regarding Hendry County’s plans to develop a 10,000-ft. air cargo runway and related cargo and aircraft maintenance facilities at Airglades Airport. Please see the attached state clearance letter on a recent interim project to develop the Aircraft Conversion and Modification Center infrastructure improvements depicted on the attached map. This may assist in development of the proposed Draft EA.

As always, coordination with the South Florida Water Management District is encouraged to ensure resolution of any potential environmental resource permitting issues – a major modification of Environmental Resource Permit No. 26-00532-S will likely be required. In addition, the concerns expressed by the Florida Department of Transportation in the attached state clearance letter regarding the new airport entrance road and traffic on US 27 should be addressed.

Best regards,

Lauren

Lauren P. Milligan, Coordinator
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Blvd, M.S. 47
Tallahassee, FL  32399-3000
ph. (850) 245-2170
fax (850) 245-2190
Lauren.Milligan@dep.state.fl.us

Please take a few minutes to share your comments on the service you received from the department by clicking on this link. DEP Customer Survey.
Hi Jennifer:

SAI # FL201303226554C

Please find attached the State of Florida’s clearance letter on the County’s EDA application. If you have any questions or need further assistance, please don’t hesitate to contact me at (850) 245-2170 or Lauren.Milligan@dep.state.fl.us. Thank you.

Best regards,

Lauren

Lauren P. Milligan, Environmental Manager
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Blvd, M.S. 47
Tallahassee, FL 32399-3000
ph. (850) 245-2170
fax (850) 245-2190
May 16, 2013

Ms. Jennifer Pellechio
Planner III/Network Administrator
Southwest Florida Regional Planning Council
1926 Victoria Avenue
Fort Myers, FL 33901-3414

SAI # FL201303226554C

Dear Ms. Pellechio:

The Florida State Clearinghouse has coordinated a review of the referenced grant application under the following authorities: Presidential Executive Order 12372; § 403.061(42), Florida Statutes (F.S.); the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended.

The Florida Department of Environmental Protection’s (DEP) South District Office staff indicates that Hendry County projects currently qualify for a waiver of the application fees for any DEP permits under Section 218.075, F.S. The project will likely require drinking water and domestic wastewater collection and treatment permits from the DEP, depending on the anticipated water demand and the wastewater flows. The construction project would also require an Environmental Resource Permit (ERP) for stormwater management and any wetland impacts from the South Florida Water Management District. For further assistance, please contact Ms. Jennifer Nelson at (239) 344-5676 or Jennifer.Nelson@dep.state.fl.us.

The Florida Department of Transportation’s (FDOT) District 1 staff has reviewed the EDA application and offers the following comments and recommendations:

- Based upon planning level analysis, SR 80 and US 27 – both Strategic Intermodal System (SIS) facilities – in the vicinity of the proposed Airglades Airport improvements are anticipated to have sufficient capacity to support the trips that would be generated from the additional employment that would result from the requested grant during both the year 2017 short-term conditions and year 2035 long-term conditions.

- Hendry County/Airglades Airport previously submitted a permit request to FDOT for access improvements to SR 80/US 27, but the review and permitting process was not completed. In consideration of the traffic impacts resulting from this project, a new site-specific access development plan with a revised traffic impact analysis, including a
review of existing roadway conditions should be provided to the FDOT when the County is ready to restart the process. This information will be necessary before the FDOT can commit to a specific location and geometry of access and any other roadway improvements that may be necessary. To initiate the review process for an Airglades Airport driveway connection permit to access SR 80/US 27, the County should contact the permits manager in the FDOT LaBelle Operations Center at (863) 674-4027.

The Florida Department of Economic Opportunity’s Rural Economic Development Initiative (REDI) supports Hendry County’s application for EDA funding. Staff notes that Hendry County continues to experience the highest unemployment rate in Florida and is one of the rural counties designated to receive special services from REDI. Development of an aviation cluster will enhance the region’s economic base, create entrepreneurial opportunities and enhance the region’s competitiveness.

Based on the information contained in the application for federal assistance and enclosed state agency comments, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program (FCMP). To ensure the project’s continued consistency with the FCMP, the concerns identified by our reviewing agencies must be addressed prior to project implementation. The state’s continued concurrence will be based on the activities’ compliance with FCMP authorities, including federal and state monitoring of the activities to ensure their continued conformance, and the adequate resolution of issues identified during this and subsequent regulatory reviews. The state’s final concurrence of the project’s consistency with the FCMP will be determined during the environmental permitting process, in accordance with Section 373.428, F.S.

Thank you for the opportunity to review the proposed project. Should you have any questions regarding this letter, please contact Mr. Christopher Stahl at (850) 245-2169.

Yours sincerely,

Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/cs
Enclosures

cc: Jennifer Nelson, DEP, South District
Martin Markovich, FDOT
Sherri Martin, DEO, REDI
Jonathan Corso, EDA, Atlanta
**Project Information**

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<thead>
<tr>
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<td>05/02/2013</td>
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<tr>
<td>Letter Due:</td>
<td>05/20/2013</td>
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<td>Description:</td>
<td>ECONOMIC DEVELOPMENT ADMINISTRATION - INVESTMENTS FOR PUBLIC WORKS AND ECONOMIC DEVELOPMENT FACILITIES - HENDRY COUNTY, AVIATION INFRASTRUCTURE IMPROVEMENTS AT AIRGLADES AIRPORT - HENDRY COUNTY, FLORIDA.</td>
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**Agency Comments:**

**COMMUNITY PLANNING - FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY**

The DEP's South District Office staff indicates that Hendry County projects currently qualify for a waiver of the application fees for any DEP permits under Section 218.075, F.S. The project will likely require drinking water and domestic wastewater collection and treatment permits from the DEP, depending on the anticipated water demand and the wastewater flows. The construction project would also require an Environmental Resource Permit (ERP) for stormwater management and any wetland impacts from the South Florida Water Management District. For further assistance, please contact Ms. Jennifer Nelson at (239) 344-5676 or Jennifer.Nelson@dep.state.fl.us.

**STATE - FLORIDA DEPARTMENT OF STATE**

No Comment/Consistent

**SOUTH FLORIDA WMD - SOUTH FLORIDA WATER MANAGEMENT DISTRICT**

Thank you for providing the South Florida Water Management District (District) with the opportunity to review Hendry County's grant application for infrastructure improvements at the Airglades Airport. The District has no comments to offer for the grant application.

**ECONOMIC DEVELOPMENT - FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY**

The Florida Department of Economic Opportunity's Rural Economic Development Initiative (REDI) supports Hendry County's application for EDA funding. Staff notes that Hendry County continues to experience the highest unemployment rate in Florida and is one of the rural counties designated to receive special services from REDI. Development of an aviation cluster will enhance the region's economic base, create entrepreneurial opportunities and enhance the region's competitiveness.

**FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION**

Released Without Comment

**TRANSPORTATION - FLORIDA DEPARTMENT OF TRANSPORTATION**

The Florida Department of Transportation, District 1, has reviewed the EDA aviation infrastructure improvements at Airglades Airport in Hendry County, Florida and offers the following comments and recommendations: # 1: Based upon planning level analysis, SR 80 and US 27 (both Strategic Intermodal System (SIS) facilities) in the vicinity of the proposed Airglades Airport improvements are anticipated to have sufficient capacity to support the trips that would be generated from the additional employment that would result from the requested grant during both the year 2017 short term conditions and year 2035 long term conditions. # 2: Hendry County/Airglades Airport previously submitted a permit request to FDOT for access improvements to SR 80/US 27, but the review and permitting process was not completed. In consideration of the traffic impacts resulting from this grant application, a new site specific access development plan with a revised traffic impact analysis including a review of existing roadway conditions should be provided to the FDOT when the County is ready to restart the process. This information will be necessary before the FDOT can commit to a specific location and geometry of access and any other roadway improvements that may be necessary. To initiate the review process for an Airglades Airport driveway connection permit to access SR 80/US 27, the County should contact the permits manager in the FDOT LaBelle Operations Center at (863) 674-4027. FDOT District 1 and FDOT Aviation Office staff have no further comments as a result of the proposed application.
May 3, 2013

Florida State Clearinghouse
3900 Commonwealth Boulevard, MS-47
Tallahassee, Florida 32399-3000

Re: SAI# FL201303226554C

To Whom it May Concern:

The Rural Economic Development Initiative (REDI), housed within the Department of Economic Opportunity, supports Hendry County’s Economic Development Assistance Program grant application to the Economic Development Administration. As proposed in their application package, the funding would be utilized for infrastructure improvements to the AirGlades Airport located in Hendry County, Florida. Hendry County continues to experience the highest unemployment rate in the State of Florida at 14.4% and is one of the rural counties that have been designated to receive special services from REDI.

Hendry County is a priority assignment for the Rural Economic Development Initiative (REDI), a multi-agency initiative, that assists rural communities solve problems, which affect their fiscal, economic, or community viability. Development of an aviation cluster will enhance the region’s economic base, create entrepreneurial opportunities and enhance the region’s competitiveness.

Support for this project will further several state and local objectives and is consistent under 15 CFR 930, Subpart F. If you have any questions please do not hesitate to contact me at 850-717-8520.

Sincerely,

Sherri Martin
REDI Coordinator
Department of Economic Opportunity
Bureau of Economic Development
The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

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

Project Description:

ECONOMIC DEVELOPMENT ADMINISTRATION
- INVESTMENTS FOR PUBLIC WORKS AND ECONOMIC DEVELOPMENT FACILITIES - HENDRY COUNTY, AVIATION INFRASTRUCTURE IMPROVEMENTS AT AIRDRADES AIRPORT - HENDRY COUNTY, FLORIDA.

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

EO/12372/NEPA Federal Consistency

\checkmark No Comment/Consistent
\square Comment Attached
\square Consistent/Comments Attached
\square Inconsistent/Comments Attached
\square Not Applicable

From: Division/Bureau: Division of Historic Resources Bureau of Historic Preservation

Reviewer: Katie Shaffer

Date: 4/25/13

RECEIVED
MAY 01 2013

DEP Office of Intergov'l Programs
Environmental Narrative

A. Beneficiaries

Upon completion of the Airport infrastructure improvements at the AirGlades Airport in Hendry County Florida, Commercial Jet Incorporated proposes to locate its Aircraft Conversion and Modification Center (ACMC). To facilitate the development of the ACMC operation at Airglades Airport, Commercial Jet will be required to increase its employee base by approximately 180 people in order to meet the backlog orders for the conversion of the MD-80 line of air carrier aircraft to air cargo carriers. This increase in the employment base within Hendry County will undoubtedly spur additional economic activity throughout the region. At this time it is difficult to predict what additional businesses might choose to locate in the Hendry County area, but aviation multiplier suggest an additional 98 jobs could be created.

Following establishment of the ACMC at AirGlades, future development at the AirGlades Airport is anticipated within the next few years to establish a new Perishable Air Cargo Facility. This future development, while anticipated to be a key outgrowth of the initial ACMC development, is independent of the proposed ACMC project. Therefore, for purposes of this EDA grant application, the primary beneficiary is anticipated to be Commercial Jet Incorporated. The analysis addressed within this Environmental Narrative is the area that encompasses the proposed two (2) projects at the AirGlades Airport as depicted on Exhibit 1 – Project Layout Map.
EXHIBIT 1 – PROJECT LAYOUT MAP
B. Project Description

1. Proposed Construction

An Aircraft Conversion and Modification Center (ACMC) is being proposed for construction at AirGlades Airport located near Clewiston, in Hendry County Florida. The project is located in Township 43 South, Range 33 East, Sections 16, 17, 20, and 21. A copy of the USGS 7.5 Minute Quadrangle Map (Hog Cypress) is depicted on Exhibit 2.

The project is anticipated to be constructed over an eighteen to twenty-four month period (schedule details provided in engineering report section). Construction elements include:

- Runway 13-31 Pavement Overlay & Turnaround Pads
- Taxiway Improvements (Extension & Pavement Overlay)

Further details regarding each of the project components are included in the Preliminary Engineering Report, including project schedule and estimates of probable costs. The construction staging area would be located entirely within airport property. Best management practices for construction activities would be implemented from project start.

The project area is not anticipated to impact any known wetlands or floodplains. Additional field reconnaissance regarding wetlands, threatened and endangered species, and cultural resources will be completed prior to construction activities being initiated.
EXHIBIT 2 – Proposed Development
USGS 7.5 MINUTE Quadrangle MAP
2. Alternatives to the Proposed Project

The proposed ACMC development is consistent with local land-use plans and future development plans. Alternate reconfigurations of this development at AirGlades Airport were reviewed, but were eliminated since the proposed layout minimizes environmental impacts, including avoidance of wetlands and floodplains. The proposed project at AirGlades also does not require any land acquisition. There are no other feasible build alternatives to the proposed project.

3. Mitigation

Short-term temporary construction impacts would result from building the proposed project. Typical construction impacts may include air, water, and noise pollution and disposal of construction debris. However, no significant construction impacts are anticipated with the proposed project.

Erosion and run-off would be managed through the use of best management practices (BMPs) as required and by following requirements set forth in the proposed NPDES Permit during construction activities. Measures to minimize impacts can be implemented in accordance with the provisions and specifications of FAA Advisory Circular 150/5370-10, Standards for Specifying the Construction of Airports, Item P-156. BMPs would include at a minimum the following: containing excavated material, use of silt fences, protecting exposed soil, stabilizing restored material, and re-vegetating disturbed areas. The potential for offsite flow of sediment associated with storm water would also be regulated by State of Florida and Hendry County grading and drainage requirements. With proper design and construction methods, the construction activities would present no significant short-term or long-term impacts.

C. Historic/Archeological Resources

Historic and archaeological resources that are listed, or eligible for listing, in the National Register of Historic Places (NRHP) are protected by the National Historic Preservation Act of 1966 (NHPA), as amended. Federal agencies must consider the potential effect of a proposed project on historic and archaeological resources.

A potential historic resource is any historic district, site, building, or structure that is 50 years old or older and is generally located above ground. The proposed ACMC development should not affect any historic structures or resources.

The construction of previous airport facilities, intensive agricultural activities (including array of drainage ditches), and industrial development have altered the landscape on and around the airport. The potential for sites of archaeological significance in the vicinity of the airport is considered to be low, but cannot be ruled out without further research and/or field surveys. As a part of the proposed environmental documentation required by the National Environmental Policy Act (NEPA), archaeological field surveys will be completed and the presence of any
potential cultural resources that may be affected by the proposed development will be determined. Coordination with the State Historic Preservation Officer (SHPO) and possible subsequent cultural resource studies would be conducted as required for the AMC project.

D. Affected Environment

1. Affected Area

The AirGlades Airport is located in South Florida, approximately 6 miles west of the City of Clewiston in the northeast portion of Hendry County. AirGlades Airport is located entirely in unincorporated Hendry County.

The U.S. Army Air Corps established the AirGlades Airport in the 1940’s as a training facility for British pilots. The original airfield (Riddle Field) was comprised of two sod runways and support facilities for instruction and housing. After World War II, the airport was owned and operated by the State of Florida. The facilities were leased to the Florida Conservation School until 1962, when the Hendry County Board of Commissioners requested that the airport be granted to the County. Riddle Field was inactivated at the end of 1945 with the drawdown of the pilot training program and Airport was declared surplus in 1946. Eventually the Airport was acquired by Hendry County. The present-day AirGlades Airport was built after the war over the runways of Riddle Field. The buildings of the wartime field have been replaced by modern buildings; however the airfield is partially still in use.

The AirGlades Airport is (including the industrial park) consists of approximately 2,400 acres. The airport is basically laid out in a configuration typical of many World War II-era military training fields. Terminal facilities are located on the north side of the airfield and generally consist of a terminal building, hangars, aircraft parking apron, and support facilities. Surrounding land use is predominantly agricultural. The airport has an elevation of approximately 19.8 feet above mean sea level (MSL) (NGVD 88).

2. Shorelines, Estuaries, Beaches and Dunes

The Project Benefit Area does not contain any shorelines, estuaries, beaches or dunes. However, the geography of Florida is such that the entire state is considered to be within the coastal zone and therefore subject to oversight by the Florida Coastal Management Program (FCMP).

The FCMP consists of a network of statutes administered by eleven state agencies and four of the five water management districts. The FCMP is designed to ensure the prudent use and protection of the state's coastal resources. Under provisions of the federal Coastal Zone Management Act of 1972, any federal activity that has the potential to impact Florida’s coastal resources is reviewed for consistency with the FCMP. The proposed project will be submitted for FCMP consistency review during environmental studies as a part of the NEPA process and state Environmental Resource Permit (ERP)
application, if required. If state review determines a project is not consistent with Florida’s statutes, the FCMP can require that the applicant revise its plans. It is assumed that any project impacts considered for consistency review can be mitigated and thus should meet consistency requirements.

3. **Wetlands**

Based on the National Wetland Inventory (NWI) Map, there are some isolated wetlands located on AirGlades Airport. However, no wetlands, streams, or navigable waters are anticipated to be impacted by the proposed ACMC project. A copy of the National Wetland Inventory (NWI) Map, depicting the general project area, is included in Exhibit 3 – NWI Wetland Map. Wetland delineation surveys will be conducted during the design phase of the project to determine the potential for unmapped wetland resources in the project area.
4. Floodplains

The floodplain limits in proximity of the proposed project are depicted on Exhibit 4 – FEMA Floodplain Map. As shown, the limits of the floodplain are located outside of the proposed construction limits associated with the proposed project.

5. Vegetation and Wildlife Resources

Natural vegetation communities in the area include isolated freshwater marshes, hardwood swamps, and pine flatwoods. The freshwater marshes are vegetated primarily with sawgrass (Cladium jamaicense), willow (Salix caroliniana), sweetbay (Magnolia virginiana), and cypress (Taxodium spp.). The hardwood swamps are comprised mostly of red maple (Acer rubrum), sweetbay, and sweet gum (Liquidambar styraciflua), and cypress. Pine flatwoods mostly contain slash pine (Pinus elliottii), cabbage palm (Sabal palmetto), and saw palmetto (Serenoa repens).

The vegetation and cover types on the airport have largely been affected by human activity. Agricultural development has altered the natural biotic communities through the establishment of large monoculture farming operations. Agricultural operations include the production of sugarcane, cattle, and row crops. Small areas of remnant natural vegetation can be found along fences and drainage ways. Nuisance vegetation (i.e. Brazilian pepper) is found along highway corridors, fencerows, and other disturbed areas.

The vegetation communities provide habitat for a variety of wildlife, including mammals, reptiles, amphibians, birds, fish, and invertebrates. Natural habitat on airport property has been modified over the years by airport and agricultural activities. The predominant habitat type on the airfield is open, grassed field and cultivated agricultural fields. The proposed project should have a low potential to impact wildlife habitats and biotic communities.

There are no State or National Parks, Wildlife Refuges, or National Game Preserves located in the vicinity of the proposed project. In addition, there are no Wild and Scenic Rivers located in the project area.
EXHIBIT 4 – FEMA FLOODPLAIN MAP
6. Threatened and Endangered Species

As part of the NEPA process, a formal protected species survey will be conducted on-site to confirm the presence or absence of protected species in the project area.

A preliminary database search of the potential species that could occur onsite was conducted. This information was gathered by obtaining information in the Florida Natural Areas Inventory (NAI) database and the Information, Planning and Conservation System (IPaC), and the current FWC Endangered and Threatened Species list. FWC comments from the SFWMD permitting process were also taken into consideration. Based on the results of the search, the following species have a potential to occur in the project area:

- Audubon’s Crested Caracara (Polyborus plancus audubonii)
- Bald Eagle (Haliaeetus leucocephalus)
- Everglades Snail Kite (Polyborus plancus audubonii)
- Florida Burrowing Owl (Athene cunicularia floridana)
- Florida Sandhill Crane (Grus canadensis pratenis)
- Florida Panther (Puma concolor coryi)
- Listed Wading Bird Species

The state lists of plants, which are designated endangered, threatened, and commercially exploited, are administered and maintained by the Florida Department of Agriculture and Consumer Services (DOACS). Although several listed plant species have the potential to occur in this area and range; significant agricultural activities and development within the subject area, result in the unlikely occurrence of these species.

Since the vegetation and cover types on the airport have largely been affected by human activity, including agricultural development that has altered the natural habitat, the proposed project is not anticipated to cause adverse effects on endangered and threatened species. Regardless, field surveys will be conducted during the NEPA process to identify potential impacts to protected species.

7. Land Uses and Zoning

The project area is located in the southeast quadrant of the AirGlades Airport in Hendry County, Florida. The land contiguous to the AirGlades Airport is developed and used primarily for agriculture (citrus groves and sugar cane). There is little residential and commercial development in the immediate vicinity of the airport. Clewiston, located approximately 6 miles east of the airport, is the closest concentration of urban land use in the area. Hendry County presently has zoning ordinances that regulate land use.
Agricultural land holdings and natural features have controlled development to a large extent around the airport.

The airport property includes aeronautical uses that include the airfield pavements and FAA mandated clear areas, aircraft storage and aviation oriented industrial uses. The proposed project may have minor impacts on agricultural lease operations on the airport. These agricultural areas are currently zoned for industrial land uses and are preserved for future airport development. No farmland will be acquired and converted to non-agricultural use by the proposed developments. No impact to prime farmland is anticipated.

8. **Solid Waste Management**

As a Maintenance Repair Operation (MRO) facility, Commercial Jet is classified as a “Low Generator” of waste. Following are the types of solid waste anticipated by Commercial Jet.

- Scrap Aluminum – Disposed in drums and collected for recycle by service provider.
- Waste rags - Disposed in drums and collected for recycle by service provider.
- Dry-cell batteries – Placed in drums and collected for proper disposal by service provider.
- General non-perishable rubbish – Deposited in dumpster, collected for proper disposal by service provider.

The County is divided into two service areas. AirGlades is located in the North Service District which is serviced by the franchise hauler Waste Services of Florida, Inc. (WSI). Commercial Jet is required to utilize WSI for the disposal of their solid waste that is generated. However, Commercial Jet is not required to utilize the franchise hauler WSI for the disposal of their recyclable materials.

Hendry County has implemented mandatory commercial recycling.

The franchise hauler disposes of its collected solid waste at the transfer station in Clewiston or LaBelle and in some cases the landfill in Lee/Hendry Landfill (LHLF) located in Hendry County. The solid waste collected at the transfer station is then transported to the Waste-to-Energy Facility in Lee County for processing. The ash from the incinerator at the Waste-to-Energy Facility is transferred to the LHLF for disposal.

The life expectancy of the Lee/Hendry Landfill is subject to changes in the waste generated, recycling activity, storm events, growth, and other factors. The LHLF opened in late 2002. The portion of the landfill that is constructed, i.e., ash monofill area, Class I area, and C&D area have different expectancies. Without a detailed review, the estimate for each of these areas’ remaining life is 3-4 years, 8 years, and 15 years+, respectively.
Design engineering for an expansion of the ash monofill area is proceeding now and Lee County estimates construction to be completed in 2.5 years. Approximately 45% of the Class I area is built, so there is still significant capacity yet to be developed. The same is true for the C&D disposal area.

9. Hazardous or Toxic Substances

The following types of toxic or hazardous that would be utilized or produced at the proposed AMC facility, including the methods of storage and disposal.

- Lubricating and hydraulic oils that are syphoned from the aircraft’s tanks are placed in appropriate tank which then is collected and appropriately disposed of by service provider.
- Jet-fuel syphoned from aircraft’s fuel tanks are placed in an appropriate tank from which it is collected for proper disposal by service provider.
- Discharged Oxygen generators are placed in drums for collection and appropriate disposal by service provider.
- Spent Absorbent material “Speedy Dry” is placed in drums and collected for proper disposal by service provider.

10. Water Resources

The groundwater throughout the AirGlades Airport area is relatively shallow and the principal source of recharge is from rainfall. The aquifer underlying this region is the Floridan Aquifer. Surficial water features in the vicinity of the AirGlades Airport include a network of upland-cut canals, ditches, and isolated depressional ponds. The canals and ditches on and around the airport are associated with airfield, roadway, and agricultural developments.

The Airport drainage area includes approximately 308 acres within the East Caloosahatchee Drainage Basin. The drainage system for the Airport is separate from the drainage systems associated with the surrounding agricultural land uses (sugarcane fields). This separation occurs from an intricate network of ditches within the sugarcane fields, which are not connected to any of the stormwater systems associated with the Airport. Stormwater management at the Airport consists of a system of interconnected ditches that discharge into two large interconnected wet detention ponds located within the Airport Industrial Park, which ultimately discharge off-site through one outfall into the “C-5” canal along the south side of US Highway 27.

The proposed project may require culverting and/or rerouting man-made ditches and swales on the airport. However, the project is not anticipated to change local surface water runoff patterns. During construction, storm water and silt runoff from project areas would be managed in accordance with the NPDES construction permit.
The proposed project is not located within an area mapped by the EPA as a sole source aquifer recharge area. The project is not expected to have an impact on drinking water sources or supplies.

11. **Water Supply and Distribution Systems**

Hendry County purchases potable water from the South Shore Water Association (SSWA). The County has a large metal tank onsite in order to provide adequate pressure and for fire protection. The tank is 350,000 gallons in size.

An additional 300,000 gallon tank would be constructed to accommodate the proposed AMC to provide adequate fire protection. This facility would be an adequate source for the proposed AMC operations. It is anticipated that the existing municipal water supply sources would be adequate to accommodate the proposed AMC water usage.

The County SSWA has plenty of capacity and are in compliance with the Safe Drinking Water Act.

12. **Wastewater Collection and Treatment Facilities**

The County has a 25,000 gallon per day (gpd) wastewater treatment plant which can accommodate 16,400 gpd of wastewater due to the size of the sprayfield. Currently the sprayfield is being expanded to increase expansion of the wastewater facility utilizing CDBG funds.

Storm drains and caption areas would collect the water which undergoes an initial Oil-Water separation on-site before going into the municipal drainage. Residual sludge would be collected and disposed of properly by the service provider.

The County is not in violation of the Clean Water Act.

13. **Environmental Justice (Executive Order 12898)**

No disproportionate adverse human health or environmental impacts relative to minority and low income populations are expected as a result of the proposed project. No residential acquisitions are required for the proposed improvements. Further, as indicated in other sections of this environmental narrative report, there would be no noise, air quality, water, or other environmental impacts as a result of the proposed project.

14. **Transportation (Streets, Traffic, and Parking)**
The airport is located on AirGlades Boulevard, a two-lane paved road that connects the airport terminal area to U.S. Highway 27 and State Highways 80 and 25. U.S. Highway 27 and Florida Highway 25 provide north/south surface access generally through the center of the Florida peninsula. Florida Highway 80 (SR 80) traverses east/west, providing access to LaBelle, Fort Myers, and Interstate Highway 75 to the west and Clewiston to the east.

Proposed highway capacity and safety improvements in proximity of the AirGlades Airport and throughout the Hendry County region are in various stages of development, as stated on the State of Florida Department of Transportation projects website:

“SR 80 is a vital east/west corridor in southern Florida. It moves essential commerce and industry, including major farm to market products, and serves as a critical highway for business people, seasonal visitors, and local travelers. The Florida Department of Transportation considers the SR 80 corridor a priority and is focused on highway improvements in Hendry and Lee Counties. With multi-lane projects east of LaBelle and construction of a new overpass at US 27 in Hendry County, FDOT is committed to making travel more efficient for everyone.

In 2005, the Florida Department of Transportation (FDOT) completed the Project Development & Environment study (PD&E) to widen SR 80 from east of Birchwood Parkway to US 27. This 20-mile long study considered alternatives to widen the road from two lanes to four lanes through Hendry and Glades Counties. The two segments of SR 80 from Dalton Lane to Indian Hills Drive and Indian Hills Drive to CR 833 are currently in the design phase. The SR 80/US 27 overpass construction is underway. Construction is underway on the two-mile segment of SR 80 from two to four lanes from CR 833 to just west of US 27 in Hendry County. Construction is also underway on the five-mile segment of SR 80 from Birchwood Parkway to Dalton Lane to widen the roadway from two to four lanes.”

While the existing roadways in proximity of the Airport would sufficiently accommodate the anticipated traffic volumes that would be generated by the proposed ACMC project, the capacity improvements being undertaken by FDOT would enhance the levels of service of these roadways.

15. Air Quality

According the U.S. Environmental Protection Agency’s (USEPA) “Green Book,” Hendry County is in attainment for all of the criteria pollutants. Therefore, a conformity analysis is not required for the proposed project.
16. Noise Pollution

A preliminary noise analysis was conducted of the proposed ACMC operations at AirGlades Airport. This includes approximately one flight per week by an MD-80 aircraft. Using the FAA’s Integrated Noise Model (INM), the projected noise exposure contours are restricted to airport property and there are no residential or other noise sensitive land uses adjacent to the airport. The agricultural land use around the airport is compatible with airport operations. Any increased noise levels associated with the proposed project are anticipated to be minimal in comparison to the existing ambient noise levels in the project area.

Construction activities would temporarily contribute to the ambient noise levels. The noise sources would be from typical construction vehicles. Noise levels during construction operations would be negligible, temporary, and related to the presence of vehicles and construction equipment during construction activities. No noise sensitive land uses are in proximity of the proposed project.

17. Permits

Permits will be required from the Federal Aviation Administration (FAA), Florida Department of Environmental Protection (DEP), and South Florida Water Management District.

The FAA will review the project for conformance with obstruction standards. This FAA airspace review is a standard established process to ensure proposed construction does not impact air traffic operating in and around the AirGlades Airport. This review and approval process will be obtained during the design phase of the project.

The U.S. Environmental Protection Agency (EPA) has authorized the Florida Department of Environmental Protection (DEP) to implement the National Pollutant Discharge Elimination System (NPDES) stormwater permitting program. Hendry County currently holds a State of Florida Multi-Sector Generic Permit for Stormwater Discharge Associated with Industrial Activity (MSGP) for AirGlades Airport. Under the NPDES program, a separate Construction Permit will be required since the project area will disturb more than one acre of land. A Notice of Intent (NOI) will be sent through the design process to the Florida DEP as part of the national pollution discharge elimination approval process.

An Environmental Resource Permit (ERP) will also be required for the proposed ACMC project. The ERP program regulates the construction, alteration, maintenance, removal, modification, and operation of all activities in uplands, wetlands and other surface waters (whether publicly or privately-owned) that will alter, divert, impede, or otherwise change the flow of surface waters. The ERP program enables either the
Florida DEP or one of the Water Management Districts to review and issue the ERP. The ERP for AirGlades would likely be issued by the South Florida Water Management District.

Environmental documentation required under the National Environmental Policy Act (NEPA) will also be prepared for ACMC project and will be coordinated with the FAA. Further information on environmental resources is discussed within the environmental narrative portion of the application.

18. Public Notification/Controversy

There is none at the present time or anticipated.

19. Direct, Indirect, and Cumulative Effects

A number of past and present projects have occurred at the Airport and in the project area, and others are expected to occur in the future. The past projects at the Airport have been previously assessed and did not produce a significant environmental impact. As presented within this environmental narrative, the proposed project is not anticipated to create a significant impact to resource categories. When those previous items are combined with those development items yet to occur, a cumulatively significant impact is not anticipated. Therefore, the proposed project should not have a cumulatively significant impact on the environment.

As previously indicated, following establishment of the ACMC project at AirGlades, future development of a new Perishable Air Cargo Facility at the Airport is anticipated. This future development, while anticipated to be a key outgrowth of the initial ACMC development, is independent of the proposed ACMC project.

Based on discussions with Hendry County, various projects have previously been undertaken in the County to prepare for anticipated significant growth in population and business expansion in the County in the mid-2000s. Most of the planned development, including new housing developments and utility (water and sewer) extensions and expansions had been completed prior to the 2008 economic downturn related to the housing bubble. Today, many of those developments in Hendry County sit idle awaiting a rebound in the economy and a return to pre-2008 conditions when businesses were growing in Central Florida. The County further indicated that there is sufficient housing, schools, medical facilities, roadway capacity, and other infrastructure and community support services to accommodate the anticipated employees and induced growth associated with the proposed ACMC project.

Significant roadway improvement projects have also been completed recently or are currently underway on State Route 80 and U.S. Route 27, including a new interchange and expansion of SR 80 to four lanes, providing the capacity to accommodate substantial growth in the region.
MR. IGLEHART: I just was kind of wondering if this was going to be a Customs hub or a product hub, so really it's a product hub.

MS. SAKACH: Correct.

MR. IGLEHART: Just Customs inspection.

MS. SAKACH: There would be Customs inspections, and all the inspection services would still be here, but primarily perishable.

MR. GREEN: And there's potential for, you know, exports with the airport as well with the facility and Customs. So during times of the year where it's summer up here and winter down in South America, you might see fruits and vegetables going back and forth at different times of the year, but for the most part I would think it's geared more towards imports.

Anything else, guys?

MR. IGLEHART: Just to make another point, we're already working on bringing waste water lines down to the area with the County; we'll be covering those as we go into this project.

MR. GREEN: We'll want to sort of work that into the EA as we address, you know, water issues, both potable water and waste water, because it will be, you know, a higher
Mr. Charles Chapman IV  
County Administrator  
Hendry County  
P.O. Box 2340  
LaBelle, Florida 33975

Hendry County - Airglades Airport Cargo Airport Development

Mr. Chapman:

I am writing this letter in support of Hendry County’s proposed development and of the Airglades Airport in Clewiston, Florida as a cargo airport with a new 10,000 foot runway.

My business, A Customs Brokerage, is a licensed U.S. Customs House Brokerage and a member of the Florida Customs Brokers and Forwarders Association (FCBF), a non-profit organization of nearly 600 member companies in the trade and logistics business throughout the State of Florida.

Each day, Florida’s businesses like mine must compete with those in every other state and even offshore for the trade dollars generated by the import and export of the products that feed, build, and supply our State and our nation and create jobs. According to the State of Florida jobs in the trade, logistics, and distribution industries pay an average wage nearly 30 percent higher than the average for all industries in the state. Additionally over 600,000 Floridians are employed in the logistics sector accounting for almost 15% of employment in the State of Florida.

Changes in global trade such as the Panama Canal expansion, the emergence and growth of markets in Asia and the Middle East, and new Free Trade Agreements continue to shape the trade landscape and Florida must stay ahead of the curve to succeed.

One of the keys to maintaining and expanding Florida’s future in trade is transportation infrastructure expansion to address congestion, delay, and capacity demands. South
Florida's highways can't be expanded forever and its airports and seaports can't be all things to all users.

I commend the foresight of Hendry County in pursuing the privatization of Airglades Airport as a means to create an air cargo focused reliever airport and adding needed capacity to South Florida for long term growth. I thank you for your consideration and add the support of my company to this project as well as to the growth of the logistics sector in South Florida.

Sincerely,

Gabriel Rodriguez
President
September 12, 2013

Terry Beacham,
Modal Development Administrator, FDOT District One
801 North Broadway Avenue,
Bartow, FL 33831

Airglades Airport Proposed Cargo Development

Dear Mr. Beacham:

As Executive Vice President of the Florida Customs Brokers and Forwarders Association (FCBF), I am pleased to offer this letter to express enthusiastic support and encouragement for the continued exploration of the proposed cargo development at Airglades Airport as a capacity enhancement to Florida’s airport and aviation system through the Federal Aviation Administration’s Airport Privatization Pilot Program.

While the FCBF Board and Members have not by organizational vote specifically endorsed the Airglades Airport project, FCBF supports the pursuit and development of initiatives such as this with the potential to add much-needed capacity and efficiency improvements to Florida’s transportation infrastructure system, including the air cargo system dominated by South Florida. Such enhancements are a critical element in the State of Florida achieving its vision of “transforming its economy by becoming a global hub for trade, logistics, and export oriented manufacturing activities [1].”

The FCBF Board and membership have received briefings and presentations from Airglades International Airport, LLC (AIA) on the proposed airport project. FCBF has been invited by AIA to participate in their exploration and dialogue on how the Airglades Airport may be part of the solution to Florida’s air cargo facility needs, and to contribute our input on how it might be developed to best serve the immediate as well as the anticipated future needs of our members, the customs brokers and freight forwarders that facilitate the movement of goods and commodities between Florida and the world. FCBF is the State of Florida’s largest representative and advocacy organization of the brokers and forwarders on the trade issues that affect them at the local, state, and national levels.

As the Airglades Airport environmental review processes begin, FCBF encourages Hendry County, Airglades International Airport, LLC, the Federal Aviation Administration, and the State of Florida Department of Transportation to explore every potential avenue in examining how the expansion and “repurposing” development of Airglades Airport into a cargo-focused airport may help maintain, preserve, and expand Florida’s stature as a global trade hub for the benefit of our members and the nearly 1.7 million jobs in Florida supported by trade and logistics[2].

Please feel free to contact me with any questions regarding our organization or our interest in seeing the Airglades Airport development concept explored in greater detail.
Please feel free to contact me to me with any questions regarding our organization or our interest in seeing the Airglades Airport development concept explored in greater detail.

Sincerely,

Barbara Pimentel
Executive Vice President

1, 2 "2011 Florida Trade and Logistics Study", Florida Chamber Foundation and Florida Department of Transportation

CC: Karson Turner, Chairman, Hendry County Board of County Commissioners
Charles Chapman IV, County Administrator Hendry County
Allan Nagy, Environmental Program Specialist, FAA Orlando Airports District Office
Mr. Charles Chapman IV  
County Administrator  
Hendry County  
P.O. Box 2340  
LaBelle, Florida 33975

September 17, 2013  
VIA U.S. MAIL

Mr. Charles Chapman IV  
County Administrator  
Hendry County  
P.O. Box 2340  
LaBelle, Florida 33975

Dear Mr. Chapman:

The Florida Perishables Trade Coalition (FPTC) files this letter to encourage Hendry County to continue exploring plans to privatize and develop the Airglades Airport into an air cargo airport with a focus on perishables.

FPTC is a non-profit association organized in 2012 to focus the collective experience and efforts of industry leaders from throughout the state to increase trade in perishable products through Florida’s airports and seaports. We believe that the growing global trade in perishable products continues to create great opportunities for Florida’s airports and seaports, and we are dedicated to assuring that we are able to compete successfully for that trade.

Toward that end, our primary effort has been to challenge the application of the federal “cold treatment” requirements which have long been the reason that very substantial and growing trade in perishable products by-passes all Florida ports. We are pleased to report that this effort may very well be headed toward success: a Pilot Program to allow certain perishables from Peru and Uruguay to enter through Florida ports has been approved by the United States Department of Agriculture (USDA), in coordination with the Florida Department of Agriculture and Consumer Affairs (DACS). The Pilot Program is expected to run for six months starting October 1, 2013, and if successful, is expected to lay the foundation for Florida ports to compete for a much broader range of perishable products.

As this Pilot Program begins and as other opportunities for increased trade develop, our industry will need sufficient capacity and efficient facilities and logistics processes across all modes of transportation. Infrastructure improvements like those proposed for Airglades Airport may be an important component part of the solution to maintain and expand Florida's future perishable commodity and international trade competitiveness.
Thank you for your consideration of this comment and for your work in moving forward with this very important initiative.

Sincerely yours,

Gilbert Lee Sandler
On Behalf of The Board
Florida Perishables Trade Coalition, Inc.
September 25, 2013

Mr. Charles Chapman IV
County Administrator
Hendry County
POB 2340
LaBelle, Florida 33975

Ref: Scoping Comments, Airglades International Airport

Dear Mr. Chapman:

Armellini Express Lines has been closely following the proposed development of Airglades International Airport and its perishable air cargo complex as a reliever airport to Miami and wishes to express its enthusiastic support for this project.

Since 1945, Armellini has been one of the largest perishable carriers from Miami to the major destinations throughout the country, coast to coast. These perishables arrive by air into Miami and our fleet of refrigerated trucks provide an excellent and necessary service to the perishable industry as this product is transported to its final destination. Our fleet of trucks also transports significant amounts of south bound export freight for the airlines that operate out of Miami to Latin America.

The perishable industry and its logistics process have changed significantly and require a more efficient handling both in cost and time as compared to the existing processes at Miami. This affects all participants in this process mainly the airlines, ground transportation providers, such as Armellini and the Consumer. Airglades clearly has the potential to positively affect both of these issues.

We encourage all the parties involved in the development of Airglades International Airport to work closely together to ensure the success of this project.

Sincerely,

Armellini Express Lines, Inc.
September 24, 2013

Mr. Charles Chapman IV
County Administrator
Hendry County
PO BOX 2340
LaBelle, Florida 33975

Ref: Scoping Comments, Airglades International Airport

JA Flower Service (JAF) has been monitoring the efforts of a group that is proposing to privatize and develop Airglades Airport into a logistics hub with great emphasis on the perishables business. Our understanding is that this airfield will supplement MIA Airport as a reliever as MIA grows and becomes more congested. JAF wishes to express its wholehearted support for this project.

JA FLOWER SERVICE
JA Flower Service is a customs broker based in Miami that specializes in perishable imports, mainly fresh cut flowers that arrive daily at Miami International Airport. Once cleared by U.S. Customs and USDA, the vast majority of this product is transported by truck to various cities throughout the United States. This product is highly perishable and with quick processing and handling, additional shelf life and better quality will be received by the consumer. The existing process at MIA can be improved and Airglades may play an important part in achieving this. As a benefit to your community, this project has the potential to add many additional well-paying jobs.

We support Hendry County and all the parties involved in the development of Airglades Airport to continue to work to successfully develop this project.

Sincerely,

JA Flower Service

2003 NW 70th Avenue, Miami FL 33122  (305) 468-8745  Fax (786) 845-8929
September 24, 2013

Mr. Charles Chapman IV
County Administrator
Hendry County
POB 2340
LaBelle, Florida 33975

Ref: Scoping Comments, Airglades International Airport

Fresco Service Inc. (Fresco) is aware that Hendry County is exploring plans for the privatization and development of the existing Airglades Airport into an air cargo airport with a focus on perishables. We understand that this complex will also function as a reliever airport to Miami International (MIA). The purpose of this letter is to express our enthusiastic support for this project.

Fresco provides logistics and handling services at MIA for the perishable industry. Most of this product arrives by air from locations in Latin America and most of this cargo continues on to various cities across the United States including those along the west coast and Pacific Northwest. The efficiency of the existing handling model at MIA combined with an efficient ground transportation service is what has prevented other cities from diverting this significant cargo traffic to other northerly cities across the United States. For this reason and the economic impact it generates, it is absolutely necessary that these efficiencies be maintained and improved. The perishable product will continue to demand a greater efficiency and for various reasons Airglades has the potential to play an important part.

We encourage Hendry County and all those involved in the development of Airglades to continue their efforts to ensure the success of this project which has the potential of generating many jobs in that community.

Sincerely,

Fresco Services

2003 NW 70th Avenue, Miami, FL 33122
Phone (305) 779-8662
September 19, 2013

Mr. Charles Chapman IV
County Administrator
Hendry County
P.O. Box 2340
LaBelle, Florida 33975

Airglades Airport Expansion - Environmental Assessment

Dear Mr. Chapman:

Please accept this letter as my support for Hendry County to continue working towards developing Airglades Airport for air cargo use.

This is a project that could provide capacity, improved efficiencies, and other benefits and growth opportunities to South Florida aviation businesses like mine, some of whom already have long term business expansion plans.

Aviation businesses and jobs are a vitally important part of Florida's economy. I support the County's plans for the expansion of Airglades and appreciate the opportunity to provide my input.

If you have any questions, you can reach me at 786-360-1824.

Thank you,

Johnny Jallio
Mr. Charles Chapman IV  
County Administrator  
Hendry County  
P.O. Box 2340  
LaBelle, Florida 33975  

Airglades Airport Expansion - Environmental Assessment  

Dear Mr. Chapman:  

Please accept this letter for the record as encouragement to for Hendry County to continue working towards developing Airglades Airport for air cargo use.  

This is a project that could provide capacity, improved efficiencies, and other benefits and growth opportunities to South Florida aviation businesses like mine, some of whom already have long term business expansion plans.  

Aviation businesses and jobs are a vitally important part of Florida's economy. I support the County's plans for the expansion of Airglades and appreciate the opportunity to provide my input.  

Best Regards,  

[Signature]  

Israel Leppe  
General Manager  

7384 N.W. 72nd Avenue • Miami, Florida 33166 • 305-885-1599 • Fax: 305-599-8046 • Email: aas@alphaaicraft.com
August 27, 2013

County Administrator
Post Office Box 2340
LaBelle, Florida 33975
Attn: Mr. Charles Chapman IV
Re: Airglades International Airport privatization plan

Dear Mr. Chapman,

On behalf of the aviation maintenance community of South Florida, the Miami Maintenance Management Council would like to express our support to the Airglades International Airport privatization plan. As we understand that: Pursuant to the National Environmental Policy Act (NEPA) of 1969, Hendry County is preparing an Environmental Assessment (EA) to address the proposed privatization and subsequent development of a 10,000-foot air cargo runway and related cargo and aircraft maintenance facilities at the Airglades Airport, 1090 Airglades Blvd., Clewiston, Florida 33440.

As neighbors and aviation colleagues we are excited about the impact, and potential that the Airglades Airport will bring to the region in revenue as well as opportunities. We submit our approval and the support of our members and local business partners by way of the signatures here forth. As fellow aviation businesses we are excited at the regional growth and the options it will bring to the workforce and facilities who are researching expansion plans.

Attached is a list of advantages we see in the aviation regional presence. Should you require any additional information from us please feel free to contact our organization via Kim L Merced 305-992-2002, Council Liaison to the Airglades International Airport.

Best Regards

Kim L Merced
COO Merjen Services LLC,
MMMC Secretary
305-992-2002
Airglades International Airport privatization

The airport presently supports a relatively new industrial park however the proposed actions and airport development expected to occur if the application is approved include:

- Acquisition of the Airglades Airport by a Private Developer for the construction and operation of a new Perishable Air Cargo Complex

- Acquisition of approximately 250 additional acres of land to accommodate the new north/south runway development

- New 10,000’x150’ Runway including parallel and connecting Taxiways

- New Perishable Air Cargo Distribution Center, including all associated inspection services such as U.S. Department of Agriculture, U.S. Customs and Border Protection, and Transportation Security Administration

- New Maintenance, Repair, and Overhaul (MRO) Facilities, including Aircraft Paint Facility and associated aircraft parking apron

- New Aircraft Rescue and Firefighting (ARFF) Facility

- New Ground Support Equipment (GSE) Facility

- New Aircraft Apron Areas to support 10 wide-body Aircraft

- New Air Traffic Control Tower (ATCT) Facility

- New Fuel Storage Facilities, including Apron Hydrant Fueling

- New Warehouse and Distribution Facilities

- Vehicular Access and Automobile and Truck Parking Facilities

- Site Improvements including Drainage, Stormwater Detention, Utilities, Etc.

- Establishment of Two (2) Category III Instrument Landing Systems (ILS), including associated Approach Light Systems (ALS), Site Preparation, and Equipment Installation
AIRGLADES INTERNATIONAL AIRPORT ENVIRONMENTAL ASSESSMENT (EA)
SOUTH FLORIDA AVIATION SUPPORT COMPANIES

Company: SOUTH BEACH AEROSPACE, INC.
Rep: CHRISTOPHER J. VALHUERDI
Contact Info: 305-863-2063 cvvalhuerdi@sobeaero.com

Company: INFINITY AEROSPACE MANUFACTURING INC.
Rep: ROBERT ALFONSO
Contact Info: 786-488-5183 alfonso@infinityaero.com

Company: AAR LGS
Rep: ED FERNANDEZ
Contact Info: 786-337-4225 efernandez2@aaroncorp.com

Company: AEROSPACE ALLIANCE INC
Rep: 
Contact Info: 305-477-1609

Company: JET AIR CORP.
Rep: RAUL AGUIAR
Contact Info: 786-740-1824

Company: SUNCOAST LANDING SYSTEMS
Rep: MARCELA ORTEGA
Contact Info: 786-879-0391

Company: THE FUEL CELL
Rep: RAIMUNDO JURRIO
Contact Info: same ray@thefuelcell.com

Company: B&W AERATION
Rep: JAVIER URECANDA
Contact Info: juercaand@bw-aeration.net

Company: GARY GARD
Rep: GARY GARD
Contact Info: 305-592-4520 gary.gard@product.com
AIRGLADES INTERNATIONAL AIRPORT ENVIRONMENTAL ASSESSMENT (EA)
SOUTH FLORIDA AVIATION SUPPORT COMPANIES

Company: Falcon Air
Rep: Willie Gomez
Contact Info: 305-608-9979

Company: NOVO AGRO
Rep: Manuel Montenegro
Contact Info: 786-516-5484

Company: Miami Leasing
Rep: Andres Ramirez
Contact Info: 561-212-4078

Company: Contractual Aircraft Support
Rep: Jose Perez
Contact Info: 305-439-6609

Company: Hollywood Diagnostics Center
Rep: Maria Diaz
Contact Info: 305-322-9235

Company: G.T. Baker Aviation School
Rep: Terri
Contact Info: 305-874-5143

Company: Falcon Air Express
Rep: Nelson Gonsalves
Contact Info: 305-505-6958

Company: Barfield Inc
Rep: Jeff Matthews
Contact Info: 305-894-5512

Company: Commercial Jet
Rep: D Joyce
Contact Info: 305-341-5173
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<tr>
<th>Company</th>
<th>Rep</th>
<th>Contact Info</th>
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<tbody>
<tr>
<td>Jet Engine Solutions</td>
<td>Jan Heinemann</td>
<td><a href="mailto:kheinemann@jetengine-solutions.com">kheinemann@jetengine-solutions.com</a></td>
</tr>
<tr>
<td>Regional Airlift Support</td>
<td>Johnnie Bailey</td>
<td>954 979 8130 <a href="mailto:jbailey@caspag.net">jbailey@caspag.net</a></td>
</tr>
<tr>
<td>George T. Baker Aviation School</td>
<td>Sam Gillmore</td>
<td>305-571-3145 <a href="mailto:sgillmore@dedeals.net">sgillmore@dedeals.net</a></td>
</tr>
<tr>
<td>Magnum Air Dynamics</td>
<td>Rasa Maria Zamojski</td>
<td>305-817-9100 <a href="mailto:rosa@magnum-air.com">rosa@magnum-air.com</a></td>
</tr>
<tr>
<td>American Southeast Inflatables &amp; Oxy</td>
<td>Dario Mosca</td>
<td>(305) 693-8479</td>
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<tr>
<td>Sargent Aerospace &amp; Defense</td>
<td>Herold Grieve</td>
<td>305) 593-6038 ext 5205</td>
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<tr>
<td>Aerialtec</td>
<td>William Carbonell</td>
<td>215-581-1114</td>
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<tr>
<td>Aero System Composite</td>
<td>Jennifer Vazquez</td>
<td><a href="mailto:jenny@asc145.com">jenny@asc145.com</a></td>
</tr>
<tr>
<td>Flying Pros</td>
<td>Melissa Rupnick</td>
<td><a href="mailto:melissa@flyingpros.com">melissa@flyingpros.com</a></td>
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</table>
AIRGLADES INTERNATIONAL AIRPORT ENVIRONMENTAL ASSESSMENT (EA)
SOUTH FLORIDA AVIATION SUPPORT COMPANIES

Company: Jetpower Aviation
Rep: Lucía Monten
Contact Info: 786-548-6180 lucichirinos@hotmail.com

Company: Aviation Aviation Inc.
Rep: Adriana Velasquez
Contact Info: (954) 394-1583 adriana@aviationassurance.com

Company: Miami Tech Maintenance
Rep: Amos Rodriguez (305) 871-3105
Contact Info: 

Company: PAS (Professional Contractors Svc)
Rep: Maurea Rodriguez (305) 725-2969
Contact Info: 

Company: SoFly Aviation Services, Inc
Rep: Jorge Guerrero
Contact Info: jorge@soflyaviation.com 766-491-6181

Company: CAVU Aerospace
Rep: Janelle Amos (954) 610-4735
Contact Info: 

Company: Inter Continental Trade Ltd
Rep: Evvi Ingolfsson
Contact Info: evvi@intercontinentaltrade.co.uk 786 4490 856

Company: Inter Continental Trade
Rep: Kriss Ingolfsson
Contact Info: Kriss@intercontinentaltrade.co.uk

Company: Miami Sea plane Base "Chalk Key terminid"  
Rep: Roberto Gomez Base Manager
Contact Info: 954-704-7477
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<tr>
<th>Company</th>
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<tr>
<td>Multi-Trading Corp</td>
<td>Maribel Barreto</td>
<td>786-260-7081</td>
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<td>World Atlantic Airways</td>
<td>305-492-6697</td>
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<tr>
<td>Atlantic Aviation Parts Inc.</td>
<td>John Paul</td>
<td>305-281-4013 <a href="mailto:john@atlanticaviationparts.com">john@atlanticaviationparts.com</a></td>
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<tr>
<td>Aerospace Ltd</td>
<td>Roland Calvo</td>
<td>984-325-4167</td>
</tr>
<tr>
<td>Dwyer Gr</td>
<td>Maria Calvo</td>
<td>(305) 262-9474</td>
</tr>
<tr>
<td>Meyer Services LLC</td>
<td>Kim O'Neal</td>
<td>305-992-2002 <a href="mailto:kimo@meveryservices.com">kimo@meveryservices.com</a></td>
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September 19, 2013

Mr. Charles Chapman IV
County Administrator
Hendry County
P.O. Box 2340
LaBelle, Florida 33975

Environmental Assessment for Airglades Airport

Dear Mr. Chapman:

Merjen Services LLC, is an aviation business located in Miami, Florida. Our Company offers aviation maintenance of windows/windshields and aircraft cargo net repairs.

We are excited to see the notice that the Environmental Assessment for Airglades Airport is beginning. Along with others in the Miami and Fort Lauderdale Aviation and airport business community, we have seen materials and several Presentations regarding the proposed development of Airglades.

We are very interested in Airglades' potential as an "overflow" airport for perishable cargo and other airport users and functions that don't necessarily have to be at busy commercial service passenger airports and in the congested highway system in the Miami area.

Airglades' location within little more than an hour's drive from Miami seems to make it ideal to serve as a reliever airport to Miami and South Florida. We welcome the positive benefits that the expansion of Airglades could bring to our industry and we hope that Hendry County will continue to work with the private sector towards this unique and promising opportunity for South Florida.

Should you require any additional information please feel free to contact me directly at: 305-992-2002.

Best Regards,

Kim L Merced
Chief Operations Officer
DANTE VERSACI: I'm here representing the Florida Customs Brokers and Forwarders Association, and my business entity is Versaci Group International. I'm a customs broker in South Florida. And the Association, as well as myself and other individuals, are in support of this project in the realm that we don't want this business that it intends to bring in to Florida to be moved outside of Florida. So we see it as a win for Florida in general and for South Florida as well.

So again, we're in support of this and it has the backing of the Florida Customs Brokers and Forwarders Association.

DAVID SANDRI: I'm David Sandri with Commercial Jet, and we support this project and we're very interested in seeing it go forward.

ELENA ASTURIAS: My name is Elena Asturias. I'm the owner of 305 Cargo Services and a member of FTBS. We are here today because we support the project, very interested in it. We are always looking at what we can do to further development of trade in South Florida, and I'm interested in being supportive of the project.
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KIM MERCED: My name is Kim Merced. I am the Chief Operations Officer for Merjen Services, but I am the liaison for the Miami Maintenance Management Council. We are a group of maintenance facilities in aviation. We represent over two hundred and fifty companies, most small businesses, and we find this project in Hendry County to be extremely exciting. We support the development, and we think it's going to have an enormously positive impact, not only on the industry, but on the residents here as well. I know that for myself I'm already looking at what the cost of living and how strategically it's placed for the growth of my company, as well as the aviation industry as a whole.

FREDERICK FORD: I've been in the aviation business for forty-seven years; I know I don't look that old, and this is — in the cargo and the import management and development business all my life, and I just want to express my strong support for this project and I'm a small part of it, trying to help it along, and would like to see this continue to go forward. My name is Frederick C. Ford, and I'm in Winter
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HAVEN, Florida.

LORY DURRANCE: My name is Lory Durrance, L-O-R-Y. I'm a private citizen when it comes to the airport, but I've been in the banking industry for forty-four years. I'm from a different county, and we're here to completely support this project because of what it's going to do for Hendry County; the jobs and the real estate tax base is going to benefit tremendously. And I'm a little envious that it's not going where I live, but we're still trying to make sure it happens here, because it would be good for Florida, for Southern Florida it will be fantastic.

WALT BETHEL: Walt Bethel, ReMax Harbor Realty. I'd just like to express my full support for this project. That's it.

STEPHEN ARMELLINI: My name is Stephen Armellini, and I am in full support of the Airglades project, both from a personal and business level.

CHARLES HARRISON: My name is Charles W. Harrison, Junior. I'm with Tranex, Inc., out of DeSoto County in Arcadia, Florida, a citrus harvesting and trucking firm, and would like to
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say that we fully support this project and in dire need of this in our area. Thank you very much.

JEFFREY LEOPOLD: My name is Jeffrey Leopold, and I'm a supporter of this project. I think it's a good thing for the community and the Florida aviation system, and I hope to see it go forward.

ANDY BARRETT: My name is Andy Barrett, and I'm president of Barrett Trade Services. I'm here to voice my support to continue this project and hopefully see it move forward and succeed. We are customs brokers for perishable imports, and would welcome the furthering of this airport.

RICHARD ARMELLINI: My name is Richard Armellini, and I am in favor of the project, the Airglades project.

DAVID RAMOS: David Ramos, from Morrison USA, and I just wanted to say that we have been reading of this project at Morrison USA, and we think it's a great initiative, and we would really like to see this going on. We think it's a good opportunity for the community for people to get jobs and for some companies get
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the Airglades project.

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reading of this project at Morrison USA, and we
think it's a great initiative, and we would
really like to see this going on. We think
it's a good opportunity for the community for
people to get jobs and for some companies get
started in new business, so I think it's a
great idea.

RAYNEL McCLEAR: Raynel McLear, and I'm
in favor of the airport. I just came to say
that I was in favor.

JOE KENDRICK: My name is Joe Kendrick.
I'm forty-four years in aircraft instruments
and twelve years with national airlines. I
lived in Miami for fifty-five years. I've had
my property up here in Ladeca Acres, which is
the other end of the runway, and I've had it
for fifty-five years. I moved up here
permanently several years ago.

I gave both of my sons a couple -- five
acres each; they've got homes on it built
already. Kent is my oldest son, he is
vice-president of operations for several
different companies that are in the aircraft
industry; they do aircraft instruments, they do
hydraulic landing gear, actuators, everything
else, and I think it's a great idea to open up
a facility here. I know my son would probably
like to open up a facility, also, so -- but as
I said, we have been residents up here for --
they were raised up here. And we'd just like
started in new business, so I think it's a great idea.

RAYNEL MCLEAR: Raynel McLear, and I'm in favor of the airport. I just came to say that I was in favor.

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I gave both of my sons a couple — five acres each; they've got homes on it built already. Kent is my oldest son, he is vice-president of operations for several different companies that are in the aircraft industry; they do aircraft instruments, they do hydraulic landing gear, actuators, everything else, and I think it's a great idea to open up a facility here. I know my son would probably like to open up a facility, also, so -- but as I said, we have been residents up here for -- they were raised up here. And we'd just like
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to see everything in the county expand.
    I know that's what it would do, you'd get more housing, employment, wouldn't be the lowest employed county in the state then. But I think it's a great idea myself.

    And I looked at the scope meeting manual here, and it explains everything, and as I said, I was -- the last ten years I was chief inspector for the FAA, so I know how they can be. But it's a welcome thing, I think. I know they talked about doing it a while back and didn't seem to follow through with it. They were going to make a port for boats to come in, ships to come in. But I think this is a much better idea.

    (Public comments concluded.)