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.

Project Background

Airport Privatization:

An airport sponsor who wants to participate in the airport privatization pilot program must receive preliminary FAA approval, through an application process, to reserve one of the ten slots available under the program. Once the FAA approves the preliminary application, the sponsor can select a private operator to manage the airport, negotiate an agreement with the private operator, and prepare a final application for submittal to the FAA.

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).

Project Background

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:

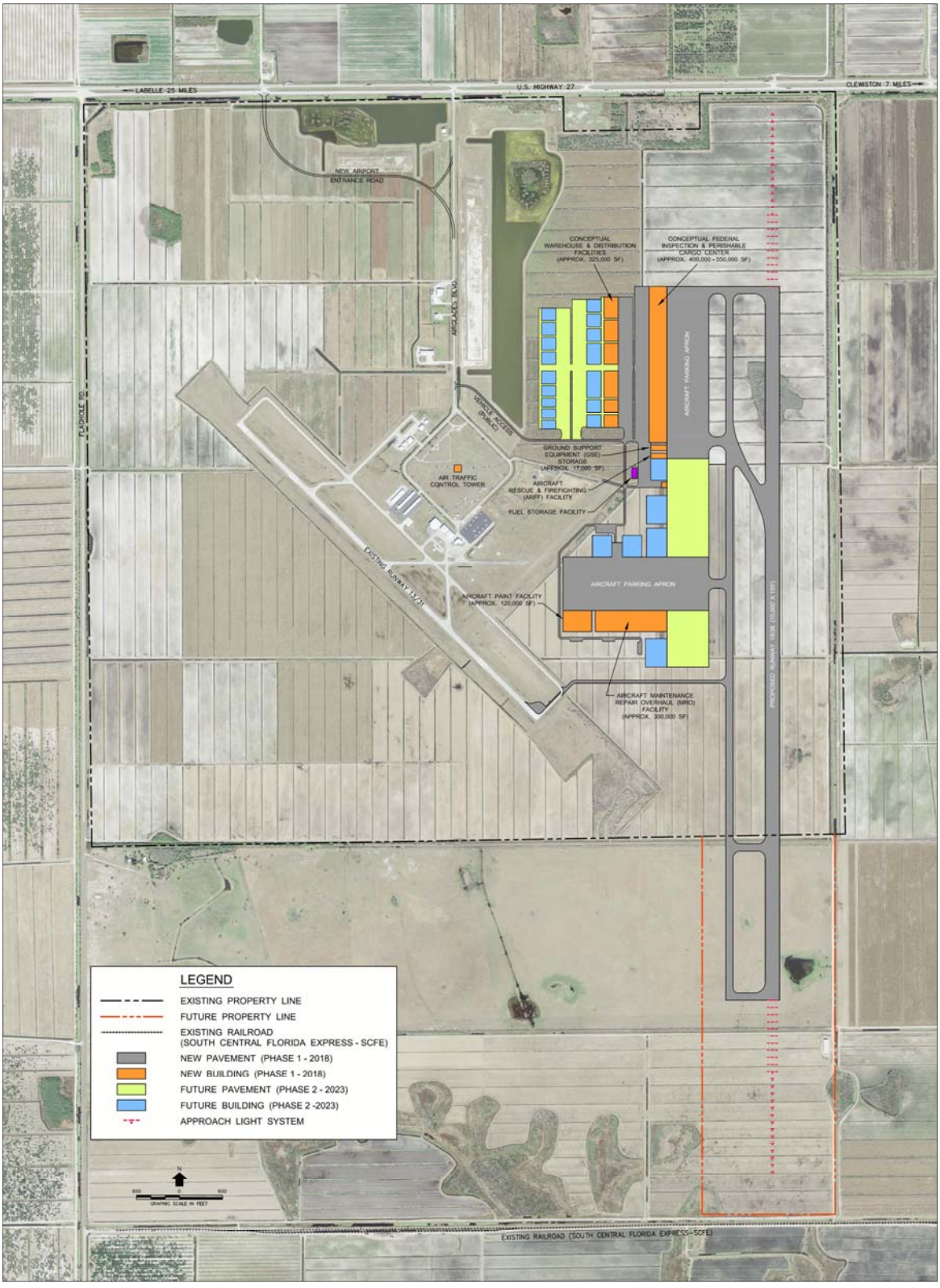
- Airside facilities (e.g., runway, taxiways, and aprons) able to accommodate air cargo aircraft with minimal operational restrictions
- Refrigerated warehouse and sorting facilities
- Federal and state Inspection / customs services
- Truck staging, loading ramps and highway access
- Aircraft support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

Project 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

Project Layout



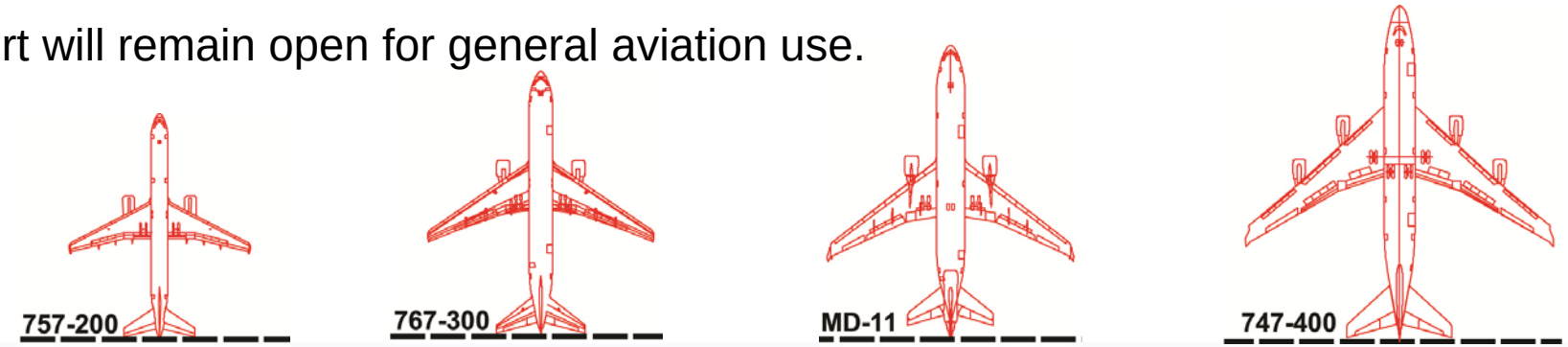
Project Description

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

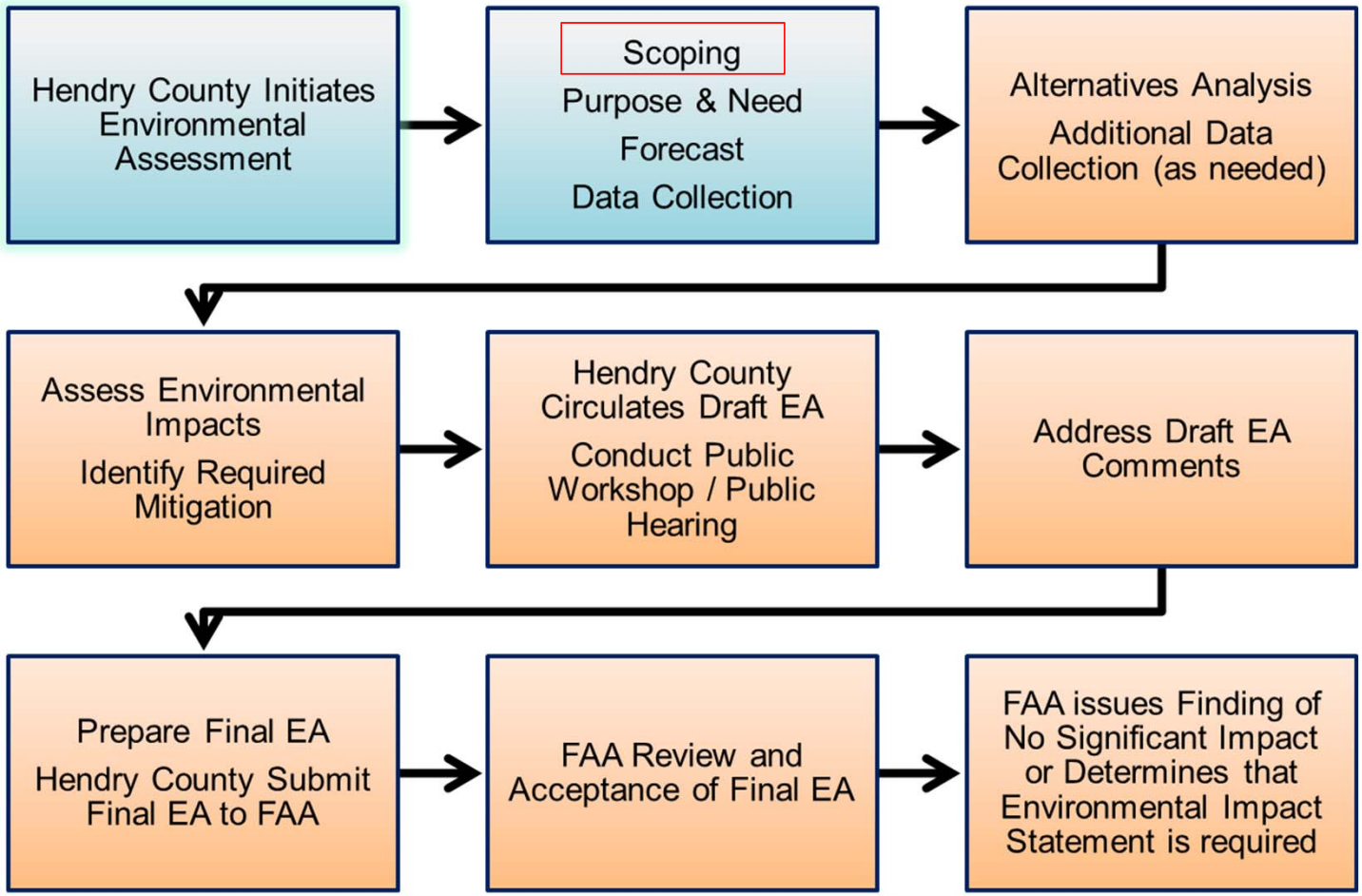
Requires federal agencies to take environmental factors in account in decision-making process

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:

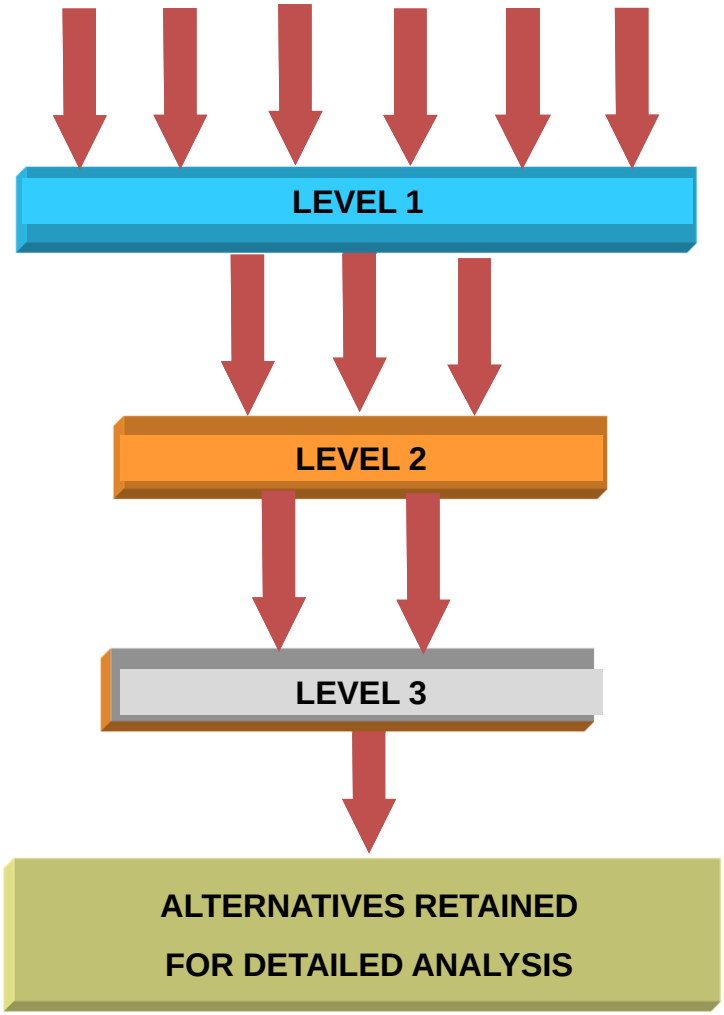


Alternatives

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

Air Quality	Hendry County is in attainment for all criteria air pollutants. The EA will consider air emissions from aircraft operations and construction activities.
Coastal Zone Impacts	Although direct impacts to coastal resources are not anticipated, the EA will evaluate consistency with the Florida Coastal Management Program.
Compatible Land Use	Proposed Project would convert 250 acres of private land to airport use. Noise impacts are not anticipated to create incompatible land uses.
Construction Impacts	Construction would include common measures and Best Management Practices (i.e., sediment control) to help minimize impacts.
DOT Section 4(f) Resources	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.
Farmlands	The EA will evaluate the conversion of approximately 250 acres of agricultural land to airport use.
Fish, Wildlife & Plants	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.
Floodplains	The Proposed Project would encroach on a 100-year floodplain. The EA will evaluate impacts on floodplains and floodplain values.
Hazardous Materials	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.

Environmental Conditions

Cultural Resources	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.
Light / Visual Impacts	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.
Natural Resources	Substantial impacts to natural resources or energy supplies are not anticipated, but will be evaluated in the EA.
Noise	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.
Secondary Impacts	The Proposed Project has potential to induce secondary development. The EA will evaluate the effect of induced development.
Socioeconomic Impacts	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.
Water Quality	Potential impacts to water resources during construction and the operations of the cargo and aircraft maintenance facilities will be evaluated thoroughly in the EA.
Wetlands	The proposed Project would impact wetlands. These impacts, and potential mitigation measures, will be evaluated in the EA.

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.