



City of Pensacola

Agenda Conference

Agenda - Final

Monday, January 14, 2019, 3:30 PM

Hagler-Mason Conference Room,
2nd Floor

ROLL CALL

PRESENTATION ITEMS

1. [19-00015](#) PRESENTATION FROM JIM ROBERTS OF ECUA

Recommendation: That City Council receive a presentation from Jim Roberts of ECUA regarding recycling.

Sponsors: Sherri Myers

REVIEW OF CONSENT AGENDA ITEMS

2. [19-00003](#) AIRPORT MASTER PLAN

Recommendation: That the City Council approve the Airport Master Plan. Further, that City Council authorize the Mayor to submit the Master Plan to the Florida Department of Transportation and the Federal Aviation Administration.

Sponsors: Grover C. Robinson, IV

Attachments: [2018 PNS Master Plan Update - Final v1.0](#)

3. [19-00006](#) APPOINTMENTS - CONSTRUCTION BOARD OF ADJUSTMENT AND APPEALS

Recommendation: That City Council appoint to the Construction Board of Adjustment and Appeals one registered architect, one electrical contractor, and one alternate at large from the public to a term expiring March 31, 2020; and appoint one mechanical contractor to a term expiring March 31, 2021.

Sponsors: Andy Terhaar

Attachments: [Member List](#)
 [Nomination Form - Amir Fooladi](#)
 [Application of Interest - Amir Fooladi](#)
 [Resume - Amir Fooladi](#)
 [Nomination Form - Sean McLemore](#)
 [Application of Interest - Sean McLemore](#)
 [Nomination Form - Yuri Ramos](#)
 [Application of Interest - Yuri Ramos](#)
 [Resume - Yuri Ramos](#)
 [Application of Interest - Stephen Ritz](#)
 [Resume - Stephen Ritz](#)
 [Ballots](#)

4. [19-00016](#) APPOINTMENT - ARCHITECTURAL REVIEW BOARD

Recommendation: That City Council appoint a registered architect, who is also a city resident, to the Architectural Review Board for a term of two (2) years, expiring September 30, 2020.

Sponsors: Andy Terhaar

Attachments: [Member List](#)
 [Application of Interest - Michael Crawford](#)
 [Ballot](#)

5. [19-00032](#) APPOINTMENTS - FIRE PREVENTION BOARD OF APPEALS

Recommendation: That City Council appoint to the Fire Prevention Board of Appeals two (2) members to a term ending August 31, 2019; on (1) member to a term expiring August 31, 2020; two (2) members to a term ending August 31, 2021; and one (1) alternate member to a term ending August 31, 2020.

Sponsors: Andy Terhaar

Attachments: [Member List](#)
[Nomination Form - Ian Barber](#)
[Application of Interest - Ian Barber](#)
[Nomination Form - Alyce Flournoy-Jones](#)
[Application of Interest - Alyce Flournoy-Jones](#)
[Resume - Alyce Flournoy-Jones](#)
[Application of Interest - Jay Larson](#)
[Application of Interest - James F Lee](#)
[Nomination Form - Jeff Martin](#)
[Applicatin of Interest - Jeff Martin](#)
[Nomination Form - Michael Ritz](#)
[Application of Interest - Michael Ritz](#)
[Ballots](#)

REVIEW OF REGULAR AGENDA ITEMS (Sponsor)

6. [19-00009](#) COUNCIL CONSENT FOR MAYORAL APPOINTMENT OF SUSAN WOOLF AS CITY ATTORNEY

Recommendation: That City Council consent to the appointment of Susan Woolf as City Attorney.

Sponsors: Grover C. Robinson, IV

Attachments: [City Charter, Article V, Section 5.03](#)
[Memorandum from Mayor December 18, 2018](#)
[Resume Susan Woolf](#)

7. [19-00005](#) APPOINTMENT - PLANNING BOARD

Recommendation: That City Council appoint an individual who is a resident of the city or property owner in the city, to the Planning Board to fill the unexpired term of Jared Moore, ending July 14, 2019.

Sponsors: Andy Terhaar

Attachments: [Member List](#)
[Nomination Form - Patick Boudreax](#)
[Application of Interest - Patrick Boudreaux](#)
[Application of Interest - Laurie Murphy](#)
[Nominationi Forms - Laurie Murphy](#)
[Nomination Form - Michael Tracy](#)
[Application of Interest - Michael Tracy](#)
[Nomination Form - William O Bill Weeks](#)
[Application of Interest - William O. Weeks III](#)
[Ballot](#)

8. [19-00011](#) PUBLIC HEARING - PROPOSED AMENDMENT TO THE CODE OF THE CITY OF PENSACOLA - LAND DEVELOPMENT CODE SECTION 12-12-4; VACATION OF STREETS, ALLEYS

Recommendation: That City Council hold a Public Hearing on January 17, 2019 regarding the amendment to the Land Development Code Section 12-12-4--Vacation Streets, Alleys.

Sponsors: Jared Moore

Attachments: [Proposed Sec. 12-12-4. - Vacation of streets, alley](#)
[Planning Board Minutes 10-23-18 - Vacations of Alleys...](#)

9. [01-19](#) PROPOSED AMENDMENT TO THE CODE OF THE CITY OF PENSACOLA - LAND DEVELOPMENT CODE SECTION 12-12-4; VACATION OF STREETS, ALLEYS.

Recommendation: That City Council approve Proposed Ordinance No. 01-19 on first reading:

AN ORDINANCE AMENDING SECTION 12-12-4 OF THE CODE OF THE CITY OF PENSACOLA, FLORIDA, VACATION OF STREETS, ALLEYS; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE

Sponsors: Jared Moore

Attachments: [Proposed Ord. 01-19 - Vacation Streets, Alleys](#)
[Planning Board Minutes 10-23-18 - Vacations of Alleys...](#)

10. [19-00035](#) APPROVAL OF THE PENSACOLA-ESCAMBIA PROMOTION AND DEVELOPMENT COMMISSION (PEDC) PROPOSED LEGISLATIVE AMENDMENTS

Recommendation: That City Council approve the proposed legislative amendments to the PEDC statute being presented to the Legislature during the upcoming Legislative session.

Sponsors: Andy Terhaar

Attachments: [121318 all changes -- PEDC Legislation](#)
 [PEDC leg BOCC clean - Jan 2019](#)

11. [2019-04](#) RESOLUTION NO. 2019-04 - QUALIFIED TARGET INDUSTRY (QTI) TAX REFUND INCENTIVE FOR “PROJECT TITAN”

Recommendation: That City Council approve Resolution Number 2019-04

A RESOLUTION IN SUPPORT OF PROJECT TITAN AS A QUALIFIED TARGET INDUSTRY PURSUANT TO SECTION 288.106, FLORIDA STATUTES, FOR THE PURPOSE OF JOB CREATION, AND PROMOTING ECONOMIC DEVELOPMENT; AUTHORIZING THE CITY OF PENSACOLA TO NOTIFY THE DEPARTMENT OF ECONOMIC OPPORTUNITY OF SAID DESIGNATION; PROVIDING AN EFFECTIVE DATE.

Sponsors: Grover C. Robinson, IV

Attachments: [Resolution No. 2019-04](#)

12. [19-00018](#) BICYCLE ADVISORY COMMITTEE

Recommendation: That City Council remove the Bicycle Advisory Committee as a subcommittee of the Parks and Recreation Board and replace it with a Complete Streets Committee, to review the work and recommendations of the prior committee(s), focusing on the use of appropriate traffic calming measures, as well as including street lighting and sidewalks as a guide to ensure the needs of bicyclists, pedestrians, transit users, and disabled people are integrated into the design, operation and maintenance of streets to promote safe and convenient access and travel for all users including pedestrians, bicyclists, motorists, transit riders and people of all abilities. Based on this approach, to then make recommendations to City Council. Further that the Committee membership be established by each Council Member appointing an individual to serve on the Committee.

Sponsors: Sherri Myers

Attachments: [September 15, 2016 - Report of City Council Action](#)

13. [2019-03](#) RESOLUTION NO. 2019-03 - REQUESTING MEMBERS OF THE FLORIDA LEGISLATURE TO CONSIDER NAMING THE NEW PENSACOLA BAY BRIDGE THE GENERAL DANIEL “CHAPPIE” JAMES JR. MEMORIAL BRIDGE.

Recommendation: That City Council adopt Resolution No. 2019-03:

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF PENSACOLA, FLORIDA
REQUESTING MEMBERS OF THE FLORIDA
LEGISLATURE TO CONSIDER NAMING THE
NEW PENSACOLA BAY BRIDGE THE
GENERAL DANIEL “CHAPPIE” JAMES, JR.
MEMORIAL BRIDGE

Sponsors: Sherri Myers

Attachments: [Resolution No 2019-03](#)

14. [19-00017](#) BUDGET ANALYST / STRATEGIC BUDGET PLANNER TO THE CITY COUNCIL

Recommendation: That City Council direct the Council Executive to begin the process of hiring a Budget Analyst in accordance with Section 4.02(6) of the City Charter.

Sponsors: Sherri Myers

Attachments: [Strategic Budget Planner to City Council Job Description -- REVISED \(Clec](#)

15. [19-00027](#) AMENDMENT TO CITY COUNCIL POLICY 4.36 - PUBLIC INPUT

Recommendation: That City Council Amend City Council Policy 4.36 - Public Input by removing the following language:

In all circumstances where appropriate, the Chair of the meeting shall allow the public the last opportunity to speak to an issue.

And replace it with:

In all circumstances, where appropriate, the Chair of a meeting shall ensure that the public has had an opportunity to speak to an issue prior to formal action being taken.

Further, that City Council direct the Council Executive to ensure that each Council created Board has within its rules and procedures a section covering Public Input, with pre-approved language.

Sponsors: Ann Hill

Attachments: [Policy 4.36 Public Input \(1\)](#)

16. [19-00002](#) ACCEPTANCE OF FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) LOCALLY FUNDED AGREEMENT

Recommendation: That City Council authorize the Mayor to accept and execute the Florida Department of Transportation Locally Funded Agreement, FDOT Project No. 437178-1-52-01 concerning new LED street/pedestrian lighting for the new bridge to be constructed on 9th Avenue over Carpenter Creek.

Sponsors: Grover C. Robinson, IV

Attachments: [Locally Funded Government Agreement](#)

17. [2019-02](#) RESOLUTION NO. 2019-02 - SUPPORTING APPLICATIONS FOR TRANSPORTATION ALTERNATIVES PROGRAM FUNDING FOR MULTI-MODAL FACILITIES

Recommendation: That City Council adopt Resolution No. 2019-02.

A RESOLUTION OF THE CITY OF PENSACOLA SUPPORTING APPLICATIONS FOR TRANSPORTATION ALTERNATIVES PROGRAM FUNDING TO DESIGN AND CONSTRUCT MULTI-MODAL FACILITIES ALONG SEVERAL CITY ROADS; PROVIDING FOR AN EFFECTIVE DATE.

Sponsors: Grover C. Robinson, IV

Attachments: [Resolution No. 2019-02](#)
 [Main Street Concept Plan](#)
 [L Street Concept Plan](#)
 [Gregory Street Concept Plan](#)
 [Wright Street Concept Plan](#)
 [Pace Boulevard at Jackson Concept Plan](#)

18. [19-00034](#) REDUCTION AND REMOVAL OF STYROFOAM, PLASTIC BOTTLES AND OTHER NON-ENVIRONMENTALLY FRIENDLY ITEMS FROM USE WITHIN CITY HALL

Recommendation: That City Council work with the Office of the Mayor in establishing a policy for the reduction and removal of Styrofoam cups, plastic bottles and other non-environmentally friendly items from use within City Hall. Recommendation is from the Environmental Advisory Board.

Sponsors: Ann Hill, Sherri Myers

FOR DISCUSSION

19. [19-00020](#) PURCHASE FOR SOCIAL JUSTICE

Sponsors: Sherri Myers

20. [19-00022](#) 2020 BUDGET PROCESS

Sponsors: Sherri Myers

21. [19-00023](#) AMERICANS WITH DISABILITIES ACT (ADA), COORDINATOR, COMPLAINT PROCESS

Sponsors: Sherri Myers

22. [19-00024](#) NOISE COMPLAINTS

Sponsors: Jewel Cannada-Wynn

Attachments: [December 21, 2018 Email John Herron](#)
 [January 2, 2019 Email John Herron](#)
 [Parks and Recreation Bd. Minutes](#)
 [City Code Sec. 8-1-16](#)

**23. [19-00026](#) GARDEN STREET SAFETY CONCERNS FROM PACE BLVD TO
 ALCANIZ STREET**

Sponsors: Jewel Cannada-Wynn

INFORMATIONAL ITEMS**CONSIDERATION OF ANY ADD-ON ITEMS****READING OF ITEMS FOR COUNCIL AGENDA****COMMUNICATIONS****City Administrator's Communication****24. [19-00041](#) CITY ADMINISTRATOR'S COMMUNICATION****City Attorney's Communication****Monthly Financial Report - Chief Financial Officer Richard Barker, Jr.****25. [19-00038](#) MONTHLY FINANCIAL REPORT - CHIEF FINANCIAL OFFICER
 RICHARD BARKER, JR.**

Sponsors: Grover C. Robinson, IV

Attachments: [December 2018 Monthly Financial Report](#)

City Council Communication**ADJOURNMENT**

If any person decides to appeal any decision made with respect to any matter considered at such meeting, he will need a record of the proceedings, and that for such purpose he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

The City of Pensacola adheres to the Americans with Disabilities Act and will make reasonable accommodations for access to City services, programs and activities. Please call 435-1606 (or TDD 435-1666) for further information. Request must be made at least 48 hours in advance of the event in order to allow the City time to provide the requested services.



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00015

City Council

1/17/2019

PRESENTATION ITEM

FROM: City Council Member Sherri Myers

SUBJECT:

PRESENTATION FROM JIM ROBERTS OF ECUA

REQUEST:

That City Council receive a presentation from Jim Roberts of ECUA regarding recycling.

SUMMARY:

This presentation will discuss recycling, Styrofoam and plastic reduction.

PRIOR ACTION:

June 14, 2018 - City Council approved an Interlocal Agreement with ECUA for Recycling Services

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

1) None

PRESENTATION: Yes



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00003

City Council

1/17/2019

LEGISLATIVE ACTION ITEM

SPONSOR: Grover C. Robinson, IV, Mayor

SUBJECT:

AIRPORT MASTER PLAN

RECOMMENDATION:

That the City Council approve the Airport Master Plan. Further, that City Council authorize the Mayor to submit the Master Plan to the Florida Department of Transportation and the Federal Aviation Administration.

HEARING REQUIRED: No Hearing Required

SUMMARY:

In 2016, Pensacola International Airport began the process to update its 1999 Airport Master Plan. The Master Plan is a long-term planning document that provides guidance for the development of the Airport. The Master Plan identifies and prioritizes programs and projects for the Airport to meet its aviation needs.

The master planning process for the Airport followed the requirements outlined by both the Federal Aviation Administration and the Florida Dept. of Transportation. The process inventoried existing conditions, forecasted future aviation demands, reviewed forecast demand vs. existing capacity, forecasted facility requirements, identified and evaluated developmental alternatives, developed airport developmental maps, developed a plan for project timing, and provided a financial framework to undertake the activity.

The Master Plan is divided into three planning phases. Phase I is for years 1-5, Phase II is for years 6-10, and Phase III is for years 11-20. Within each of these planning phases the Master Plan identifies and prioritizes the capital projects.

The City Council, as the governing body for the Airport, approves the Master Plan. Once the document is approved by City Council, it is then submitted to the Florida Department of Transportation and the Federal Aviation Administration for their acceptance. In order for the City of Pensacola to receive State and Federal funding for work at the Pensacola International Airport, the projects must be included in the Master Plan or shown on the Airport Layout Plan (ALP). The ALP is included with the Master Plan and is a graphic presentation of existing and proposed airport facilities and land uses, their locations, and pertinent clearance and dimensional information. The ALP shows the airport location, runway protection zones, approach areas, and other features which may influence airport usage and expansion capabilities.

Approval of the Master Plan provides a working document for the Airport, FDOT, and FAA. Individual projects will be brought back to the City for approval as they are to be undertaken.

PRIOR ACTION:

November 12, 2015 - City Council approved the selection of RS&H, Inc. under Request for Qualifications No. 15-022 for Consulting Services for a Master Plan Update at the Pensacola International Airport.

July 21, 2005 - City Council authorized the City Manager to submit a Passenger Facility Charge application to the Federal Aviation Administration to undertake certain projects at the Pensacola International Airport.

March 10, 2005 - City Council authorized the City Manager to prepare an application to use Passenger Facility Charge funds to undertake certain projects at Pensacola Regional Airport, and to meet and consult with the airlines as part of the application process.

April 12, 1999 - City Council approved the current Airport Master Plan and authorized the City Manager to submit it to the Florida Department of Transportation and the Federal Aviation Administration.

FUNDING:

N/A

FINANCIAL IMPACT:

The Master Plan is a planning document for the Airport. As projects contained in the Master Plan are ready to be undertaken, they will be brought before City Council for approval. Projects contained in the Master Plan may be eligible for Federal and State participation to assist in offsetting development costs. The City's share of funding is budgeted each year in the Airport's Capital Improvement Account.

CITY ATTORNEY REVIEW: Yes

12/17/2018

STAFF CONTACT:

Christopher L. Holley, City Administrator
Daniel Flynn, Airport Director

ATTACHMENTS:

- 1) 2018 PNS Master Plan Update - Final v1.0

PRESENTATION: No



MASTER PLAN UPDATE

DECEMBER 2018

RS&H



MASTER PLAN UPDATE

PREPARED BY:
RS&H, Inc.

IN ASSOCIATION WITH:
Air Traffic Consulting Services
Bay Design Associates Architects, PL
Curtis Transportation Consulting,
LLC
Engineering & Planning
Resources, P.C.
Intervistas Consulting, Inc.
Martinez Geospatial, Inc.
Michael G. Moroney
& Associates, Inc.
Quest Corporation of
America, Inc.
Rebol-Battle &
Associates, LLC.

Prepared for the City of Pensacola

RS&H





PREPARATION

"The preparation of this document was financed in part through a planning grant from the Federal Aviation Administration (FAA) as provided under Section 505 of the Airport and Airways Improvement Act of 1982, as amended by the Airway Safety and Capacity Expansion Act of 1987. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with applicable public laws."

ACRONYMS AND ABBREVIATIONS

AAC	Aircraft Approach Category
AADT	Annual Average Daily Traffic
AC	Advisory Circular
ACHP	Advisory Council on Historic Preservation
ACMI	Aircraft, Crew, Maintenance, and Insurance
ACN	Aircraft Classification Number
ACRP	Airport Cooperative Research Program
ADA	Americans with Disabilities Act of 1990
ADG	Airplane Design Group
AGL	Above Ground Level
AIP	Airport Improvement Program
Airport	Pensacola International Airport
ALP	Airport Layout Plan
ARC	Airport Reference Code
ARFF	Aircraft Rescue and Fire Fighting
ASOS	Airport Surface Observing System
ASR	Airport Surveillance Radar
ATADS	Air Traffic Activity Data System
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
ATO	Airline Ticket Office
BRL	Building Restriction Line
CAT	Category I, II, or III (used to denote ILS Approach types)
CBP	Customs and Border Protection
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFC	Customer Facility Charge
CFR	Code of Federal Regulations
CIP	Capital Improvement Plan
DH	Decision Height
DME	Distance Measuring Equipment
DNL	Day-night Average Sound Level
DOD	Department of Defense
DOT	Department of Transportation
EQA	Equivalent Aircraft
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FBO	Fixed Base Operator
FIS	Federal Inspection Station
FMRA	FAA Modernization and Reform Act of 2012
FONSI	Finding of No Significant Impact
FTZ	Foreign Trade Zone
FY	Fiscal Year
GA	General Aviation

GDP	Gross Domestic Product
GHG	Greenhouse Gases
GPS	Global Positioning System
GRP	Gross Regional Product
GSE	Ground Service Equipment
HIRL	High Intensity Runway Lighting
IATA	International Air Transport Association
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
LCC	Low Cost Carrier
LF	Linear Feet
LOC	Localizer
LOS	Level of Service
MALSR	Medium Approach Light System with Runway Alignment Indicator
MRO	Maintenance, Repair, and Overhaul
MSA	Metropolitan Statistical Area
MSL	Mean Sea Level
MTOW	Maximum Takeoff Weight
NAAQS	National Ambient Air Quality Standards
NAVAID	Navigational Aid
NCDC	National Climatic Data Center
NDB	Non-Directional Beacon
NEPA	National Environmental Policy Act
NextGen	Next Generation Airspace Technologies and Procedures
NHPA	National Historic Preservation Act
NM	Nautical Mile
NPIAS	National Plan of Integrated Airport Systems
NRHP	National Register of Historic Places
O&D	Origin and Destination
OFA	Object Free Area
PAPI	Precision Approach Path Indicators
PCI	Pavement Condition Index
PCN	Pavement Classification Number
PFC	Passenger Facility Charge
PIR	Precision Instrument Runway
POFZ	Precision Obstacle Free Zone
RDC	Runway Design Code
REIL	Runway End Identifier Lights
RNAV	Area Navigation
ROFA	Runway Object Free Area
ROFZ	Runway Object Free Zone
RON	Remain Overnight
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RTR	Remote Transmitter Receiver
RVR	Runway Visual Range
SF	Square Feet

SIDA	Security Identification Display Area
SOP	Standard Operating Procedure
SSCP	Security Screening Checkpoint
SY	Square Yard
TAF	FAA Terminal Area Forecast
TDG	Taxiway Design Group
TERPS	Terminal Instrument Procedures
TFMSC	Traffic Flow Management System Counts
TLN	Taxilane
TOFA	Taxiway Object Free Area
TRACON	Terminal Radar Approach Control
TSA	Transportation Security Administration
TWY	Taxiway
U.S.	United States of America
UHF	Ultra-High Frequency
ULCC	Ultra-Low Cost Carrier
UPS	United Parcel Service
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VHF	Very-High Frequency
VMC	Visual Meteorological Conditions
VOR	Very-High Frequency Omnidirectional Range
WIP	Wetland Identification Program

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CHAPTER 1

GOALS AND OBJECTIVES

1.1 INTRODUCTION

An airport master plan is a comprehensive study of an airport that describes the short-, medium-, and long-term development plans to meet future aviation demand, typically with a 20-year outlook. The last Pensacola International Airport master plan for was completed in 2000 and is overdue for an update. Regular, recurring updates of airport master plans help ensure that current and relevant development strategies are in place for the continued safe, efficient, and sustainable operation of an airport.

This Pensacola International Airport Master Plan Update for Pensacola International Airport addresses the recommended plan for the Airport through 2035. This Master Plan Update defines airfield, landside, terminal, and land-use plans necessary to meet the forecast aviation demands. The study considers the specific role Pensacola International Airport plays within the National Airspace System and the local community. Therefore, the potential socio-economic, environmental, and financial impacts are considered throughout the course of this study.

The purpose of this Chapter is to describe the framework for the Master Plan Update process – including description of the study goals and objectives. This framework is established at the outset of the project to facilitate the customization of this study to the uniqueness of the Airport.

1.2 GOALS AND OBJECTIVES

A list of study goals and objectives was generated with the purpose of identifying the desired accomplishments of the Master Plan Update process. The study goals are broad foundational statements that represent the Airport's aspirations for the master plan process. The study objectives are more specific and measurable criteria by which accomplishment of the goals can be gauged.

Master plan goals and objectives are a reflection of the key airport issues that the master plan will attempt to resolve. Pensacola International Airport staff identified ongoing and anticipated issues based on review of the surrounding environs at the outset of the study. This list of issues is the basis of the study goals and objectives. The goals and objectives are used to focus the study analysis on the key issues and focus areas that are most important.

The list of study goals and objectives is as follows:

Goal: Consider public input

- » Objective: Share findings and invite general public input through a public involvement workshop
- » Objective: Solicit input from Technical Advisory Committee and Citizen Advisory Committee throughout the Master Plan process
- » Objective: Review community and other previous studies for applicability to the Master Plan process

Goal: Accommodate short-term (2020), intermediate-term (2025), and long-term (2035) demand

- » Objective: Identify facility enhancements (e.g., reconfigure, repurpose) to increase efficiency and functionality
- » Objective: Establish a plan for airfield infrastructure to support future development to accommodate the critical aircraft
- » Objective: Evaluate long-term air cargo development options based upon forecast cargo activity

- » Objective: Identify RON / RAD parking options to meet demand
- » Objective: Create an efficient operating environment for helicopter operations
- » Objective: Evaluate general aviation facilities to increase usability
- » Objective: Implement corporate general aviation facility strategy
- » Objective: Identify potential passenger terminal enhancements to accommodate user needs
- » Objective: Confirm main terminal building has adequate capacity to accommodate demand through planning horizon
- » Objective: Ensure concourse has adequate capacity to accommodate aircraft parking during peak hour
- » Objective: Assess vehicle parking alternatives to balance demand between different price point options
- » Objective: Enhance rental car ready / return facilities to increase efficiency
- » Objective: Reconfigure terminal curbside to reduce congestion
- » Objective: Provide backup power and water supplies

Goal: Promote highest and best land use

- » Objective: Identify complimentary land use options adjacent to the passenger terminal
- » Objective: Encourage compatibility between on- and off-airport land uses
- » Objective: Promote highest and best land use to support efficient airport operations
- » Objective: Assess potential for relocating / consolidating Remote Transmitter/Receiver (RTR) sites that currently diminish other land development opportunities
- » Objective: Validate highest and best land use of Airport Commerce Park

Goal: Conform with industry regulations and guidelines

- » Objective: Resolve nonstandard airfield configuration layouts to enhance safety
- » Objective: Assess airspace conditions to promote efficient use of navigable airspace

Goal: Further environmental awareness

- » Objective: Coordinate airport development with community land use plans
- » Objective: Minimize aircraft/airport impact on airport neighbors
- » Objective: Recognize noise sensitivity of nearby uses
- » Objective: Implement environmental sustainability initiatives

Goal: Maintain fiscal sustainability

- » Objective: Minimize increases to airline cost per enplaned passenger in the near- and intermediate-term
- » Objective: Encourage financially self-sustaining general aviation development
- » Objective: Match the 5-year CIP to available grants and Capital Improvement account deposits

- » Objective: Minimize increases in new airport debt in near- and intermediate-term
- » Objective: Enhance non-airline revenue by employing innovative revenue development strategies
- » Objective: Encourage adaptive reuse of existing facilities
- » Objective: Identify strategies to increase airline revenue generation
- » Objective: Identify fiscally responsible and cost-effective airport development options

Goal: Facilitate regional economic growth

- » Objective: Enhance regional transportation connections to the Airport
- » Objective: Encourage increased economic impact to community
- » Objective: Facilitate healthy partnerships with local business entities

Goal: Consider future industry trends

- » Objective: Consider impacts of potential TSA directives for employee screening
- » Objective: Evaluate impacts of future passenger processing technologies on terminal building space
- » Objective: Assess impacts of corporate general aviation growth trends

1.3 STUDY ORGANIZATION

The Master Plan Update study was prepared in coordination with the Federal Aviation Administration (FAA), Florida Department of Transportation (FDOT), and other local agencies and interests. The organization of the study and resulting technical documentation complies with the recommended outlines and scopes in the following regulatory documents:

- » FAA Advisory Circular 150/5070-6B, Change 2, *Airport Master Plans*
- » FDOT *Guidebook for Airport Master Planning (April 2010)*

The outline of the Master Plan Update technical report is as follows:

Chapter 1 - Goals and Objectives

Chapter 1 describes the initial goals and objectives of the Airport that are reflective of the identified focus areas for the Master Plan.

Chapter 2 - Inventory of Existing Conditions

Chapter 2 reports on the state of the existing facilities. The purpose is to document the issues that the subsequent proposed development will address. This effort includes investigation of key issues of the various airport stakeholders and users. Data sources include review of previous studies, observations, and interviews

Chapter 3 - Forecasts

Chapter 3 describes the forecast aeronautical demand activity for short-, intermediate-, and long-term time frames at the Airport. The forecast was prepared based on an analysis of historic air traffic, trend factors, and socioeconomic considerations. The forecast will use the base year of

federal fiscal year 2015. The short-term horizon is fiscal year 2020, the intermediate-term horizon is fiscal year 2025, and the long-term horizon is fiscal year 2035. This element of the Master Plan Update was submitted for specific review by the FAA.

Chapter 4 - Facility Requirements / Demand Capacity

Chapter 4 describes the ability of the existing airport facilities to accommodate the forecast aeronautical demand activity. The chapter identifies facility enhancements that are required to accommodate the demand based on capacity shortfalls. This analysis is key to the justification of the proposed airport development.

Chapter 5 - Identification and Evaluation of Alternatives and Recommended Master Plan

Chapter 5 describes the identification, evaluation and selection of the recommended alternative of the strategic vision for the Airport. This analysis brings together multiple elements of the planning process to identify ways to address the previously identified facility requirements and evaluate the development alternatives to obtain a thorough understanding of the strengths and weaknesses of the respective alternatives.

Chapter 6 - Environmental Overview

Chapter 6 describes the environmental considerations for the recommended alternative following the guidelines defined in the FAA *Environmental Desk Reference for Airport Actions* guidebook. This reflects the consideration of possible environmental and socioeconomic costs associated with the recommended Master Plan. This description supports the subsequent environmental analysis required to implement the recommended alternative.

Chapter 7 - Airport Layout Plan

Chapter 7 includes the Airport Layout Plan drawing sheets depicting the recommended developments and improvements planned for the airport. This chapter will also include the anticipated land uses in the vicinity of the Airport. The drawing sheets is accompanied by a description narrative of the projects that comprise the recommended alternative. This element of the Master Plan Update was submitted for specific review by the FAA.

Chapter 8 - Financial Plan

Chapter 8 provides guidance for a timely and reasonable implementation of the recommended improvements at the Airport. The Capital Improvement Plan will also be supplied highlighting the short-term project implementation timeframe and funding sources. This includes a realistic schedule for the implementation of the development proposed in the recommended plan.

CHAPTER 2

INVENTORY OF EXISTING CONDITIONS

2.1 AIRPORT BACKGROUND

2.1.1 Airport Location and Geography

Pensacola International Airport (the Airport or PNS) is located within the City of Pensacola. The Airport is located three miles northeast of downtown Pensacola. Pensacola is located in the southern portion of Escambia County. Escambia County is the westernmost County in the State of Florida, between the Gulf of Mexico to the south and adjacent to the Alabama border to the north and west. Mobile, Alabama is the nearest large city, located approximately 60 miles northwest of Pensacola.

The Airport's published latitude and longitude is 30° 28' 24.3320" N and 87° 11' 11.8040" W, as defined by the Airport Reference Point. The Airport Reference Point defines the geometric center of all usable runways at the Airport. The Federal Aviation Administration (FAA) uses the ARP to establish the official horizontal geographic location for an airport. The published airport elevation is 121.2 feet above mean sea level.

The primary ground transportation access route to the Airport is via Interstate Highway 10 (I-10). I-10 connects Pensacola to Mobile, Alabama to the northwest and Florida's state capital, Tallahassee, approximately 200 miles east. I-10 runs in the east-west direction and is located approximately two miles north of the Airport. Interstate Highway 110 (I-110) is an auxiliary route of I-10 that connects I-10 to downtown Pensacola. I-110 runs in the north-south direction and is located approximately two miles west of the Airport.

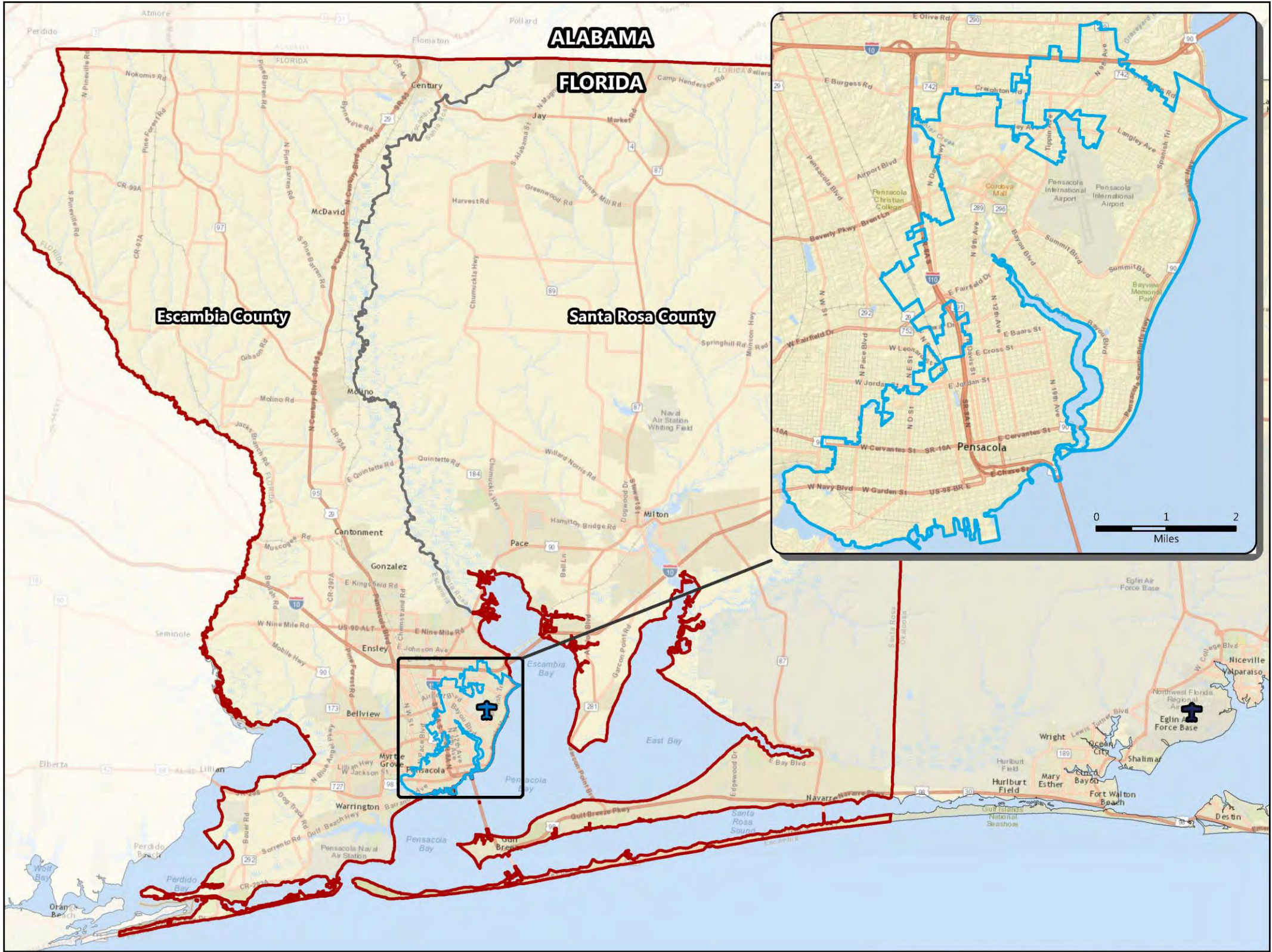
Several waterways and bodies of water are proximate the Airport. Escambia Bay is located to the east and Pensacola Bay is located to the south; both are approximately one mile from the Airport. Perdido Bay is located approximately nine miles west of the Airport. The Gulf of Mexico is located approximately nine miles south of the Airport. Santa Rosa Island, a barrier island, separates the mainland from the Gulf of Mexico. A regional and vicinity map is depicted in [Figure 2-1](#).

The Airport occupies approximately 1,400 acres in the northeast portion of the City of Pensacola. The Airport's north boundary extends north of Langley Boulevard along the extended Runway 17 centerline. The west boundary extends beyond 12th Avenue along the extended Runway 8-26 centerline and generally abuts Tippin Avenue. The south boundary extends south of Summit Boulevard along the extended Runway 35 centerline. The east boundary extends east of Spanish Trail Road along the extended Runway 26 centerline.

FIGURE 2-1
REGIONAL MAP

Legend

-  Pensacola International Airport
-  Destin-Fort Walton Beach Airport
-  City of Pensacola
-  Pensacola-Ferry Pass-Brent MSA



2.1.2 History of the Airport

Pensacola International Airport has a long history that began in the early 20th Century. Dubbed the “Cradle of Naval Aviation,” Pensacola has a rich tradition of serving as home to several U.S. military installations, especially those of the U.S. Navy. In 1913, the Secretary of the U.S. Navy decided to locate all its aircraft and Naval Aviation operations to Pensacola. The Navy operated from several facilities in the area, including one named Old Corry Field located north of the City. During this time, the Navy allowed municipal use of its military airfields but the City sought its own municipal airport.

Pensacola Airport, the City’s first municipal airport, was established at the site of Old Corry Field after the Navy relocated operations to a new, larger facility (now named Corry Station) west of downtown. The City of Pensacola operated the municipal airport at the site of Old Corry Field for a few years. However, due to encroachment, the City sought a permanent location for a new airport. The following list provides a summary of key events in the history of the Airport to present day.

1933 – Francis Taylor, a local businessperson, purchased 500 acres of land to be the site of the current Pensacola International Airport. Taylor’s associates included Conner Hagler, a local hotel manager and eventual Pensacola Mayor, and Harry Blanchard, barnstormer and eventual Pensacola City Manager. The Airport site was reportedly chosen because of its isolation from other development and height above sea level. The Airport was leased to the City of Pensacola for public use for a brief time before the City purchased the Airport outright from Taylor. The City used funds from the Civil Work Administration (a federal job creation program during the Great Depression) to pay workers to prepare the land for aviation use. Airfield consisted of a graded dirt/gravel field.

1934 – The first commercial flight in Pensacola landed on April 7, 1934. The aircraft was a 14-passenger tri-motor Stinson operated by Atlantic and Gulf Coast Airlines.

1935 – Three runways were paved at the Airport, as depicted in the 1940 aerial photograph in [Figure 2-2](#).

1936 – The Airport was leased to the U.S. Navy to support flight training but civilian use of the Airport continued.

1937 – The first passenger terminal was constructed at the Airport by the U.S. Navy.

1938 – Regular commercial service started in with National Airlines’ serving the Pensacola Municipal Airport with twin-engine Lockheed Electras.

FIGURE 2-2
1940 AERIAL PHOTOGRAPH



Source: University of Florida George A Smathers Libraries, 2016

1942-1945 - The U.S. Navy expanded the Airport to 1,200 acres and built a fourth runway, as depicted in 1951 aerial photograph in [Figure 2-3](#). The existing runways were lengthened to 5,000 feet and widened to 200 feet. An airport traffic control tower was constructed.

1945 - Control of the Airport reverted back to the City after conclusion of the war. Two of the Airport's four runways were decommissioned and demolished to reduce operational and maintenance costs.

FIGURE 2-3
1951 AERIAL PHOTOGRAPH



Source: University of Florida George A Smathers Libraries, 2016

1952 – A new passenger terminal (12,000 square feet) was constructed. The Airport was dedicated Hagler Field in honor of Conner Hagler, a former City Mayor.

1957 – Runway approach lights and Instrument Landing System (ILS) were added to Runway 17

FIGURE 2-4
1958 AERIAL PHOTOGRAPH



Source: University of Florida George A Smathers Libraries, 2016

1963 – FAA reported that Pensacola had the densest air traffic in the United States. This count included military, commercial, and general aviation traffic.

1964 – The passenger terminal was renovated and the Airport was identified as the ninth busiest in Florida.

1965 – The first commercial jet aircraft landed at the Airport signifying the start of the jet age for Pensacola. The aircraft was a Boeing 727 operated by Eastern Airlines.

1966 – The U.S. Navy donated a retired Blue Angel F-11 Grumman Tiger to the Airport. The aircraft currently serves as the primary landmark at the Airport entrance. A new vehicle parking lot was constructed to support the increased passenger activity.

1968 – Scheduled commercial jet service started at the Airport. The new service connected Pensacola to Washington DC and New York on National Airlines with the Boeing 727.

1980s-1990s – The Airport landside area was reconfigured. The Airport entrance was moved from College Boulevard to Airport Boulevard.

1989-1995 – Aviation traffic at the Airport increased 52 percent.

1990 – Remodel of the passenger terminal was completed. Renovation included addition of the second floor, increased baggage capacity, and new parking garage with a skywalk to the terminal building.

1995 – A new airport traffic control tower was constructed (in its current location). The tower was dedicated and local air traffic control operations were relocated to the new facility. Terminal Radar Approach Control (TRACON) operations were not relocated and were retained in the facility north of the passenger terminal. General aviation facilities were relocated to newly constructed facilities in the southeast portion of the Airport.

1999 – A new multilevel vehicle parking garage opened.

2006 – Runway 8-26 lengthened to 7,000 feet.

2008 – Runway 17-35 repaved with concrete.

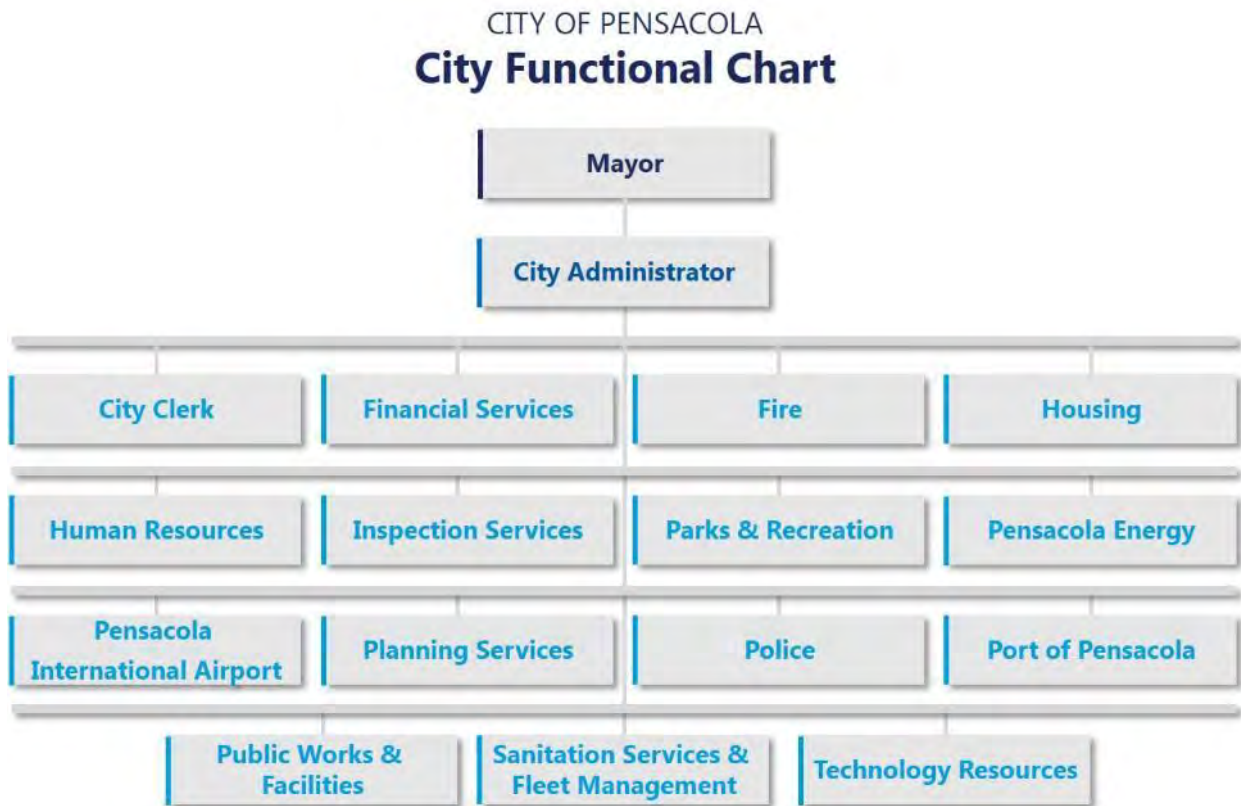
2011 – The passenger terminal was expanded and renovated to include additional space for passenger screening and concessions. The Airport name was changed from Pensacola Gulf Coast Regional Airport to Pensacola International Airport.

2013 – Hyatt Place hotel constructed.

2.1.3 Airport Ownership and Organization

Pensacola International Airport is owned and operated by the City of Pensacola. The Airport operates as a department within the City. The Airport and Airport Director executes policies set by the Pensacola City Council and Mayor. [Figure 2-5](#) depicts the City's organizational structure and highlights the position of the Airport with respect to the Mayor. [Figure 2-6](#) depicts the Airport's operational structure with respect to the Airport Director.

FIGURE 2-5
CITY OF PENSACOLA ORGANIZATIONAL CHART



Source: City of Pensacola FY16 Proposed Annual Budget Report, 2015

FIGURE 2-6
PENSACOLA INTERNATIONAL AIRPORT ORGANIZATIONAL CHART



Source: Pensacola International Airport, 2016

2.1.4 Airport Role and Classification

Pensacola International Airport is a public use, commercial service airport. The Federal Aviation Administration (FAA) location identifier and International Air Transport Association (IATA) three-letter airport code for the Airport is PNS. The International Civil Aviation Organization (ICAO) four-letter code for the Airport is KPNS.

The Airport is regulated under Federal Aviation Regulations Title 14 Part 139, *Airport Certification*. The Airport is designated as a Class I airport. Class I airports are those serving all types of scheduled operations of air carrier aircraft designed for at least 31 passenger seats and any other type of air carrier

operations. Class I airports hold an Airport Operating Certificate and may serve any air carrier operations covered under Part 139. Accordingly, the operators of these airports must comply with all Part 139 requirements, which include safety and security requirements.

PNS is classified as a Primary, Small Hub Commercial Service airport within the National Plan of Integrated Airport Systems (NPIAS). The NPIAS identifies nearly 3,400 existing and proposed airports that are significant to national air transportation and thus eligible to receive Federal grants under the Airport Improvement Program (AIP). Small Hub airports are defined as airports that enplane 0.05 percent to 0.25 percent of total annual U.S. passengers. The FAA prepares a NPIAS Report to Congress every two years. According to the 2015-2019 version of the Report, there were 76 Small Hub airports.

PNS is located within the Florida Department of Transportation's (FDOT) District 3. PNS is one of 19 designated commercial service airports in the State. Other commercial service airports in the Florida Panhandle are Destin-Ft. Walton Beach Airport (located at Eglin Air Force Base), Northwest Florida Beaches International Airport (located near Panama City), and Tallahassee International Airport. PNS is the westernmost commercial service airport in the State. FDOT has a Florida Aviation System Plan in which it identifies the strategic goals for Florida's airports. The Florida Aviation System Plan identifies service categories that are fulfilled by Florida's airports. PNS identifies with the following service categories according to the Florida Aviation System Plan: air cargo, business, corporate, and tourism aviation services. The service categories are crucial to Florida aviation system.

The Foreign-Trade Zones Board designated PNS as a Foreign Trade Zone. Foreign-Trade Zones (FTZ) are secure areas under U.S. Customs and Border Protection (CBP) supervision that are generally considered outside CBP territory upon activation. Located in or near CBP ports of entry, they are the United States' version of what are known internationally as free-trade zones. Authority for establishing these facilities is granted by the Foreign-Trade Zones Board. PNS received approval to become a FTZ #248 in June 2001. The FTZ designation allows foreign merchandise to forego the usual formal CBP entry procedures and payments of duties when arriving at PNS unless the foreign merchandise enters the PNS area for domestic consumption. Additionally, domestic goods moved into the zone for export may be considered exported upon admission to the zone for purposes of excise tax rebates and drawback. The purpose is to encourage international commerce in Pensacola.

2.2 AIRPORT ENVIRONS

This section provides a description of the regional influences on the Airport – including demographics, land use, transportation, and climate.

2.2.1 Metro Area Demographics

The Greater Pensacola area comprises several other cities and localities. Pensacola is located within the Pensacola-Ferry Pass-Brent, FL Metropolitan Statistical Area (MSA). A Metropolitan Statistical Area is a geographical area defined by the Office of Management and Budget and used by the US Census Bureau (and other government agencies) for statistical purposes. The MSA encompasses the combined area within Escambia County and Santa Rosa County. Pensacola is the largest city in the MSA.

Examining the demographics of the MSA is important to understand the population of the area in which the Airport is located. Understanding the population provides guidance on how the Airport can accommodate the air transportation needs of the community as a whole and the traveling public.

Pensacola International Airport is the only commercial service airport located within the MSA; therefore, examining the entire MSA is essential. Comparing the MSA population demographics to that of larger geographic areas is also integral to understanding how the Airport can accommodate the needs of the broader region.

Census data from 2014 show that more than 19 million people lived in Florida and approximately 462,000 people lived in the Pensacola MSA, which represents approximately 2 percent of the State's population. Approximately 11 percent of the people in the MSA lived within the City of Pensacola in 2014.

Demographic information also indicated that the City of Pensacola had a slightly higher proportion of female residents than the gender split in the MSA and the State. The Census data indicates that the MSA population is younger than that of residents of Pensacola and Florida as a whole, with a median age of 38 years old. (The median age of the City and State is 41 years old.) The largest proportion of MSA residents are 15 to 24 years old, while the 55 to 64 year old age bracket comprises the largest proportion of residents for both the State and City. The 2014 population statistics of the different localities are presented in [Table 2-1](#).

Historical population demographics were also examined to help identify existing and potential future trends that may affect the Airport. Total population data was examined for each of the geographic areas. Historical population changes help identify general patterns to growth and decline during the examination period. Comparison to other geographic areas is important to determine if local geographic areas experienced population changes that are proportional to the larger areas.

There has been a steady annual increase in population in each of the examined localities from 2010 to 2015. The State and MSA have experienced steady one percent to two percent annual population growth over the six-year period, during which time the City's population has been stagnant. The annual population growth in the MSA has been proportional to growth in the State population. Santa Rosa County comprises a smaller portion of the MSA compared to Escambia County but Santa Rosa County has experienced a higher rate of growth. The historic population statistics of the different localities are described in [Table 2-2](#).

Pensacola International Airport provides significant benefit to the community. The Airport serves as a gateway between the region and the rest of the country. Based on data from the 2014 FDOT Aviation Economic Impact Study, 53 percent of enplanements at the Airport are visitors to Florida whose local spending helps to contribute to the Airport's economic impact to the community. The Airport accommodates approximately 25 aviation-related tenants, all of which employ people from the community, which contributes to the economic impact to the community.

TABLE 2-1
2014 POPULATION STATISTICS

	Florida		Pensacola-Ferry Pass-Brent MSA		Pensacola	
	Estimate	%	Estimate	%	Estimate	%
Total Population	19,361,792	-	462,339	-	52,505	-
Gender						
Male	9,464,651	49%	231,649	50%	25,169	48%
Female	9,897,141	51%	230,690	50%	27,336	52%
Age						
Under 5 years	1,076,836	6%	27,976	6%	2,783	5%
5 to 14 years	2,236,191	12%	55,645	12%	5,657	11%
15 to 24 years	2,487,169	13%	70,862	15%	7,449	14%
25 to 34 years	2,408,242	12%	60,972	13%	7,143	14%
35 to 44 years	2,419,436	13%	54,732	12%	5,727	11%
45 to 54 years	2,746,426	14%	66,216	14%	7,596	15%
55 to 64 years	2,468,932	13%	58,626	13%	6,877	13%
65 to 74 years	1,896,734	10%	38,818	8%	4,764	9%
75 to 84 years	1,139,305	6%	20,826	5%	2,987	6%
85 years and over	482,521	3%	7,666	2%	1,522	3%
Median age (years)	41	-	38	-	41	-
Race						
White	15,122,879	78%	365,208	79%	36,528	70%
Black or African American	3,335,877	17%	83,617	18%	14,743	28%
American Indian and Alaska Native	157,018	1%	8,660	2%	756	1%
Asian	619,839	3%	17,407	4%	2,087	4%
Native Hawaiian and Other Pacific Islander	36,242	0%	2,163	1%	44	0%
Some other race	579,779	3%	6,046	1%	596	1%
Total Housing Units	9,051,851	-	203,750	-	25,671	-

Source: American Community Survey Demographic and Housing Estimates, 2014

TABLE 2-2
HISTORIC POPULATION TRENDS

	Florida	Pensacola-Ferry Pass-Brent MSA	Escambia County	Santa Rosa County	City of Pensacola
2015	20,271,272	478,043	311,003	167,040	53,193
2014	19,905,569	472,278	309,034	163,244	52,994
2013	19,594,467	468,479	307,753	160,726	52,770
2012	19,352,021	462,565	304,191	158,374	52,758
2011	19,105,533	455,372	299,653	155,719	52,022
2010	18,849,890	451,118	298,165	152,953	52,056

Source: U.S. Census Bureau, 2015

The Airport's local economic impact is measured in Direct Impact, Indirect Impact, Multiplier, Employment, and Payroll metrics. Direct Impact is a result of the money-spent on-Airport, including salaries, supplies, raw materials, and operating expenses/activities associated with on-airport tenants, construction, airport management, and operations. This includes spending by the Airport, airlines, corporate flight departments, and various airport concessionaires, construction, air cargo, aviation education, and aviation businesses such as fixed base operators and aircraft maintenance. Indirect Impacts measures the effects from the initial spending, results of business-to-business transactions indirectly caused by the direct effects, and off-airport impacts that are associated with visitor spending. Multiplier Impacts measures how the initial direct and indirect economic impacts continue to recirculate throughout the economy. Employment figures are calculated based on full-time equivalent positions. The Payroll metric describes the annual salary, wages, and benefits paid to employees. The Airport's local economic impacts are described in [Table 2-3](#).

TABLE 2-3
PENSACOLA INTERNATIONAL AIRPORT ECONOMIC IMPACT

Metric	Impact
Direct Impacts	\$162,738,000
Indirect Impacts	\$207,883,000
Multiplier Impacts	\$283,166,000
Total Employment	5,883
Total Payroll	\$164,209,000
Total Output	\$653,787,000

Source: FDOT Aviation Economic Impact Study, 2014

2.2.2 Regional Setting and Land Use

Understanding and examining the community plans is essential to understanding the community's goals and plans for the future. The Airport's current and future plans should be formulated to be compatible with and promote the City's plans and vice versa.

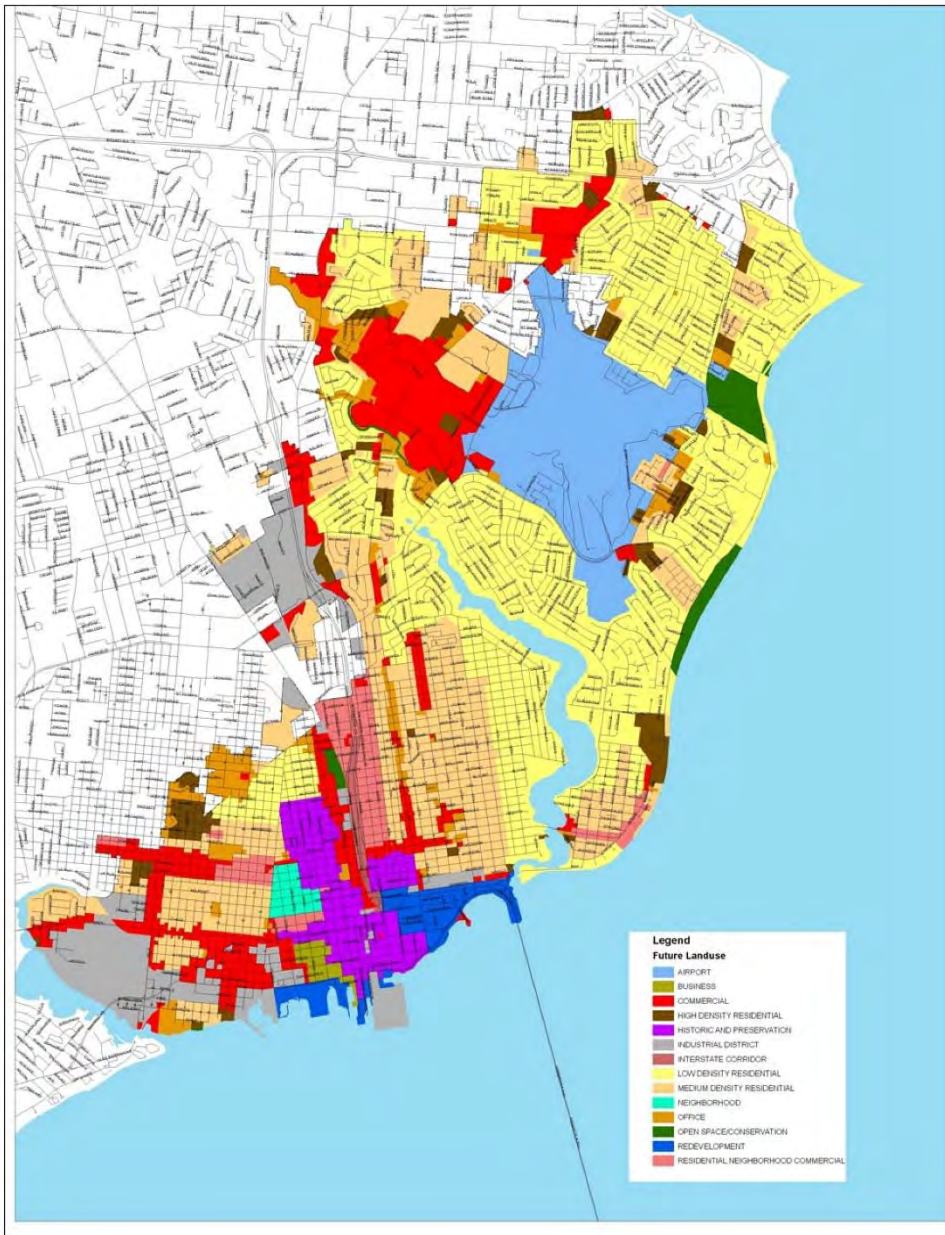
2.2.2.1 City Comprehensive Plan

A city's comprehensive plan is a guiding document that identifies aspirations for the community's development. The City of Pensacola's Comprehensive Plan is composed of Goals that outline the high-level aspirations, as well as the more specific Objectives and Policies to attain measureable achievement of the Goals. Since the Pensacola International Airport is owned and operated by the City of Pensacola, the City's Comprehensive Plan is integral to defining how the Airport fits in to the future vision of the community.

Pensacola's goals for the Airport is described at a high-level in the City's Comprehensive Plan. Goal FLU-1 describes the intent is to maximize the use of land both from an economic standpoint while simultaneously minimizing threats to the health, safety, and welfare to Pensacola residents. This includes the definition of the Airport Land Use District. The Airport District was established to regulate land owned by the Airport or immediately adjacent to the Airport, which is considered sensitive due to relationship to the runways or located within its noise zones. Pensacola's Comprehensive Plan indicates that low-density residential and a variety of office and commercial uses are allowed on privately owned land in this zoning area, as long as they meet defined density and height limitations. The future land use maps are depicted in [Figure 2-7](#) and [Figure 2-8](#).

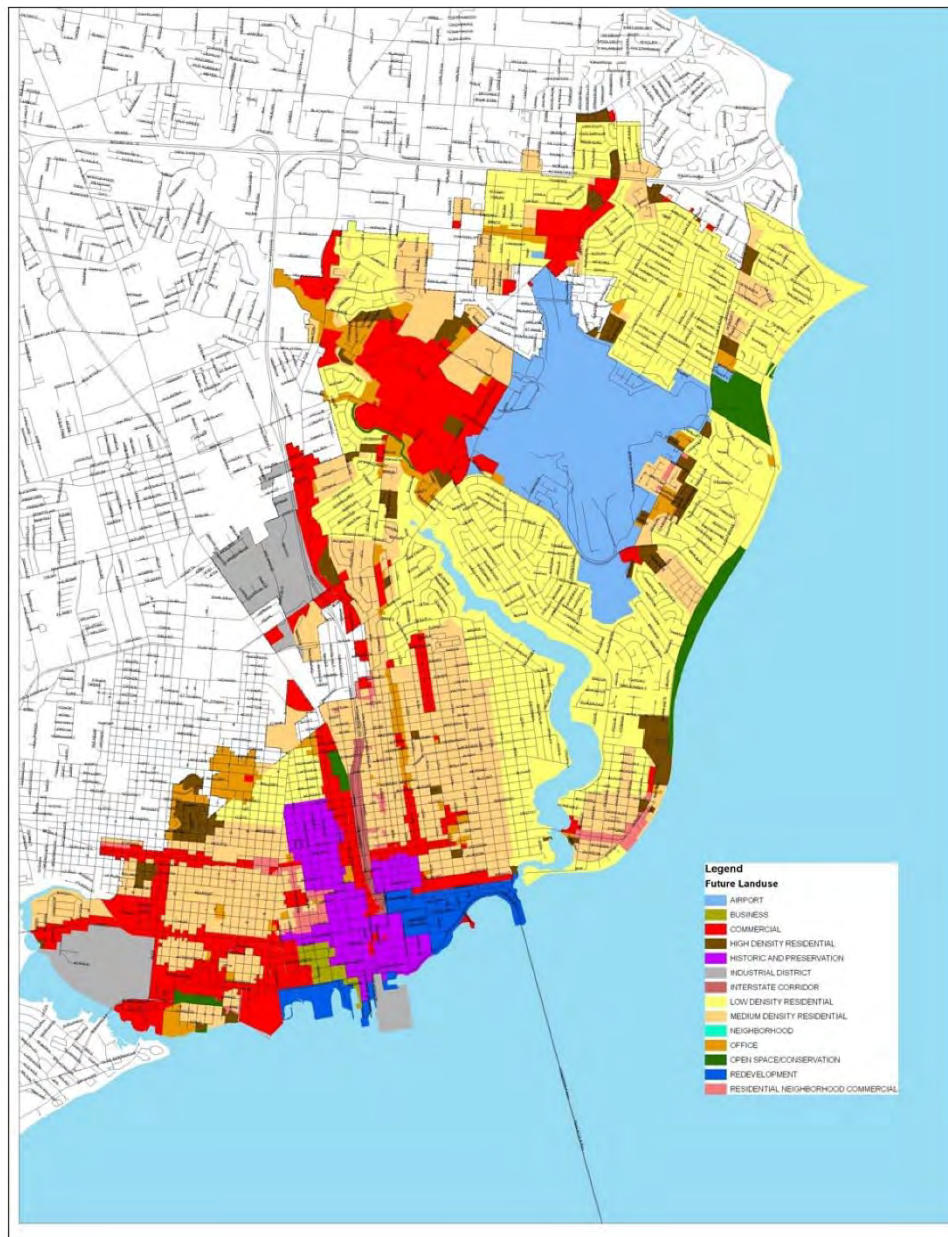
Goal T-5 indicates that the Port of Pensacola should coordinate closely with the Airport to stimulate economic development. Goal T-8 continues to describe the community's willingness to use the Airport to promote economic development while meeting existing and future demand. This is achieved by maintaining consistency with the 2000 Airport Master Plan Update and the FAA-approved Airport Layout Plan. The Comprehensive Plan indicates that the Airport will coordinate with the applicable governmental bodies, including FAA, FDOT, and the Florida-Alabama Transportation Planning Organization. The City and Airport also coordinate with the United States Navy to review the Naval Aviation Training System Plan to ensure compatible airspace operations. Goal T-8 further indicates that Airport improvements and operation should consider the environmental impacts and compatibility with surrounding land uses. This includes the City's enforcement of the Airport Land Use Regulations to prevent incompatible uses, identify compatible land uses within Airport Restricted Zoned property adjacent to the Airport, coordinate with Escambia County to enforce unincorporated area around the Airport, and adhere to Florida Statute 333, which defines Airport Zoning at the State level.

FIGURE 2-7
EXISTING FUTURE LAND USE MAP



Source: City of Pensacola Comprehensive Plan, 2011

FIGURE 2-8
PROPOSED FUTURE LAND USE MAP



Source: City of Pensacola Comprehensive Plan, 2011

2.2.2.2 City Land Development Code

The City of Pensacola Land Development Code provides direction for strategic land development in consideration of environmental impacts and compatibility with land uses surrounding the Airport. The Land Development Code is Title XII of the Pensacola Municipal Code, which is ratified as local law by Pensacola's elected officials. The Land Development Code is the enforcement mechanism used to realize the Goals, Objectives, and Policies described in the Comprehensive Plan.

Airports typically rely on local municipalities to disallow incompatible land uses near airports. This is because the FAA (and often the Airport) does not have direct jurisdiction to regulate off-airport land uses

that may affect airport operations. Therefore, it is important for Pensacola's Land Development Code to reflect land restrictions that protect against encroachment of incompatible land uses.

Section 12-11-2 of the Pensacola Land Development Code establishes airspace height limitation zones that describe the maximum allowable structure height in areas delineated on the Airspace Height Limitation Zoning Map. This Section also disallows structures and obstructions that result in airspace impact to the Airport as determined by the FAA Obstruction Evaluation/Airport Airspace Analysis process (Form 7460-1).

Section 12-11-3 sets forth provisions for sound level reduction for land uses proximate to the Airport. The Land Development Code establishes noise zones (i.e., Zone A, Zone B, and Zone C) based on day-night average sound level (DNL) thresholds determined in the Federal Aviation Regulations Part 150 noise analysis performed in 1990. Zone A, Zone B, and Zone C are delineated based on spatial limits associated with 65 DNL, 70 DNL, and 75 DNL, respectively. Residential development is normally acceptable within Zone A; however, it is only provisionally acceptable in Zone B and deemed unacceptable in Zone C. Additionally, the Section 12-11-3 identifies suggested building construction methods and materials to mitigate sound levels for buildings in each of the noise zones.

2.2.2.3 Airport Commerce Park

The Airport Commerce Park is the land area adjacent to the northwest Airport boundary that is planned for redevelopment into uses that are compatible with Airport operations. The Airport has engaged in a voluntary land acquisition program to acquire the land for the Airport Commerce Park. The Airport Commerce Park occupies 65 acres and consists of 147 parcels – 98 residential and 49 commercial. Ninety-five percent of the targeted parcels have been acquired since the Airport began the land acquisition program in 2004. The Airport purchases the parcels from the property owners using funds from the FDOT and the Airport Capital Improvement Fund.

2.2.3 Surface Transportation

Pensacola and Escambia County are connected to the rest of the United States principally via Interstate 10 (I-10), and to a lesser extent by US Routes 29, 90, and 98. I-10 stretches from Jacksonville, Florida on the east through Pensacola, thence westward through Mobile, Alabama to New Orleans and Baton Rouge, Louisiana, and farther west to Texas and eventually, California. Interstate 110 is a six-mile long spur that runs south from I-10 to downtown Pensacola. US 29 is a major arterial that begins in Pensacola and connects the region north to southeastern Alabama (and to Atlanta, Georgia and beyond). US 90 and 98 are major arterials that run east west along the Gulf Coast. US 90 is farther inland near Pensacola, and connects to Tallahassee on the east and Mobile, Pascagoula, Biloxi, and other Gulf cities to the west. US 98 in the Pensacola area is adjacent the beaches, providing connections from Ft. Walton Beach on the east to Mobile on the west. [Figure 2-1](#) depicts the regional highway network in the Pensacola region.

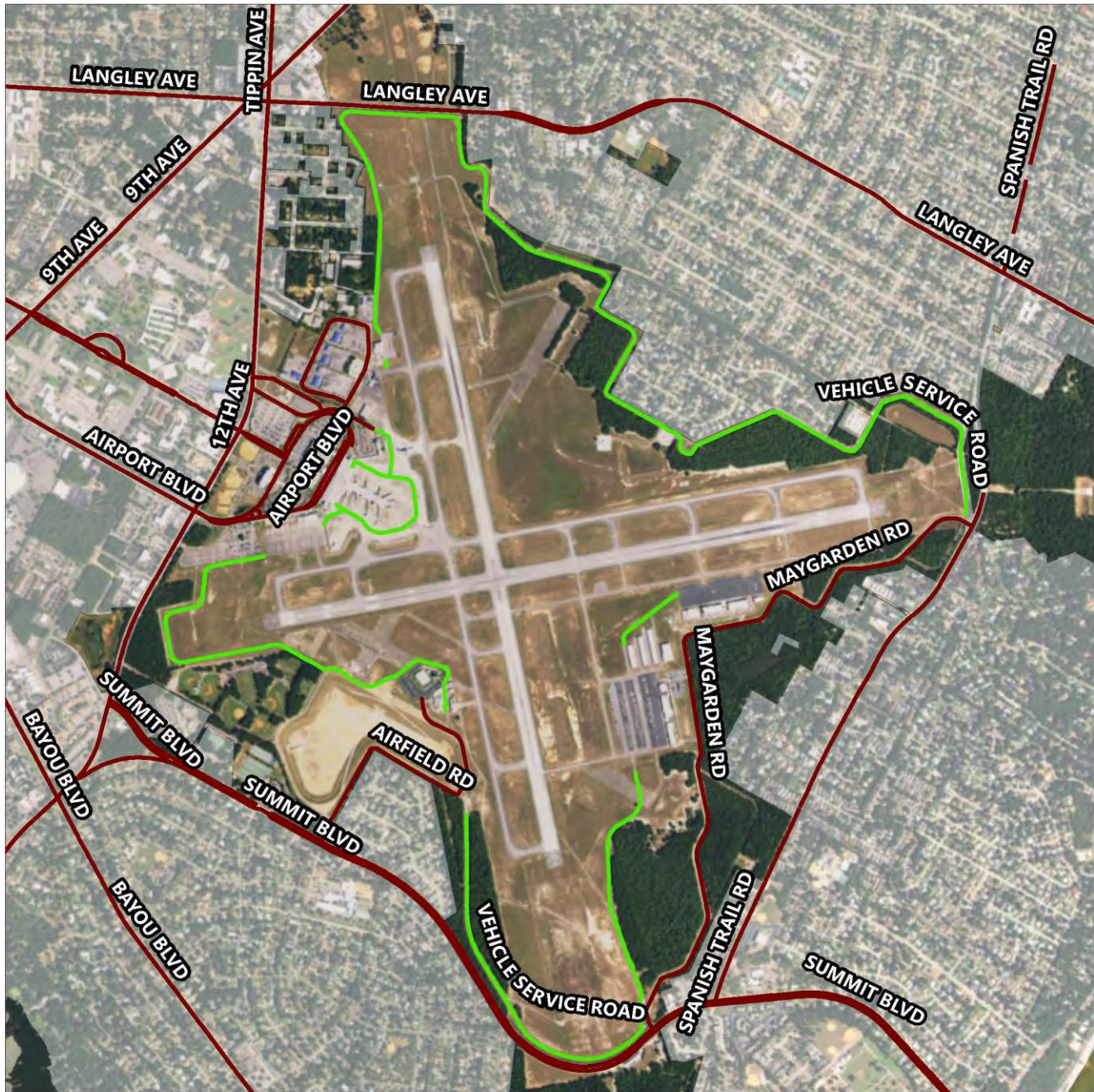
Pensacola International Airport is served by a variety of surface transportation modes, including private and rental auto, taxi, limousine, courtesy shuttle, transportation network company (e.g., Uber and Lyft), regional transit bus (i.e., ECAT), and charter bus. All of these modal options utilize the regional roadway network. From downtown Pensacola or US 98, the two most direct routes are:

- » N. 9th Avenue to N. 12th Avenue.
- » I-110 to E. Fairfield Avenue to N. 12th Avenue.

From I-10 or US 90, the most direct route is via I-110 to Exit 5, Airport Boulevard, and then east on Airport Boulevard directly into the Airport. The local access roadways are depicted in [Figure 2-9](#).

Escambia County Area Transit (ECAT) is the public regional transit service provider in Pensacola. Its 21 routes connect many of the major trip generators in the region, including the Airport. Routes 63 and 59A (a commuter route with limited hours) provide service to the Airport terminal, with connections to other routes at transfer centers at Pensacola State College (both routes), and the Rosa Parks complex and downtown Pensacola (Route 59A only).

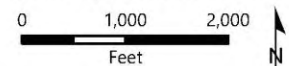
FIGURE 2-9
ACCESS ROADWAYS



Legend

- Public Roadway
- Restricted Access Roadway
- Airport Boundary

Source: Esri Imagery, 2016; Pensacola International Airport, 2016; RS&H, 2016



2.2.4 Area Climate

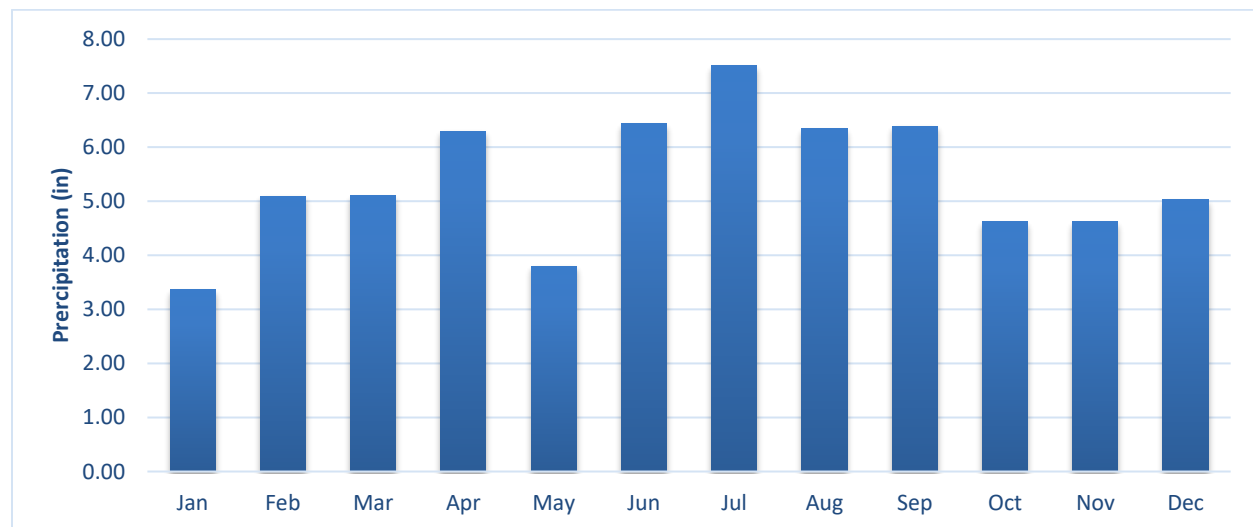
Pensacola is located in a subtropical climate generally characterized by warm, humid summers and mild winters. Data from the on-Airport Airport Surface Observation Station (ASOS) was reviewed to identify meteorological trends from 2000 to 2015. The average annual temperature for Pensacola is 68.5°F with averages ranging from 60.7°F to 77.4°F. July is typically the warmest month of the year and the mean daily max temperature in July is 90.4°F. The temperature and precipitation data is summarized in [Table 2-4](#). Precipitation occurs all-year-round but is generally concentrated during the summer months, as depicted in [Figure 2-10](#). The average annual precipitation is 64.6 inches.

TABLE 2-4
TEMPERATURE AND PRECIPITATION (2000-2015)

Item	
Annual Mean Temperature	68.5 °F
Annual Mean Max Temperature	77.4 °F
Annual Mean Min Temperature	60.7 °F
Typical Hottest Month	July
Mean Daily Max Temperature of the Hottest Month	90.4 °F
Average Annual Precipitation	64.6 in
1 Year Daily Precipitation Maximum (2009)	88.3 in
Monthly Precipitation Maximum (Apr 2014)	29.5 in

Source: NOAA-National Climactic Data Center– GHCND: USW00013899; WBAN: 13899 (2000-2015); RS&H, 2016

FIGURE 2-10
AVERAGE MONTHLY PRECIPITATION (2000-2015)



Source: NOAA-National Climactic Data Center– GHCND: USW00013899; WBAN: 13899 (2000-2015); RS&H, 2016

Instrument Meteorological Conditions (IMC) describe meteorological conditions during which pilots are required to fly using Instrument Flight Rules (IFR). FAA defines IMC as situations when visibility is less than three statute miles or when cloud ceiling is lower than 1,000 feet above ground level. Cloud ceiling is defined as the distance from the ground to a cloud layer that covers more than 50 percent of the sky. Meteorological observations for visibility, ceiling height, and sky cover from the on-Airport ASOS was analyzed to determine IMC occurrences. Occurrences of IMC averaged 13.5 percent between 2000 and 2015. The annual IMC occurrence is summarized in [Table 2-5](#). Occurrences of IMC are commonly associated with approaching cold fronts based on reports from PNS Air Traffic Control personnel.

TABLE 2-5
INSTRUMENT METEOROLOGICAL CONDITIONS (2000-2015)

	Total Observations ¹	IMC Observations ²	IMC Occurrence
2000	10,393	1,579	15.2%
2001	9,725	1,235	12.7%
2002	10,322	1,791	17.4%
2003	9,954	1,163	11.7%
2004	10,819	1,727	16.0%
2005	10,896	1,627	14.9%
2006	10,507	1,436	13.7%
2007	10,892	1,616	14.8%
2008	11,291	2,037	18.0%
2009	11,397	1,734	15.2%
2010	10,542	1,372	13.0%
2011	10,952	1,768	16.1%
2012	10,979	1,738	15.8%
2013	7,422	983	13.2%
2014	6,554	291	4.4%
2015	6,689	257	3.8%
Average	9,958	1,397	13.5%

Source: NOAA-National Climatic Data Center– GHCND: USW00013899; WBAN: 13899 (2000-2015); RS&H, 2016

Notes: 1 – Unusable observations not represented and discarded from analysis

2 – IMC defined as observations of visibility <3 statute miles or ceiling height <1000 feet with >50% sky coverage

2.3 AIRPORT ACTIVITY DATA

2.3.1 Enplaned Passengers

Enplaned passenger figures were assessed for 2011 to 2015. PNS passenger enplanements increased steadily in 2014 and 2015, 3 percent and 4 percent, respectively, after two years of enplanement declines in 2012 and 2013. May, June, July have been the busiest months during the five-year period. January and February tend to be the slowest months. The monthly passenger enplanement data is described in [Table 2-6](#).

TABLE 2-6
HISTORIC PASSENGER ENPLANEMENTS

	2011	2012	2013	2014	2015
January	49,856	47,780	49,148	48,232	50,172
February	49,979	50,834	51,440	48,354	49,815
March	65,719	63,312	65,307	66,516	65,199
April	68,017	65,719	65,571	64,202	70,832
May	78,656	74,132	73,447	77,280	79,753
June	75,749	71,773	73,271	75,120	77,204
July	75,992	73,701	71,553	76,479	79,667
August	68,072	67,138	68,227	72,169	74,051
September	60,656	61,539	56,907	64,286	65,566
October	63,407	63,058	61,662	66,153	70,888
November	58,446	60,761	56,017	57,209	62,003
December	58,448	59,468	64,003	62,233	63,020
Annual Total	772,997	759,215	756,553	778,233	808,170

Source: Pensacola International Airport, 2016

Note: Activity values reported for calendar year not fiscal year

2.3.2 Aircraft Operations and Fleet Mix

The aircraft operations and fleet mix splits were assessed for 2011 to 2015. Operations have generally declined since 2011. The exception was 2014 when the total operations count increased compared to the 2013 operations levels. The average annual operations decline was three percent. The 2015 operations levels were about 12 percent below the 2011 operations figures. There is no discernable trend for busiest and slowest month when looking at this five-year period. The monthly airport operations data is described in [Table 2-7](#).

There was a 46 percent increase in mainline commercial operations over the course of the five-year period. Regional commercial operations represents the greatest proportional operational decrease. The

data indicates that air carriers reduced the number of overall flights (with the regional code-share partners taking the greatest reduction) while increasing the number of larger, mainline commercial aircraft operations. In essence, airlines are increasing seat capacity while also reducing the number of flights by using higher capacity aircraft. In other words, airlines are flying larger aircraft less often.

General aviation (GA) made up more than half of the total annual operations. Local GA operations made up an annual average of 32 percent of annual operations. There was also an increase (19 percent) in itinerant GA operations over the course of the five-year period. Military operations have remained relatively constant at 19 percent of total operations. The historic operational split is described in [Table 2-8](#).

TABLE 2-7
HISTORIC AIRPORT OPERATIONS

	2011	2012	2013	2014	2015
January	10,842	8,678	7,884	8,317	7,873
February	9,414	7,438	6,220	7,600	7,067
March	10,394	8,907	7,227	9,117	8,463
April	9,171	9,239	6,629	7,964	8,198
May	9,292	7,368	9,054	9,275	9,918
June	8,738	7,581	11,630	10,110	9,485
July	9,620	9,599	10,690	9,741	8,556
August	10,629	8,902	6,830	9,604	9,404
September	8,959	10,495	10,292	8,860	8,552
October	10,188	9,753	10,158	10,526	8,356
November	9,167	8,675	8,201	8,598	7,643
December	7,771	7,618	6,683	7,760	6,730
Annual Total	114,185	104,253	101,498	107,472	100,245

Source: Pensacola International Airport, 2016

Note: Activity values reported for calendar year not fiscal year

TABLE 2-8
HISTORIC OPERATIONS BY TYPE

	2011	2012	2013	2014	2015
Mainline Commercial	8%	9%	10%	10%	12%
Regional Commercial	17%	19%	18%	14%	14%
Itinerant General Aviation	21%	20%	21%	24%	24%
Local General Aviation	32%	33%	32%	33%	30%
Military	21%	19%	19%	19%	19%
Total	100%	100%	100%	100%	100%

Source: Pensacola International Airport, 2016; RS&H, 2016

Note: Activity values reported for calendar year not fiscal year

2.3.3 Air Cargo Tonnage

Air cargo tonnage statistics were evaluated for the five-year period from 2011 to 2015. Tonnage is defined as total cargo enplaned and deplaned. UPS and Delta Air Lines are the most active cargo carriers at the Airport. UPS uses its fleet of freighter aircraft and Delta transports the cargo in the belly of its passenger aircraft. Other passenger airlines are reported to carry small amounts of cargo on occasion. The total cargo tonnage for PNS has been relatively steady since 2012. There was a significant increase in cargo tonnage in 2012 (relative to 2011). This is likely a reflection of UPS entering the market in November 2011. The peak month for air cargo tonnage tends to be December, while the slowest period tends to be the early part of the year, between February and April. The historic cargo tonnage data is described in [Table 2-9](#).

TABLE 2-9
HISTORIC CARGO TONNAGE

	2011	2012	2013	2014	2015
January	46,930	1,001,656	1,063,719	1,061,746	979,577
February	43,480	1,011,997	967,478	1,279,393	1,428,688
March	60,954	1,164,588	1,091,841	1,061,446	718,145
April	58,375	970,379	1,059,152	1,069,233	996,241
May	52,960	1,162,213	1,134,556	1,074,357	958,185
June	55,975	1,098,827	1,046,275	1,088,549	1,081,870
July	49,634	1,002,431	995,094	1,165,860	1,111,886
August	51,186	1,063,187	1,139,233	1,005,560	1,056,987
September	50,637	1,099,791	998,128	1,122,624	1,165,625
October	39,139	1,109,128	1,176,622	1,172,357	1,161,879
November	1,085,552	1,085,898	1,054,294	979,577	952,048
December	1,310,300	1,170,920	1,271,658	1,428,688	1,370,352
Total	2,905,122	12,941,015	12,998,050	13,509,390	12,981,483

Source: Pensacola International Airport, 2016

Notes: Values reported in pounds. Activity values reported for calendar year not fiscal year

2.3.4 General Aviation Based Aircraft

Based GA aircraft statistics were evaluated for the five-year period from 2011 to 2015 using data from the FAA Terminal Area Forecast. The total based GA aircraft count remained relatively consistent over the five-year period, ranging from a low of 85 aircraft in 2012 to a high of 92 aircraft in 2015. These aircraft are stored in hangars and on the aprons of the general aviation facilities described in Section 2.8. Single-engine aircraft represented the largest share of based aircraft, ranging from 69 percent of the total in 2012 to 74 percent in 2011. Multi-engine and helicopter are the only aircraft types that have consistently stable or positive growth throughout the five-year period. Single engine and jet aircraft counts have waned at some point during the period. The GA based aircraft counts are described in [Table 2-10](#).

TABLE 2-10
HISTORIC GENERAL AVIATION BASED AIRCRAFT

	2011	2012	2013	2014	2015
Single	64	59	63	64	65
Jet	5	5	4	4	5
Multi	16	18	18	19	19
Helicopter	2	3	3	3	3
Total	87	85	88	90	92

Source: FAA Terminal Area Forecast, 2014

Notes: 2014 and 2015 values forecasted in FAA data. Activity values reported for calendar year not fiscal year

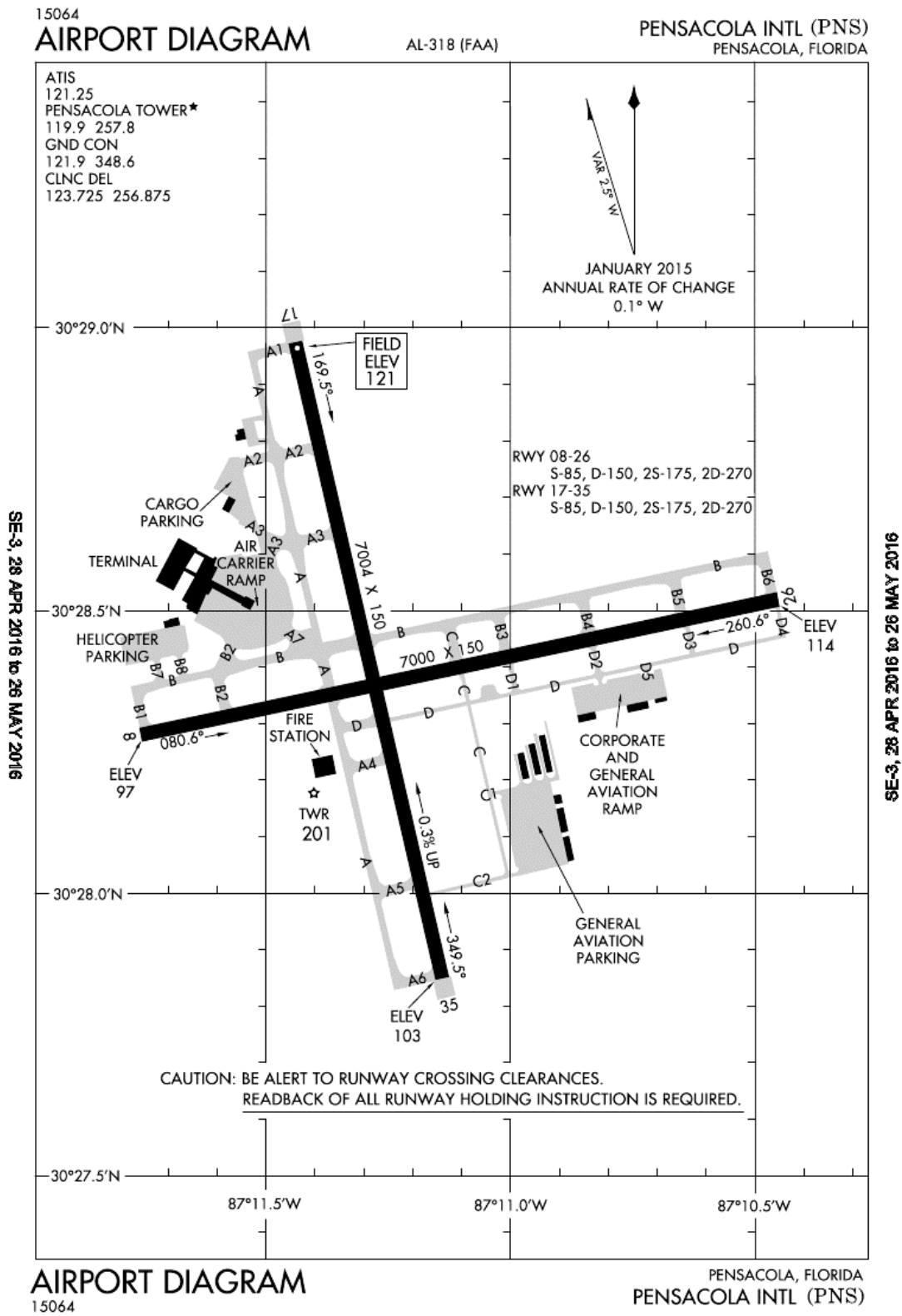
2.4 AIRSIDE

This section describes the PNS airside facilities and airside operations. The following is discussed in this section:

- » Runways.
- » Taxiways.
- » Airside Pavement Conditions.
- » Special Operational Procedures.
- » Navigational Aids and Air Traffic Control Facilities.
- » Airspace.
- » Airside Vehicle Service Road.

PNS has a two intersecting runway layout. Runway 17-35 is oriented near the north-south axis and Runway 8-26 is oriented near the east-west axis. Runway 8-26 intersects Runway 17-35 near its midpoint. The runways divide the airfield into quadrants. The passenger terminal, terminal support facilities, and cargo facilities are located in the northwest quadrant. The Airport Traffic Control Tower (ATCT) and Aircraft Rescue and Firefighting (ARFF) station is located in the southwest quadrant. Most of the general aviation facilities are located in the southeast quadrant. The PNS Airport Diagram is depicted as [Figure 2-11](#).

FIGURE 2-11
AIRPORT DIAGRAM



Source: FAA NFDC, 2016

2.4.1 Runways

2.4.1.1 Runway 8-26

Runway 8-26 is identified as the preferred departure runway denoted in the Airport Master Record. Runway 8-26 is 7,004 feet long and 150 feet wide and constructed of asphalt. Both runway ends are equipped with four-light Precision Approach Path Indicator (PAPI) equipment. The PAPI provide visual descent information to pilots of approaching aircraft. Both ends are also equipped with Runway End Identifier Lighting (REIL) to indicate the location of the runway threshold to approaching aircraft. The runway data is summarized in [Table 2-11](#).

There are non-precision instrument approach procedures published for both runway ends. Non-precision approach procedures provide electronic horizontal guidance to assist incoming aircraft in lining up with the runway centerline. Runway 8 has a published non-precision approach based using the Very High Frequency Omnidirectional Range (VOR) equipment located at Saufley Field. Runway 26 has a published non-precision approach using localizer equipment located west of the runway. The visibility minimum for both approaches is one mile. Both runway ends also have published Area Navigation (RNAV) Localizer Performance with Vertical Guidance (LPV) approach procedures with vertical guidance. The instrument approach procedures and operational minima are summarized in [Table 2-12](#).

2.4.1.2 Runway 17-35

Runway 17-35 is 7,000 feet long and 150 feet wide and constructed of concrete. Runway 17-35 is the most capable runway in IMC. Both runway ends are equipped with four-light PAPI equipment. Runway 35 is equipped with REIL to indicate the location of the runway threshold to approaching aircraft. Runway 17 is equipped with medium intensity approach lighting system with runway alignment indicator (MALSR) lights to support provide horizontal guidance relative the runway centerline in low visibility conditions. The Runway 17 MALSR extends 1,400 feet beyond the runway end. An equipment shelter is located west of the extended runway centerline and houses support equipment for the MALSR. The runway data is summarized in [Table 2-11](#).

Runway 17 has a Category-I (CAT-I) Instrument Landing System precision approach procedure and an RNAV LPV approach that each provide electronic horizontal and vertical guidance for approaching aircraft in low visibility conditions. The visibility minimum for both approach procedures is ½ mile. Both runway ends also have a published RNAV LPV approach procedures with vertical guidance. Both runway ends are equipped with Runway Visual Range (RVR) equipment to support operations in IMC. The instrument approach procedures and operational minima are summarized in [Table 2-12](#).

TABLE 2-11
RUNWAY DATA

Item	Runway 8-26		Runway 17-35	
Runway Length	7,000 ft.		7,004 ft.	
Runway Width	150 ft.		150 ft.	
Pavement Surface	Grooved Asphalt		Grooved Concrete	
Pavement Condition	Satisfactory		Good	
Pavement Strength				
Single	85,000 lbs.		85,000 lbs.	
Dual	150,000 lbs.		150,000 lbs.	
Dual Tandem	270,000 lbs.		270,000 lbs.	
Pavement Classification Number	65/F/B/W/T		74/R/B/W/T	
Edge Lighting Intensity	High		High	
	Runway 8	Runway 26	Runway 17	Runway 35
True Alignment	77°	258°	167°	347°
Magnetic Alignment	78°	257°	166°	346°
End Elevation (MSL)	97 ft.	114 ft.	121 ft.	103 ft.
Gradient	0.2% Up	0.2% Down	0.3% Down	0.3% Up
Markings	Non-Precision	Non-Precision	Precision	Precision
Markings Condition	Good*	Good*	Good*	Good*
Visual Approach Aids	REIL 4-Box PAPI	REIL 4-Box PAPI	MALSR 4-Box PAPI CL/TDZ Lights	REIL 4-Box PAPI CL Lights
Part 77 Approach Category	Non-Precision Instrument - C	Non-Precision Instrument - D	Precision Instrument Runway	Non-Precision Instrument - C
Declared Distances	None	None	None	None
Modification to Standards	None	None	None	None

Source: FAA Airport Master Record, 2016

Note: * Rubber removal required.

TABLE 2-12
INSTRUMENT APPROACH PROCEDURES

Runway End	Approach Procedure	Visibility Category	Visibility Minimum	Decision Height (AGL)
Runway 8	RNAV LPV	Approach Procedure with Vertical Guidance	1 mile	250 ft.
	VOR	Non-Precision Approach	1 mile	800 ft.
Runway 26	RNAV LPV	Approach Procedure with Vertical Guidance	3/4 mile	200 ft.
	LOC	Non-Precision Approach	1 mile	420 ft.
Runway 17	ILS	CAT-I Precision Approach	1/2 mile	200 ft.
	RNAV LPV	CAT-I Precision Approach	1/2 mile	200 ft.
Runway 35	RNAV LPV	Approach Procedure with Vertical Guidance	3/4 mile	200 ft.

Source: FAA National Flight Data Center, 2016

Notes: RNAV=Area Navigation; LPV=Localizer Performance with Vertical Guidance; VOR=Very High Frequency Omni Directional Range; LOC=Localizer; ILS=Instrument Landing System; CAT-I=Category I

2.4.2 Taxiways

There are four primary taxiways at the Airport. Taxiway A is the full-length parallel taxiway to Runway 17-35. Taxiway B is the full-length, parallel taxiway to Runway 8-26. Taxiway C runs parallel to Runway 17-35 and provides access to the general aviation facilities in the southeast quadrant. Taxiway D runs parallel to Runway 8-26 connecting Taxiway A to the Runway 26 end. There are several other shorter taxiway connectors that connect the four primary taxiways to the runways, each with the prefix of the primary taxiway to which it connects (e.g., Taxiway C2). All of the Airport's taxiways are equipped with edge lighting. [Table 2-13](#) summarizes the taxiway data.

A general aviation run-up pad is located north of Taxiway D, near the Taxiway C intersection. Piston engine aircraft use this prior to departure. General aviation pilots generally use the run-up area on Taxiway D prior to departures on all runways except Runway 35 departures as reported by ATC. General aviation aircraft typically run-up on the south portion of the general aviation apron area (near Taxiway C2) when departing Runway 35.

TABLE 2-13
TAXIWAY DATA

Designation	Width (ft.)
Taxiway A	75
Taxiway B	75
Taxiway C (north of Runway 8-26)	75
Taxiway C (south of Runway 8-26)	35
Taxiway D (west of Runway 17-35)	75
Taxiway D (east of Runway 17-35)	35
Taxiway A1	75
Taxiway A2	75
Taxiway A3	75
Taxiway A4	75
Taxiway A5	75
Taxiway A6	75
Taxiway B1	75
Taxiway B2	75
Taxiway B3	75
Taxiway B4	75
Taxiway B5	75
Taxiway B6	75
Taxiway C1	35
Taxiway C2	35
Taxiway D1	35
Taxiway D2	35
Taxiway D3	35
Taxiway D4	35
Taxiway D5	35

Source: RS&H 2016

2.4.3 Airside Pavement Conditions

The Florida Department of Transportation (FDOT) maintains a database of airfield pavement conditions for the airports in the State. FDOT uses the Pavement Condition Index (PCI) metric to rate the pavement condition. The PCI scale ranges from zero to 100 where 100 typically represents a pavement in new or good condition. The FAA defines PCI as a numerical indicator that reflects the structural integrity and surface operational condition of pavement. It is based on an objective measurement of distress type, severity, and quantity. The FDOT inspections were most recently completed in 2012.

FDOT defines PCI threshold values for the State's commercial service airports at which repair may be justified. The recommended minimums ensure the pavement provides a safe operational surface and efficiently uses maintenance and rehabilitation. Typically 75 or higher do not exhibit distresses due to aircraft loading. To help ensure that pavement provides a safe operational surface and efficiently uses maintenance and rehabilitation budgets. The PCI ratings and associated repair activity is described in

[Figure 2-12](#) and [Figure 2-13](#) for asphalt and concrete, respectively. FDOT recommends the following PCI thresholds:

- » 75 for Runways.
- » 70 for Taxiways.
- » 65 for Apron Area.

FIGURE 2-12
VISUAL REPRESENTATION OF PCI RATINGS - ASPHALT CONCRETE PAVEMENT

	PCI	REPRESENTATIVE PAVEMENT SURFACE	REPAIR ACTIVITIES
ROUTINE MAINTENANCE	86 - 100	90 	Pavements with PCI indexes above 85, or 'Good' may require periodic joint/crack sealing and local patching.
PAVEMENT PRESERVATION	65 - 85	70 	Pavements with PCI conditions ranging from 'Satisfactory' to 'Good' may require surface treatments (seal coat), thin overlays, and/or joint/crack sealing.
MAJOR REHABILITATION	40 - 64	40 	Pavements that have deteriorated below a PCI 64, or within the range of 'Poor' to 'Fair' conditions may require major rehabilitation such as pavement mill and overlay or PCC restoration activity.
MAJOR RECONSTRUCTION	0 - 39	15 	Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions may require major reconstruction.

Source: FDOT Statewide Airfield Pavement Management Program – District 3 Report, 2015

The area-weighted PCI for the PNS runways is 82, which is denoted as "Satisfactory". Specifically, Runway 17-35 has an area-weighted PCI of 90 ("Good"), while Runway 8-26 has an area-weighted PCI of 76 ("Satisfactory"). The PNS taxiways have a PCI rating of 78, which is denoted as "Satisfactory". The airfield apron areas have a PCI rating of 79, which is denoted as "Satisfactory". Overall, the PNS airfield has a PCI rating of 79, which is denoted as "Satisfactory". The PCI ratings for the PNS airfield at the time of the inspection is shown in [Figure 2-14](#).

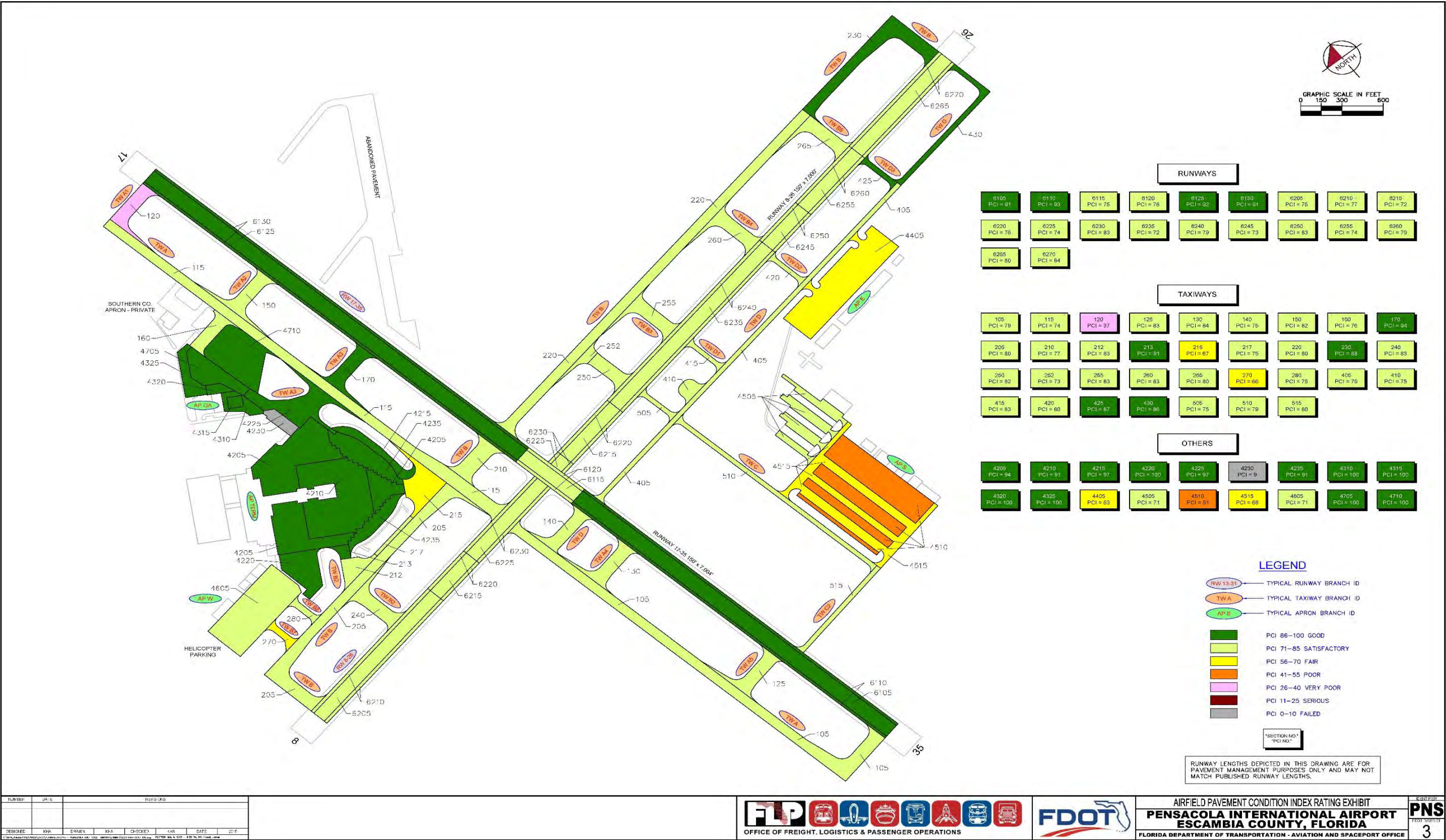
A visual inspection was made in June 2016 to confirm the FDOT PCI ratings of the different areas of airside pavement. The inspection confirmed the PCIs of the runways, main parallel taxiways, and aprons. The southeast general aviation apron is in generally poor condition as reported and will need to be rehabilitated. The pavement has not degraded to the point of producing foreign object debris (FOD). The apron asphalt has areas of raveling and high oxidation and weathering. The construction joints in the asphalt are also beginning to open up and spread apart. With more time, this raveling and opening of the construction joints will lead to the creation of FOD as well as water entering the structure through the cracks and washing out the subgrade. Taxiway A1 was assigned a PCI of 37. This PCI is below the pavement failure level of 39 and would suggest the pavement has failed and would require major reconstruction. Upon visual inspection of the pavement of A1 it appears in similar condition to the other connector taxiways of Runway 17-35. These connector taxiways, A2, A3, B, D, A4 and A5 have PCIs ranging from 75 (Taxiway D) to 94 (Taxiway A3). These pavement areas show signs of oxidation, weathering, and light raveling. These distresses are typical of the rest of the airfield pavements and do not require immediate repair activities. The construction joints on Taxiway A1 have opened in some areas and require crack sealing in order to maintain and extend the life of the pavement. This repair activity is typical for pavements with a PCI between 65 and 85. Other than the classification of Taxiway A1, the visual inspection verified the Florida Department of Transportation (FDOT) report dated June 2015.

FIGURE 2-13
VISUAL REPRESENTATION OF PCI RATINGS - PORTLAND CEMENT CONCRETE PAVEMENT

	PCI	PCI	REPRESENTATIVE PAVEMENT SURFACE	REPAIR ACTIVITIES
ROUTINE MAINTENANCE	86 - 100	90		Pavements with PCI indexes above 85, or 'Good' may require periodic joint/crack sealing and local patching.
PAVEMENT PRESERVATION	65 - 85	70		Pavements with PCI conditions ranging from 'Satisfactory' to 'Good' may require surface treatments, patches, and/or joint/crack sealing.
MAJOR REHABILITATION	40 - 64	40		Pavements that have deteriorated below a PCI 64, or within the range of 'Poor' to 'Fair' conditions may require major rehabilitation such as Slab replacement and PCC restoration activity.
MAJOR RECONSTRUCTION	0 - 39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions may require major reconstruction.

Source: FDOT Statewide Airfield Pavement Management Program – District 3 Report, 2015

FIGURE 2-14
PENSACOLA INTERNATIONAL AIRPORT AIRFIELD PAVEMENT CONDITION INDEX RATING



Source: FDOT Statewide Airfield Pavement Management Program – District 3 Report, 2015

2.4.4 Special Operational Procedures

PNS Airport staff has instituted several special operational procedures for aircraft at the Airport. The following is a description of the special operational procedures that govern operations.

The Airport has a Prior Permission Required (PPR) policy for unscheduled aircraft arrivals with more than 30 passenger seats or for unscheduled aircraft greater than 65,000 lbs. gross weight. Airport Operations enforces this restriction. A PPR request must be submitted 24 hours in advance of arrival. Coordination with Airport Operations is required for three reasons:

- » Manage the wear and tear of large aircraft on the apron pavement.
- » Ensure sufficient apron space is available to park the aircraft.
- » Ensure that sufficient personnel are available to process the arriving flight.

There are no formal noise abatement procedures in effect; however, the Airport strives to be a good neighbor. The Airport Master Record reflects indicates that jet powered airplanes with a maximum certified takeoff weight over 75,000 lbs. should execute the standard noise abatement departure profile for all departures in accordance with FAA Advisory Circular 91-53. The Airport also does not generally permit helicopter operations on the general aviation apron areas in the southeast quadrant of the Airport because of noise sensitive residential areas southeast of the Airport.

Fixed wing VFR departures are instructed to proceed to Airport boundary before turning unless otherwise directed by ATC. This encourages aircraft to maintain runway heading to avoid flying low over non-compatible land uses. Piston aircraft may perform run-ups on the Taxiway D run-up pad while facing south during run-up to minimize noise impacts to nearby residential areas. All other aircraft operators are responsible for coordinating run-up operations with Airport Operations.

2.4.5 Navigational Aids and Air Traffic Control Facilities

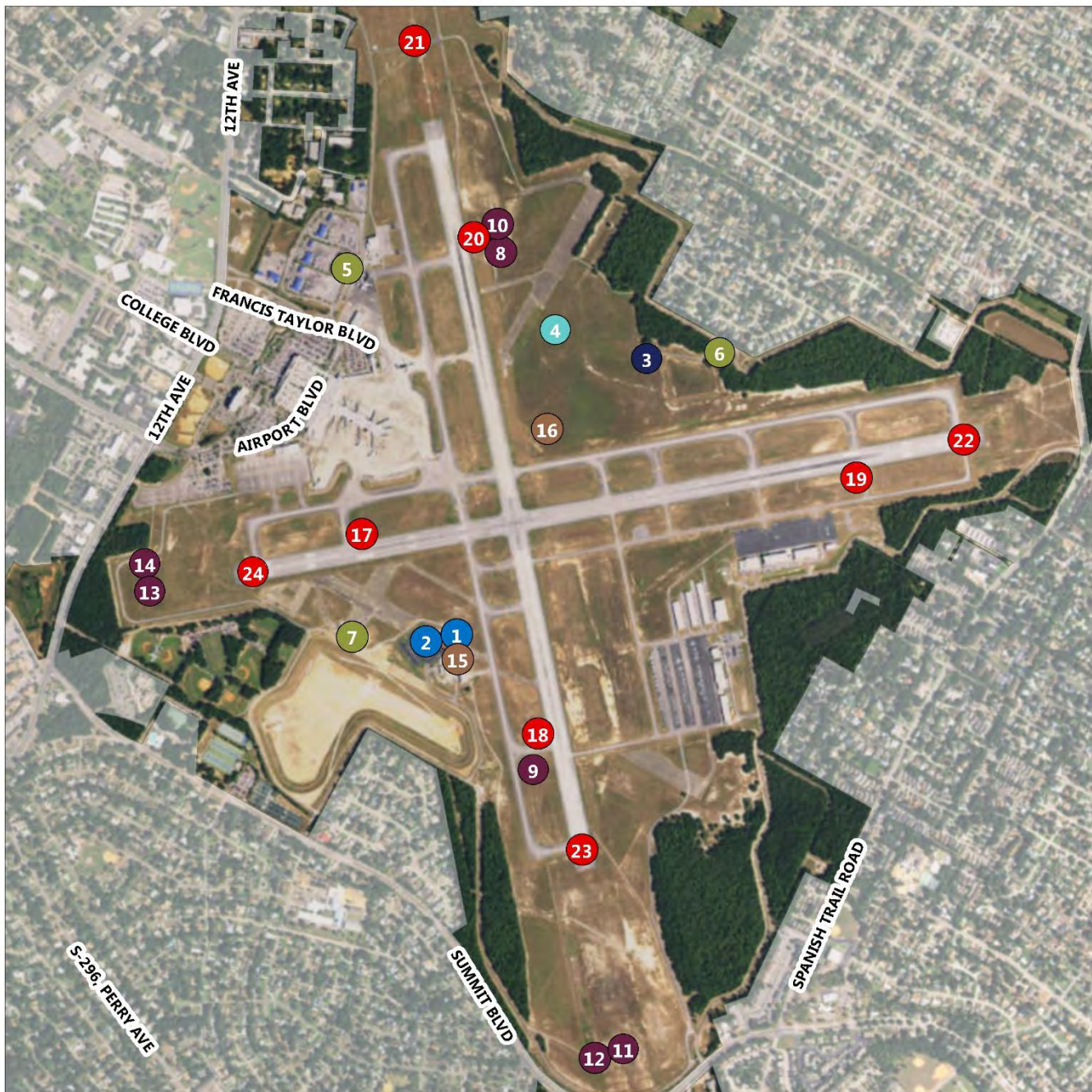
The Airport Navigational Aids (NAVAIDs) consist of visual and electronic aids that provide airport information to the aircraft operating at and around PNS. It is important to understand the capabilities of the Airport's navigational, visual, and communication aids to support the evaluation of the potential future Airport conditions. The Airport's NAVAIDs are depicted in [Figure 2-15](#).

2.4.5.1 Visual Navigational Aids

The rotating beacon is a visual navigational aid that indicates the location of an airport by projecting beams of light spaced 180 degrees apart. The PNS rotating beacon is located atop the ATCT cab. The PNS rotating beacon has alternating white and green and operates sunset to sunrise, all of which are standard for lighted land-based airports.

A segmented circle is a visual navigational aid that provides visual indication of current airport operations such as active landing direction and traffic patterns. The PNS segment circle is located in the northeast quadrant, just north of Taxiway B and east of Runway 17-35 and is collocated with a wind cone. A wind cone visually indicates prevailing wind direction and strength at that particular location of the airfield.

FIGURE 2-15
NAVAIDS AND AIR TRAFFIC CONTROL FACILITIES



Legend

- | | | | |
|----------------|------------------------|-----------------------|-------------------|
| 1 - ATCT | 7 - RTR Site 3 | 13 - Rwy 26 Localizer | 19 - Rwy 26 PAPI |
| 2 - TRACON | 8 - RVR | 14 - Rwy 26 DME | 20 - Rwy 17 PAPI |
| 3 - ASR-11 | 9 - RVR | 15 - Rotating Beacon | 21 - Rwy 17 MALSR |
| 4 - ASOS | 10 - Rwy 17 Glideslope | 16 - Segmented Circle | 22 - Rwy 26 REIL |
| 5 - RTR Site 1 | 11 - Rwy 17 Localizer | 17 - Rwy 8 PAPI | 23 - Rwy 35 REIL |
| 6 - RTR Site 2 | 12 - Rwy 17 DME | 18 - Rwy 35 PAPI | 24 - Rwy 8 REIL |

- Air Traffic Control Facility
- Surveillance NAVAID
- Weather NAVAID
- Communication NAVAID
- Electronic Approach Aid
- Visual NAVAID
- Visual Approach Aid

0 500 1,000
 Feet

Source: Esri Imagery, 2016; Pensacola International Airport, 2016; RS&H, 2016

2.4.5.2 Airport Surface Observation System

The Airport has ASOS equipment to report meteorological information to the aviation users. The ASOS provides meteorological conditions data for aviation users via the Automatic Terminal Information Service (ATIS) frequency (121.25) and via phone number. Users can access the data by inputting the specific radio frequency. The ASOS equipment is located in the northeast quadrant, east of Taxiway A3. The ASOS program is a joint effort of the National Weather Service (NWS), the FAA, and the Department of Defense (DOD). The ASOS reports basic weather elements, including the following:

- » Sky condition: cloud height and amount (clear, scattered, broken, overcast) up to 25,000 feet.
- » Visibility (to at least 10 statute miles).
- » Basic present weather information: type and intensity for rain, snow, and freezing rain.
- » Obstructions to vision: fog, haze, and/or dust.
- » Pressure: sea-level pressure, altimeter setting.
- » Ambient air temperature, dew point temperature.
- » Wind: direction, speed and character (gusts, squalls).
- » Precipitation accumulation.
- » Selected significant remarks, including variable cloud height, variable visibility, precipitation beginning/ending times, rapid pressure changes, pressure change tendency, wind shift, peak wind.

2.4.5.3 Airport Traffic Control Tower

The PNS ATCT is located in the southwest quadrant, east of RTR Site 3 and the TRACON building. The Tower became operational in 1995, replacing operations from the previous tower that is located north of the passenger terminal building. The PNS ATCT is a City-owned building. A security fence secures the building and vehicle parking area but the facility is accessible via Airfield Road, a public-access roadway. The PNS ATCT tower has seven levels that contain equipment rooms and the tower cab at the top. The overall structure is in fair condition. The floor elevation of the tower is 167.5 feet above mean sea level and the ground elevation at this location is 87.5 feet above mean sea level.

The PNS ATCT is operational from 5:30 am to 11:00 pm; however, the Airport is open 24 hours per day. The Common Traffic Advisory Frequency (CTAF) system is available to pilots in the area when the Tower is closed. Pilots use CTAF to activate the High Intensity Runway Lighting (HIRL) for both runways and the MALSR for Runway 17. The PAPI equipment for Runway 8, Runway 26, and Runway 35 are continuously activated.

2.4.5.4 TRACON Facility

The TRACON shares the same campus as the ATCT and located immediately west of the ATCT. The FAA owns the TRACON building. The facility became operational in 2010. It replaced the previous collocated ATCT/TRACON facility that is located north of the passenger terminal concourse and west of Taxiway A3. The FAA designation for the PNS TRACON is P31. Whereas some TRACONs are linked to the ATCT, at PNS the ATCT and TRACON are operated as independent facilities.

The TRACON building is a steel frame, concrete masonry unit, and tilt up concrete panel facility that houses FAA Technical Operations and Air Traffic Control personnel. It contains office space, conference

rooms, a navigation and communication (NAV/COM) equipment room, and has 19 controller stations. Currently, 12 controller stations are in use. The building was constructed in 2009 and is in good condition.

The TRACON generator building is located immediately east of the TRACON building and provides backup emergency power to the TRACON and ATCT. The generator building is a steel frame, concrete masonry unit, and tilt up concrete panel facility that houses a 400 KW diesel generator, switch gear, transfer switch, uninterruptible power system room, and fire pump.

The building immediately north of the ATCT is the TRACON storage building. The storage building is a steel frame and concrete masonry unit building is used to house miscellaneous equipment, including a forklift.

The PNS TRACON is operational 24 hours per day. The PNS TRACON controls terminal approach for Pensacola Naval Air Station/Sherman Field, Pensacola International Airport, Whiting Naval Air Station, Choctaw Naval Outlying Station, and Santa Rosa Naval Air Station. The TRACON controllers get feed from the PNS ASR-11 and other ASR-11 equipment located at several other airports, including Mobile Regional Airport and Northwest Florida Beaches International Airport near Panama City.

2.4.5.5 Airport Surveillance Radar

The Airport is equipped with an Airport Surveillance Radar 11 (ASR-11). The PNS ASR-11 facility is comprised of an antenna tower and three support buildings – equipment building, storage building, and generator building. The ASR-11 facility is located in the northeast quadrant, west of RTR Site 2.

The ASR-11 antenna is mounted atop a steel tower. The ASR-11 antenna is a continually rotating antenna sail that serves as the integrated primary and secondary radar system used to identify aircraft up to 60 miles from the radar site. The ASR-11 equipment building is located immediately east of the antenna tower. The equipment building is a concrete block building with a standing seam metal roof and it is in good condition. The ASR-11 storage building is located west of the antenna tower. The storage building is a wood framed and sided building and it is in poor condition. The ASR-11 generator building is located south of the antenna tower. The generator building is a concrete structure that houses an emergency generator that serves the ASR-11 antenna and equipment building. The generator building is in good condition.

2.4.5.6 Remote Transmitter/Receiver (RTR) Stations

The Airport is equipped with three Remote Transmitter/Receiver (RTR) stations.

RTR Site 1 is located north of the passenger terminal building and is identified by the name “PNSA RTR”. The facility is composed of five towers, each with six antennas. The height of the towers are 78 feet above ground level. This site accommodates only transmitters - 10 Very High Frequency transmitters and 18 Ultra High Frequency transmitters. PNS ATCT and Pensacola TRACON use these transmitters. The RTR facility is connected to the ATCT and TRACON facility via underground fiber-optic cable. None of the equipment is radio controlled. RTR Site 1 is supported by two buildings – an equipment vault and a generator building. The equipment vault is a steel framed metal siding building that contains support equipment. The generator building is a steel framed metal siding building that provides backup power for RTR Site 1. A security fence independent of the Airport perimeter fence surrounds the entire RTR Site 1 facility.

RTR Site 2 is located adjacent to the Airport Surveillance Radar and is identified by the name “PNSB RTR”. The facility consists of six towers, each with six antennas. The height of the towers are 78 feet above ground level. This Site includes only receivers - 14 Very High Frequency receivers and 23 Ultra High Frequency receivers. PNS ATCT and Pensacola TRACON use data captured at this RTR site. The RTR facility is connected to the ATCT and TRACON facility via underground fiber-optic cable. None of the equipment is radio controlled. RTR Site 2 is support by an equipment vault. The equipment vault is a concrete-block building that contains support equipment. An engine generator located at the ASR building provides backup power for RTR Site 2.

RTR Site 3 is located west of the TRACON and ATC facility and is identified by the name “PNS RTR & PNS RCO”. The facility contains four towers, each with five antennas. Three towers have a height of 40 feet above ground level and one has a height of 45 feet above ground level. This Site is composed of receivers and transmitters - seven Very High Frequency transmitters, four Ultra High Frequency transmitters, two Very High Frequency receivers, and one Ultra High Frequency receivers. PNS ATCT, Pensacola TRACON, and FAA’s Automatic Flight Information Service use data captured at this RTR site. The RTR facility is connected to the ATCT and TRACON facility via underground fiber-optic cable. None of the equipment is radio controlled. RTR Site 3 is support by an equipment vault. The equipment vault is a steel framed metal siding building that contains support equipment. An engine generator located at the TRACON building provides backup power for RTR Site 3.

Each of the RTR facilities on the Airport utilizes only one building each for the RTR equipment. Site 1 also has a building that houses a dedicated Engine Generator. Site 2 and Site 3 get their back up power from another source. The RCO equipment is located at the PNS RTR adjacent to the TRACON.

2.4.6 Airspace

2.4.6.1 Airspace

The airspace around the Airport is designated as Class C Airspace. Class C Airspace generally consists of a surface area with a five nautical mile radius, and outer circle within a 10 nautical mile radius that extends from 1,200 feet to 4,000 feet above the airport elevation. Pilots are required to contact the ATC facility prior to entering the airspace and maintain two-way communication with ATC while operating within the airspace. A comparison of the airspace classifications is depicted in [Figure 2-16](#).

The PNS airspace structure is depicted on the New Orleans Sectional Chart. The New Orleans Sectional Chart covers an area from New Orleans, Louisiana to Tallahassee, Florida. PNS Class C airspace overlaps with Class C airspace for Pensacola Naval Air Station (NAS) and Whiting NAS. The service area is dubbed “PNS Approach” in radio communications. The New Orleans Sectional Chart indicates that pilots should contact PNS Approach within 20 nautical mile of the TRACON service area. An excerpt of the New Orleans Sectional Chart is depicted in [Figure 2-17](#).

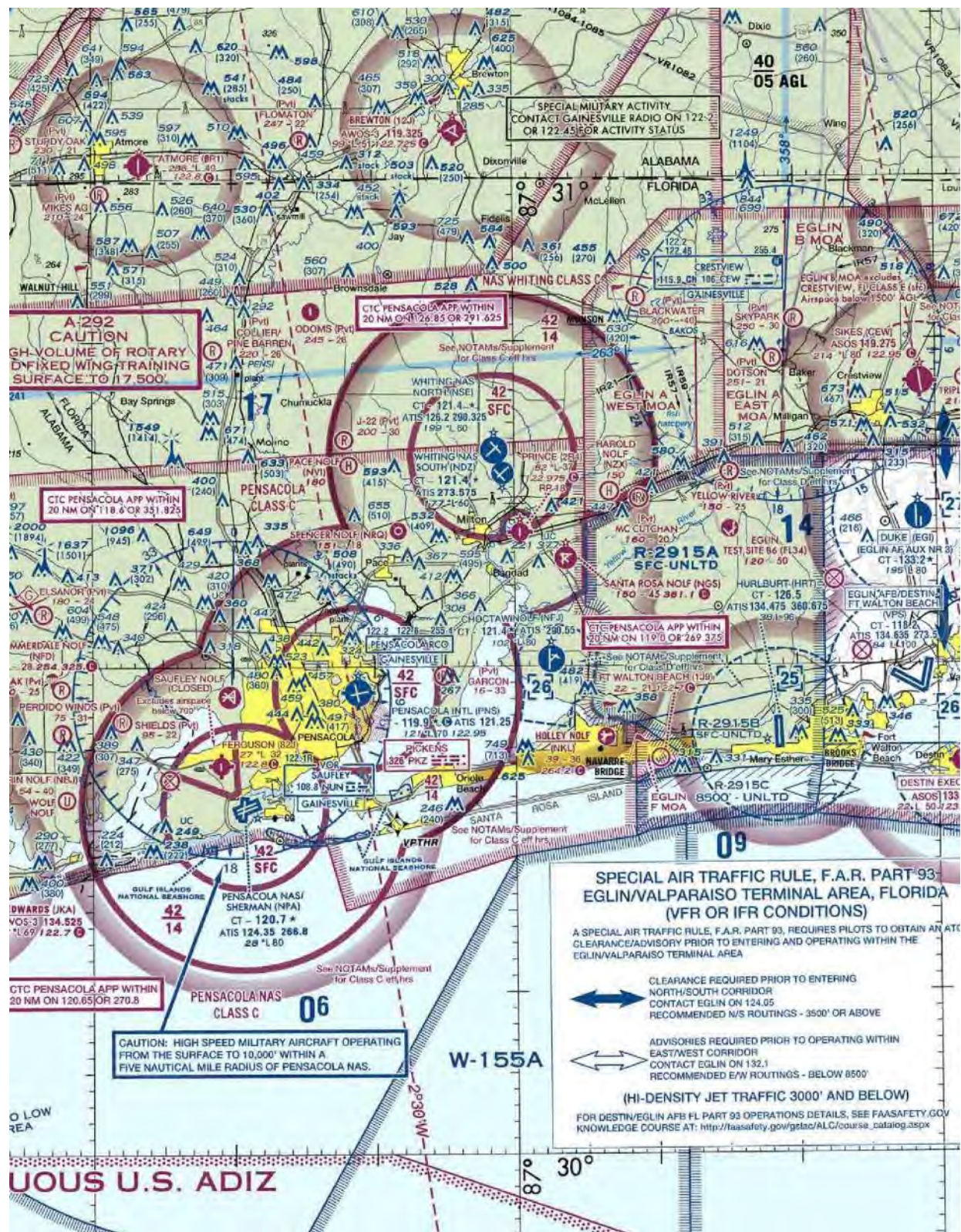
PNS operates with a standard Visual Flight Rules (VFR) traffic pattern, even though there is high volume of touch-and-go operations. PNS operates both left- and right-hand traffic patterns. ATC staff reports that both traffic patterns are sometimes operated simultaneously. The flight traffic pattern is the standard 1,000 above ground level.

FIGURE 2-16
AIRSPACE STRUCTURE



Source: FAA Pilot Handbook of Aeronautical Knowledge, 2014

FIGURE 2-17
EXCERPT OF NEW ORLEANS SECTIONAL CHART



Source: Federal Aviation Administration, 2016

2.4.6.2 Nearby Airports

Several military and general aviation airports are located near PNS. Examining these nearby facilities is helpful to understand potential conflicts that may exist with aviation traffic near PNS. A list of airports within 35 nautical miles of PNS is provided in [Table 2-14](#) and depicted in [Figure 2-18](#).

PNS ATCT controllers operate the airfield in parallel with Pensacola NAS operations when conditions permit, to avoid conflicts. PNS ATCT controllers will operate in parallel flows with Pensacola NAS up to an eight- or nine-knot crosswind. When crosswinds exceed this metric, operations at PNS are reoriented with the wind, even if it conflicts with Pensacola NAS operations. However, a formal Letter of Agreement between the two facilities does not cover this procedure.

Helicopter traffic is also prevalent at and near PNS. There are several helicopter landing facilities near the Airport that are associated with hospitals. The following three hospitals are located within four miles of PNS and account for low flying helicopter operations near the Airport:

- » Sacred Heart Hospital – approximately $\frac{3}{4}$ miles west of the Airport.
- » West Florida Regional Medical Center – approximately 3 miles northwest of the Airport.
- » Baptist Hospital – approximately 3.5 miles southwest of the Airport.

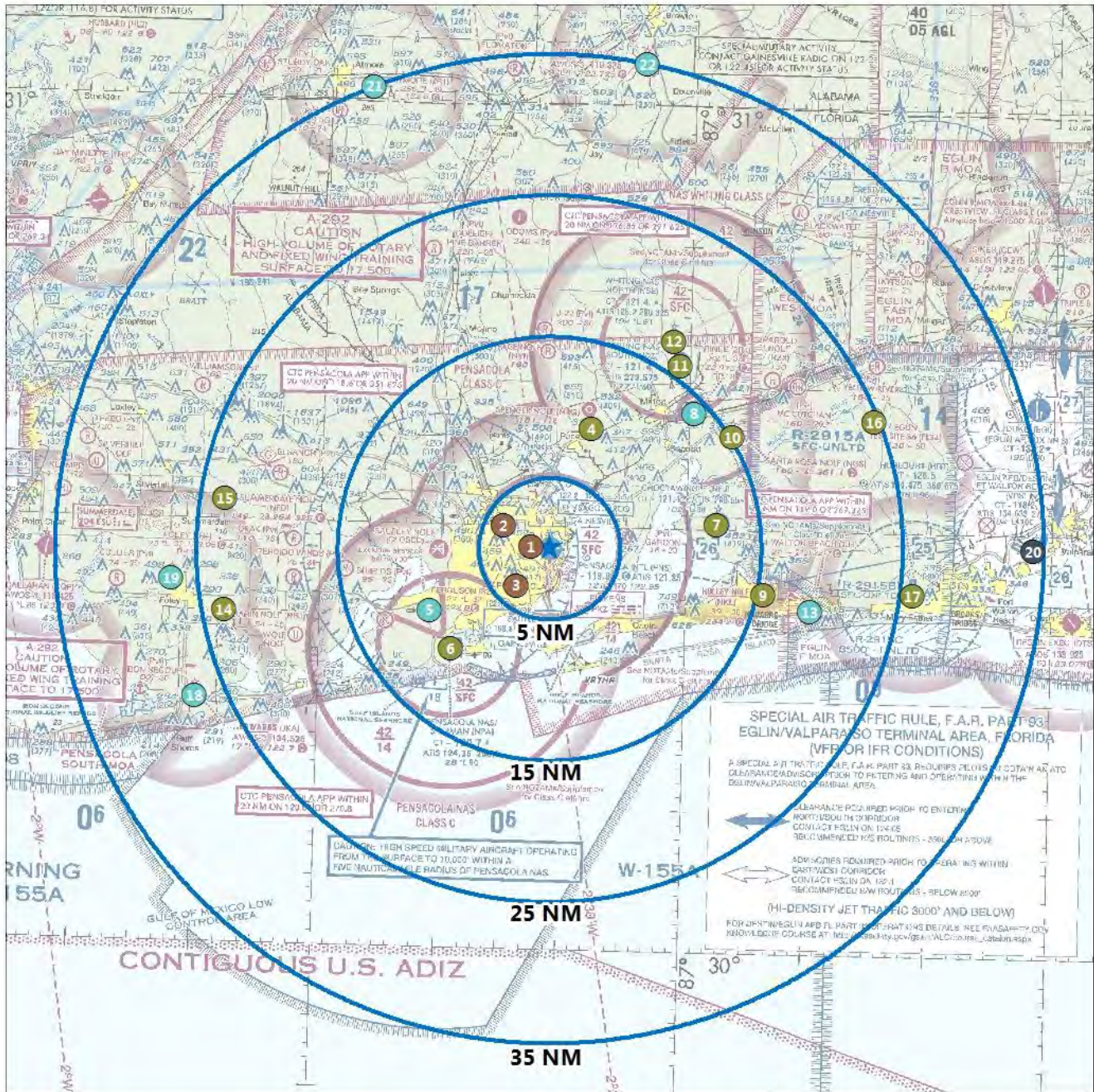
PNS ATCT controllers indicated that military helicopter aviators often fly hospital familiarization flight exercises through the area, including the nearby Sacred Heart Hospital. These operations create additional helicopter traffic near the Airport, for which PNS ATCT must also account.

TABLE 2-14
NEARBY AIRPORTS

Name	Code	City, State	Distance/ Direction	Type
Spencer Naval Outlying Field	NRQ	Pace, FL	9 nm N	Military
Ferguson Airport	82J	Pensacola, FL	10 nm SW	General Aviation
Pensacola Naval Air Station/Forrest Sherman Field	NPA	Pensacola, FL	10 nm SW	Military
Choctaw Naval Outlying Field	NFJ	Milton, FL	12 nm E	Military
Peter Prince Field Airport	2R4	Milton, FL	14 nm NE	General Aviation
Holley Naval Outlying Field	NKL	Fort Walton Beach, FL	15 nm E	Military
Santa Rosa Naval Outlying Field	NGS	Milton, FL	15 nm NE	Military
Whiting Field Naval Air Station South	NDZ	Milton, FL	16 nm NE	Military
Whiting Field Naval Air Station North	NSE	Milton, FL	17 nm NE	Military
Fort Walton Beach	1J9	Navarre, FL	19 nm E	General Aviation
Barin Naval Outlying Field	NBJ	Foley, AL	24 nm W	Military
Summerdale Naval Outlying Field	NFD	Summerdale, AL	24 nm W	Military
Eglin Test Site B6	FL34	Valparaiso, FL	25 nm E	Military
Hurlburt Field Airport	HRT	Mary Esther, FL	26 nm E	Military
Jack Edwards Airport	JKA	Gulf Shores, AL	27 nm SW	General Aviation
Foley Municipal Airport	5R4	Foley, AL	27 nm W	General Aviation
Eglin Air Force Base/Destin-Fort Walton Beach Airport	VPS	Fort Walton Beach, FL	34 nm E	Military/ Commercial
Atmore Municipal Airport	OR1	Atmore, AL	35 nm N	General Aviation
Brewton Municipal Airport	12J	Brewton, AL	35 nm N	General Aviation

Source: FAA New Orleans Sectional Chart and FAA Airport Database

FIGURE 2-18
NEARBY AIRPORTS



Legend

1. Sacred Heart Helipad
2. West Florida Regional Helipad
3. Baptist Helipad
4. Spencer NOLF
5. Ferguson NOLF
6. Pensacola NAS

7. Choctaw NOLF
8. Peter Prince
9. Holley NOLF
10. Santa Rosa NOLF
11. Whiting Field NAS South
12. Whiting Field NAS North

13. Fort Walton Beach
14. Barin NOLF
15. Summerdale NOLF
16. Eglin Test Site B6
17. Hurlburt Field
18. Jack Edwards

19. Foley Municipal
20. Eglin AFB / Destin Ft. Walton
21. Atmore Municipal
22. Brewton Municipal

- 0 5 10
Miles
- ★ PNS
- Hospital Helipad
- General Aviation
- Military
- Military / Commercial

Source: FAA Sectional, 2016; Florida Geographic Data Library, 2015; RS&H, 2016

2.4.7 Airside Vehicle Service Road

The airside vehicle service roadway allows airport vehicles to circulate around the Airport without exiting the airside area to travel on public roads. Some airport vehicles, such as baggage carts and airplane tugs, are not permitted on public roadways and must rely solely on the airside vehicle service road network to travel to different facilities on-Airport. The airside vehicle service roadway system supports efficient vehicle mobility on the airside. The PNS airside vehicle service roadway provides airside routes around each runway end but vehicles must transition to public roadways and back to airside roadways to circuit the Airport.

The PNS vehicle service road does not connect to the area south of the Runway 26 end or to the area west of the Runway 35 end. The construction of the VTMAE facility (described in in Section 2.9) will further fragment the airside vehicle service road near the extended runway centerline for Runway 17. The resulting, contiguous vehicle service road will serve the areas west and south of the Airport, connecting the area to the north of Runway 17 to the general aviation facilities in the southeast quadrant. The airside vehicle service road network is illustrated in [Figure 2-9](#).

The speed limits on the designated roadways and on apron areas is 15 miles per hour. The vehicle speed limit on the gate areas or within the immediate vicinity of parked aircraft is 5 miles per hour. The speed limit of tug drive is 5 miles per hour. The speed limit for all other areas of the Air Operations Area or on any taxiway is 25 miles per hour. These speeds are per the 2011 PNS Non-Movement Area Driver's Guide.

2.5 LANDSIDE FACILITIES

The facilities that provide for ground transportation access, circulation, parking, and operations include:

- » On-Airport Roadway System.
- » Terminal Curb Roadway.
- » Public and Employee Parking.
- » Rental Car Ready/Return, Storage, and Service Areas.
- » Taxi Queue.

The locations of these facilities are depicted in [Figure 2-19](#) and described below.

FIGURE 2-19
TERMINAL LANDSIDE FACILITIES



Legend

- | | |
|--------------------|---|
| 1. Parking Garage* | 6. Hertz/Dollar/Thrifty Svc Center |
| 2. Surface Parking | 7. Avis/Budget Svc Center |
| 3. Economy Lot 1 | 8. Hertz Ops and Svc Center |
| 4. Economy Lot 2 | 9. Enterprise/National/Alamo Svc Center |
| 5. Ready/Return* | 10. Unassigned Svc Center |

- | |
|-----------------------|
| 11. Taxi Staging Area |
| 12. Employee Lot |
| 13. Permit Parking |
| 14. Permit Parking |
| 15. Overflow Parking |

- | |
|-------------------|
| Employee Parking |
| Public Parking |
| Rental Car Area |
| Taxi Staging Area |
| Airport Boundary |

0 150 300
Feet

Source: Esri Imagery, 2016; Pensacola International Airport, 2016; RS&H, 2016

2.5.1.1 On-Airport Roadways

The primary portal for the Airport is Airport Boulevard from its signalized intersection with North 12th Avenue. Airport Boulevard becomes a two-lane, one-way loop that provides direct access to and egress from the passenger terminal and the other ground transportation facilities used by passengers. Other portals include College Boulevard, Skye Way, and Francis Taylor Boulevard, all of which enter/exit the Airport at North 12th Avenue. A significant feature of the circulation roadway system is the roundabout that provides for the return-to-terminal movement, and separates the two-way segment of Airport Boulevard from the one-way loop.

2.5.1.2 Terminal Curb Roadway

The passenger terminal presents a single-level frontage that is served by a dual roadway. The inner curb roadway has three lanes, with the two outer lanes (adjacent the curbs) for active unloading and loading only. Only the center lane of this roadway is continuous. Privately owned vehicles (POVs) chiefly use the inner roadway. The outer roadway provides a variable cross-section with two or three lanes in most segments, but with only the center lane continuous. Designated ground transportation modes unload or load on the outer curb, the exception being that Uber is designated a location on the extreme upstream end of the inner roadway for unloading/loading.

2.5.2 Vehicle Parking Facilities

Table 2-15 provides the capacities and rates of the various parking facilities at PNS. The four-level concrete parking garage is the most heavily used of the public parking facilities, and is conveniently connected to the terminal via a pedestrian bridge from Level 2, the lowest of the public parking levels. The ground floor provides rental car ready/return spaces. The remaining spaces are for public parking. The second and third levels provide covered parking spaces and the fourth level is an uncovered parking area. A single exit plaza serves both the parking garage and the surface lot.

The exit plaza is located toward the west end of the surface lot. Each of the three drive-through lanes contains an individual booth to collect and process parking fees. The exit plaza is open 24 hours per day but each booth is operated as needed based on demand. The exit plaza is in fair condition.

The two economy lots are non-cashiered, and require payment via machine by credit card. Most of the public parking is within the maximum desirable walking distance from the terminal of 1,000 feet. The exception is Economy Lot 1, only the closest spaces of which are 1,000 feet from the nearest terminal door. Due to their proximity, there is no shuttle service to the economy lots. The public parking is operated under contract with Republic Parking.

TABLE 2-15
PARKING FACILITIES AND RATES

Facility	Spaces	Daily Rate	Hourly Rate
Parking Garage	963	\$11	\$1 (ea. ½ hr.)
Surface Lot	830	\$9	\$2 (ea. hr.)
Economy Lot 1	538	\$6	\$2 (ea. hr.)
Economy Lot 2	465	\$6	\$2 (ea. hr.)
Employee Lot	197	n/a	n/a

Source: Pensacola International Airport, 2016

2.5.3 Rental Car Facilities

There are currently 342 rental car ready/return spaces on the ground floor of the parking garage, allocated by market share to the nine companies serving the Airport.

Each rental car operator occupies an individual lot that includes a Service Center building and Fuel Facility in the 20-acre site north of the terminal complex. The Service Center buildings and Fuel Facilities are served by Service Center Road, which forms a one-way loop that serves the areas reserved for each family of rental car companies. The Service Center buildings and Fuel Facilities are both of steel and concrete construction. The Fuel Facilities are equipped with fuel islands and open-air covered areas for rental car fueling. The Service Center buildings and Fuel Facilities are used to service and store their fleets. Rental car agents shuttle the cars on the circulation roadways between the ready/return spaces and the service areas for quick turn-around service (fuel, vacuum, and wash), or more extensive maintenance and repair.

2.5.4 Taxi Queue

PNS is served in 2016 by approximately 136 cabs from 27 companies permitted by the Airport, and operating under Pensacola City Ordinance. The minimum fare from the Airport is \$11. The taxis stage in a holding queue immediately east of Economy Lot 2, adjacent the one-way loop of Airport Boulevard. The queue can hold up to 12 taxis.

2.5.5 Landside Pavement Conditions

A visual inspection of the landside pavement was completed in June 2016. This inspection consisted of engineers walking the paved areas of roadways and parking lots on the landside of the Airport and photographing and recording the general condition of the pavement including any distresses and deteriorations. Using the distress codes as published by the U.S. Army CERL, FDOT Airfield Inspection Reference Manual, the different areas of pavement were recorded as they displayed the different types of distress. These codes are referenced in [Figure 2-20](#).

The roadways and parking lots were segregated into areas based on use and traffic volume. These areas are:

- » Service Center Road with Francis Taylor Boulevard, the fuel farm and the adjacent parking lot.
- » Airport Boulevard with the encircled surface parking lots.

- » College Boulevard with Skye Way, Airport Lane, and the adjacent surface parking lots.

Figure 2-21 depicts these areas with callouts denoting general areas where distresses were noticed. In general, the pavements of College Boulevard, Skye Way, and Airport Lane were in fair condition with the only distresses noted as some slight oxidation and weathering.

The pavement on Airport Boulevard displayed more wear due to the higher traffic volume, as Airport Boulevard is used as the main loop for the pick-up and drop-off of passengers at the terminal. General weathering and oxidizing was seen throughout the whole loop road, as well as areas of longitudinal cracking along the construction joints, block cracking on two of the curves, and oil spillage along the terminal curb. Small areas of raveling and polished aggregate were noted.

The fuel farm road, Service Center Road and Francis Taylor Boulevard contained pavement with the most distress. These pavements handle traffic for the rental car facility and are used as the access route to the UPS facility and terminal for all freight and service vehicles. This pavement shows typical weathering and oxidation with areas of longitudinal cracking, block cracking, alligator cracking, raveling, and some oil spillage. The pavement at the fuel farm is in poor condition with significant amounts of these distresses occurring, including block cracking, fatigue (alligator) cracking, transverse and longitudinal cracking, raveling and polished aggregate.

FIGURE 2-20
AIRFIELD PAVEMENT DISTRESSES – ASPHALT CONCRETE PAVEMENT

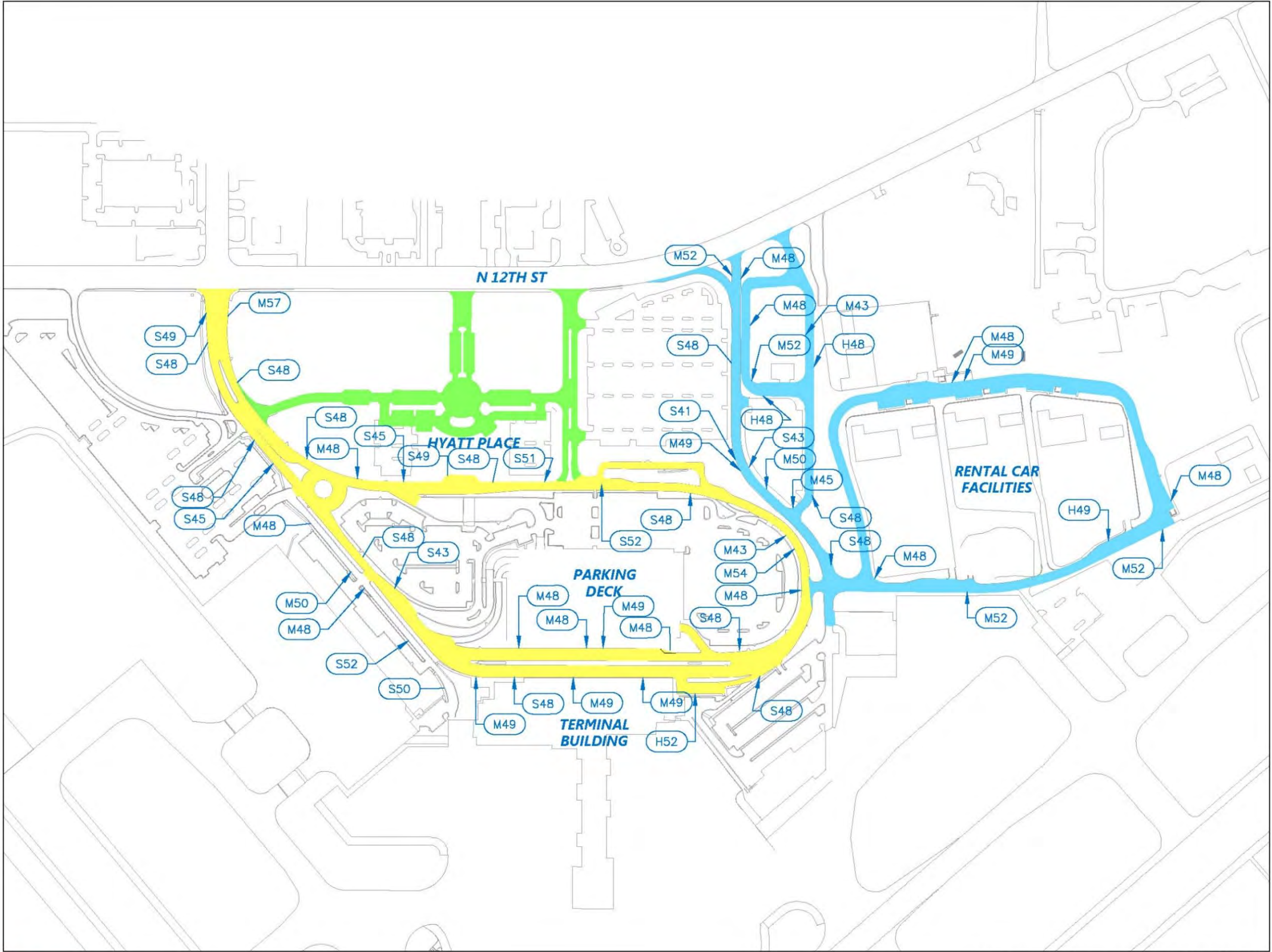
Table 3-1: Airfield Pavement Distresses for Asphalt Concrete

Code	Distress	Primary Mechanisms
41	Alligator Cracking	Load / Fatigue Failure
42	Bleeding	Construction Quality/ Mix Design
43	Block Cracking	Climate / Age
44	Corrugation	Load / Construction Quality
45	Depression	Subgrade Quality
46	Jet Blast	Aircraft
47	Joint Reflection – Cracking	Climate / Prior Pavement
48	Longitudinal/Transverse Cracking	Climate / Age
49	Oil Spillage	Aircraft / Vehicle
50	Patching	Utility / Pavement Repair
51	Polished Aggregate	Repeated Traffic Loading
52	Raveling	Climate / Load
53	Rutting	Repeated Traffic Loading
54	Shoving	PCC Pavement Growth / Movement
55	Slippage Cracking	Load / Pavement Bond
56	Swelling	Climate / Subgrade Quality
57	Weathering	Climate

Source: U.S. Army CERL, FDOT Airfield Inspection Reference Manual

Source: FDOT Statewide Airfield Pavement Management Program – District 3 Report, 2015

FIGURE 2-21
LANDSIDE PAVEMENT CONDITIONS



Legend

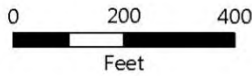
- Terminal Loop Road Pavement
- Rental Car, Cargo, and Fuel Farm Loop and Access Pavement
- Hotel and College Boulevard Pavement

Distress Types¹

- 41 Alligator Cracking
- 43 Block Cracking
- 45 Depression
- 48 Longitudinal / Traverse Cracking
- 49 Oil Spillage
- 50 Patching
- 51 Polished Aggregate
- 52 Raveling
- 54 Shoving
- SXX Slight Distress
- MXX Moderate Distress
- HXX Heavy Distress

Note:

1 - Distress types per U.S. Army CERL, FDOT Airfield Inspection Reference Manual



RS&H

2.6 PASSENGER TERMINAL

The passenger terminal is usually the most used and recognized facility at commercial service airports. Passenger terminals are the interface between the public space and the secure airport space for airport passengers. The passenger terminal connects the landside facilities (e.g., public-access airport road) and the airport secure airside (e.g., aircraft apron and airfield).

Understanding how this space and interface works is key to evaluating the effectiveness of the existing facility. It is important that passenger terminal facilities are secure and operate efficiently to support a high level of service for travelers. Descriptions of the passenger terminal building and apron areas follow.

2.6.1 Passenger Terminal Building

The passenger terminal building comprises a 206,500 square-foot building. The building underwent a significant renovation and upgrade process in 2011. The functional area size allocations are outlined in [Table 2-16](#). The existing functional area layout of the building is depicted in [Figure 2-22](#) and [Figure 2-23](#). Each functional area is described below.

TABLE 2-16
TERMINAL BUILDING FUNCTIONAL AREAS

Functional Area	Space (sf)
Lower Level	
Circulation	20,000
Ticketing Lobby	9,000
Outbound Bag Screening and Make-Up	22,500
Bag Claim Lobby	11,800
Holdroom	800
Rental Car	2,400
Airline Offices	6,400
Offices/Support	26,200
Restroom	2,000
Lower Level Total	101,100
Upper Level	
Circulation	32,500
Security Checkpoint	8,700
Concessions	16,400
Holdroom	15,500
USO	2,000
Airport Administration	9,800
Offices/Support	8,300
Restroom	4,700
Upper Level Total	97,900

Source: RS&H, 2016

Note: sf=square feet

FIGURE 2-22
TERMINAL FLOORPLAN – LOWER LEVEL

Legend

- Circulation
- Ticketing Lobby
- Outbound Bag Screening and Make-Up
- Bag Claim Lobby
- Holdroom
- Rental Car
- Airline Offices
- Offices/Support
- Restroom

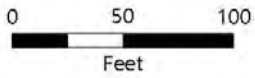
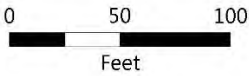
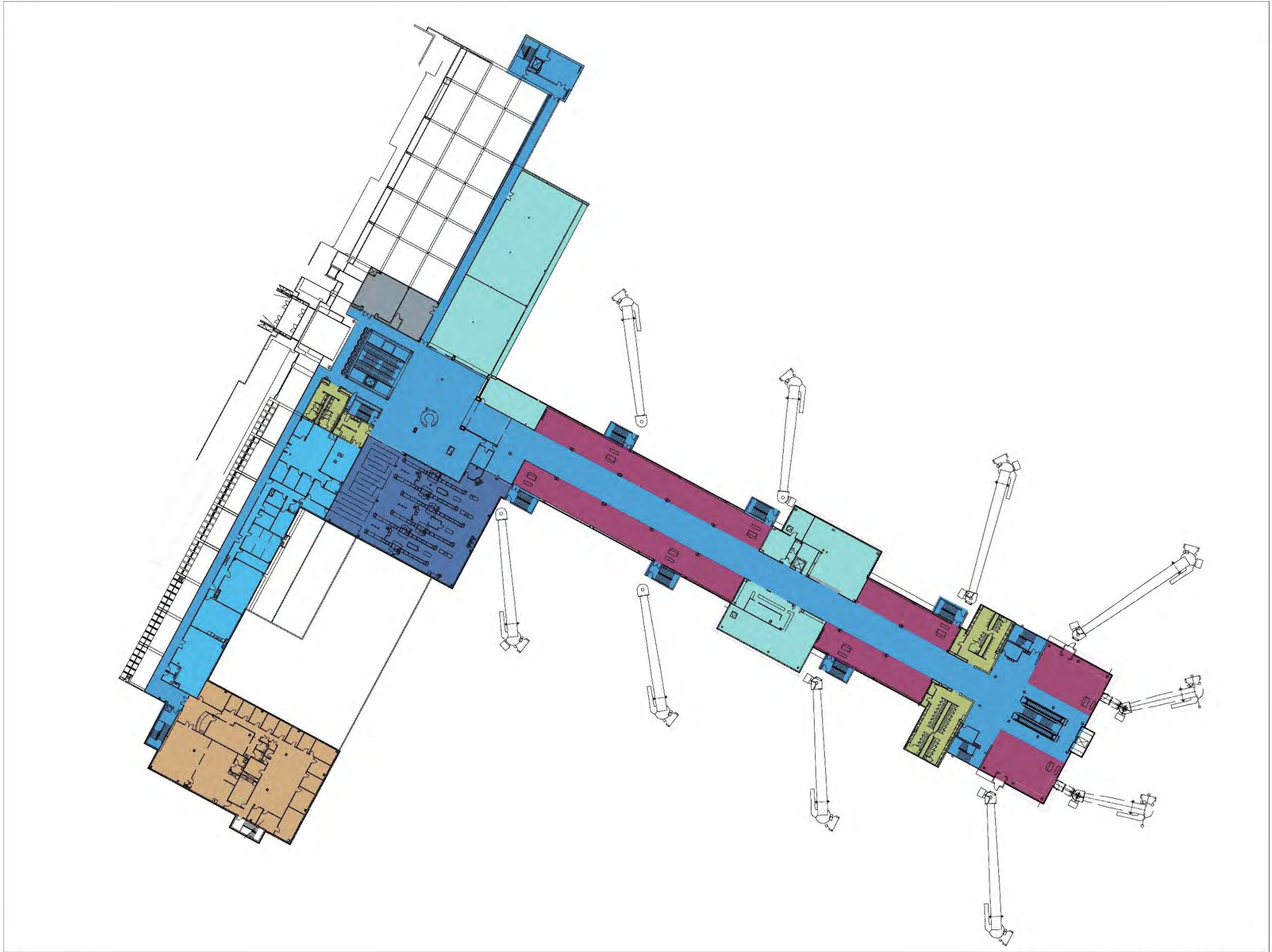


FIGURE 2-23
TERMINAL FLOORPLAN – UPPER LEVEL

Legend

- Circulation
- Security Checkpoint
- Concessions
- Holdroom
- USO
- Airport Administration
- Offices/Support
- Restroom



Source: Pensacola International Airport, 2011; RS&H, 2016

2.6.1.1 Airline Operations

There are five airlines that operate at PNS – American Airlines, Delta Air Lines, Silver Airways, Southwest Airlines, and United Airlines. American, Delta, and United each use regional codeshare partner airlines that operate under the livery and brand of the respective airlines. The airline city pairs and fleet mix is described in [Table 2-17](#). This represents regularly scheduled service, though airlines often modify service during the peak season.

The airlines operate aircraft as small as the Saab 340 and as large as the Boeing 757 series aircraft. The five airlines serve a combined nine destinations with non-stop service, including both commercial service airports in Houston – William P. Hobby Airport and George Bush Intercontinental Airport. Pensacola residents have access to countless other domestic and international destinations with a connection from each of the aforementioned nine non-stop destinations.

TABLE 2-17
AIRLINE DESTINATIONS

Airline	Non-Stop City Pairs	Aircraft
American Airlines	Charlotte, Dallas (DFW), and Miami	Bombardier CRJ regional jet Embraer ERJ regional jet
Delta Air Lines	Atlanta	Boeing MD-80 series Boeing 737 series Boeing 757 series
Silver Airways	Orlando (MCO) and Tampa	Saab 340
Southwest Airlines	Houston (HOU) and Nashville	Boeing 737 series
United Airlines	Houston (IAH)	Bombardier CRJ regional jet Embraer ERJ regional jet

Source: Pensacola International Airport, 2016

2.6.1.2 Airline Ticketing Lobby

The airline ticketing lobby is located on the ground floor, at the south end of the terminal building. The ticketing lobby is accessible from the terminal curbside and from the overhead pedestrian walkway connecting to the parking garage. The lobby consists of airline ticket counters, check-in kiosks, checked baggage equipment, and a lounging area along the wall adjacent to the entrance doors.

There are nine airline check-in positions in the lobby and each airline leases one. Each airline has a defined and allocated space to process ticketing functions for its passengers. Airlines also lease office space behind the check-in counters to support their administrative functions.

2.6.1.3 Security Screening Checkpoint

The passenger security screening checkpoint is located on the second floor of the terminal building. The checkpoint is located in space created by the 2011 terminal renovations. The checkpoint area is accessible from the airlines ticketing area via vertical circulation near the center of the terminal building. The checkpoint is also accessible from the overhead pedestrian walkway connecting the parking garage to the terminal building. The Transportation Security Administration (TSA) operates the checkpoint.

2.6.1.4 Concessions

OHM Concession Group is the sole contracted food and beverage concessionaire at PNS. OHM operates four restaurant brands at six locations in the passenger terminal. The brands are as follows:

- » Chick-Fil-A.
- » Einstein Bros. Bagels.
- » Freshens.
- » Pensacola Beach House.

Pensacola Beach House straddles the public and sterile side of the terminal so it is available to ticketed passengers and the public. Einstein Bros. Bagels is located on both the public and sterile side of the terminal so it is available to ticketed passengers and the public. Chick-Fil-A and Freshens are only located on the sterile side of the terminal.

Paradies Lagardère is the sole contracted news and gift concessionaire at PNS. Paradies Lagardère operates two locations in the terminal building. The two brands are Beaches TravelMart and CNBC News, one located on the public side of the terminal and the other is located on the sterile side.

2.6.1.5 Gates and Holdrooms

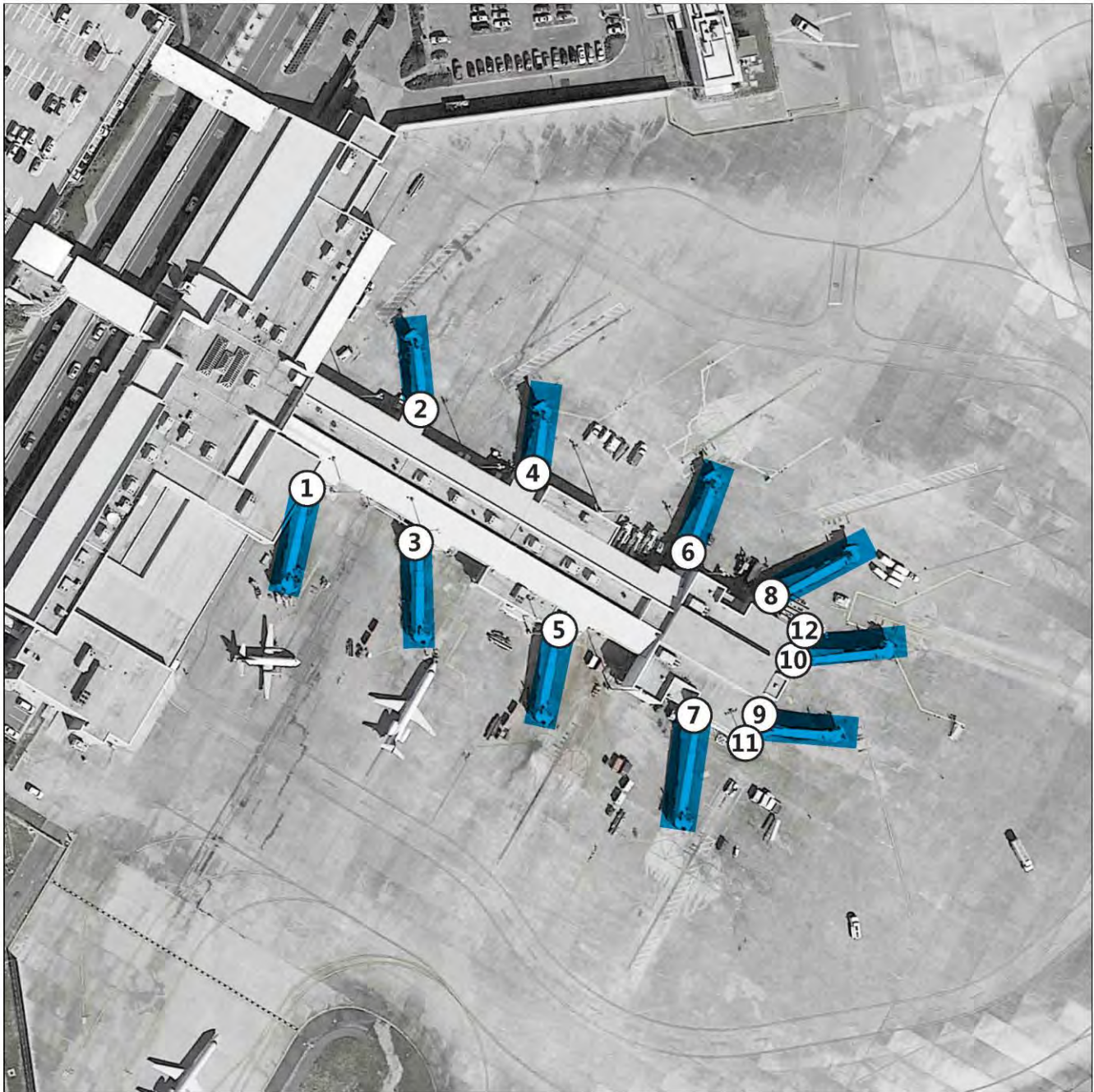
The passenger terminal has 12 gates, each with a dedicated passenger holdroom. The holdrooms associated with Gate 11 and Gate 12 are each approximately 400 square feet. The remaining holdroom sizes range from approximately 1,500 square feet to approximately 2,100 square feet. Five of the 12 gates and holdrooms are not allocated to a specific airline but rather common use and available to any airline for use on an interim and as-needed basis.

Passenger boarding bridges serve Gates 1 through 10 from the second floor. Gates 11 and 12 are located on the first floor of the building and accessed via vertical circulation from the second floor to the first floor at the southeast end of the terminal building. Gates 11 and 12 passengers access their aircraft via ground loading.

There are 10 aircraft parking positions that serve the 12 gates in the terminal. Gate 9 and Gate 11 share the same apron aircraft parking position. The same is true for Gate 10 and 12. The aircraft parking position associated with Gate 1 is the smallest area, encompassing approximately 10,000 square feet. All other terminal aircraft parking positions are approximately 14,000 square feet.

The gate locations are depicted in [Figure 2-24](#) and described in [Table 2-18](#).

FIGURE 2-24
TERMINAL GATES



Legend

Source: Esri Imagery, 2016; Pensacola International Airport, 2016; RS&H, 2016

- | | |
|-----------------------------------|---|
| 1. Gate 1 - Silver Airways | 7. Gate 7 - American Airlines |
| 2. Gate 2 - Delta Air Lines | 8. Gate 8 - No designated airline |
| 3. Gate 3 - United Airlines | 9. Gate 9 - No designated airline |
| 4. Gate 4 - Delta Air Lines | 10. Gate 10 - Southwest Airlines |
| 5. Gate 5 - American Airlines | 11. Gate 11 - (Lower Level) - No designated airline |
| 6. Gate 6 - No designated airline | 12. Gate 12 - (Lower Level) - No designated airline |

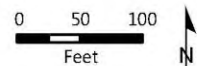


TABLE 2-18
TERMINAL GATE ALLOCATIONS

Gate	Load Type	Designated Airline	Holdroom Size (SF)	Apron Size ² (SF)
1	Boarding Bridge	Silver Airways	2,089 ¹	10,000
2	Boarding Bridge	Delta Air Lines	2,115	14,000
3	Boarding Bridge	United Airlines	2,089	14,000
4	Boarding Bridge	Delta Air Lines	2,116	14,000
5	Boarding Bridge	American Airlines	2,001	14,000
6	Boarding Bridge	None	1,747	14,000
7	Boarding Bridge	American Airlines	1,502	14,000
8	Boarding Bridge	None	1,507	14,000
9	Boarding Bridge	None	1,502	14,000
10	Boarding Bridge	Southwest Airlines	1,507	14,000
11	Ground Loading	None	415	n/a (Shared with Gate 9)
12	Ground Loading	None	427	n/a (Shared with Gate 10)

Source: Pensacola International Airport, 2015

Notes: 1 - Silver Airways leases 1,000 SF of Gate 1 Holdroom; 2 - Approximate

2.6.1.6 Checked Baggage Handling

The checked baggage system is an automated system that processes both outbound and inbound checked bags.

Airline personnel load outbound bags onto the conveyer behind the ticket counters in the ticking lobby. The conveyer takes the bags to screening area, where Explosives Detection Systems screen outbound bags. The conveyer then takes the bags to the make-up area on the airside. The make-up area includes nine piers – eight piers are allocated to the airlines and there is one additional pier used for unrecognized or overflow bags. After the checked bags are screened, the system deposits the bags on the pier allocated to the specific airline where the bags are manually transferred to the bag carts to be loaded onto departing aircraft.

Airline personnel transport the inbound bags from arriving aircraft onto bag carts. The bag carts transport the bags to the baggage off-load area on the airside at the north end of the terminal building, where bags are loaded onto the conveyer system that transports the bags to the bag claim area. The bag claim area is located on the first floor of the terminal building. The bag claim area is equipped with three flat

plate baggage claim devices for passengers to claim their luggage. The bag claim devices are common-use and are not allocated to specific airlines.

2.6.1.7 Airport Administration Area

The Airport administration area is located on the second floor, at the south end of the terminal building. The area includes office space for Airport administrative staff, lounge area for TSA personnel, and public conference rooms. The administration area is accessed via an elevated walkway above the airline ticketing lobby. The administrative area is located in space that created by the 2011 terminal renovations.

2.6.1.8 United Service Organization (USO) Center

The United Service Organization leases space on the second floor of the passenger terminal complex. The purpose of the USO is to provide a place to provide hospitality services for traveling U.S. military service members and their families. The USO center is open from 8 am to 10 pm, daily. Amenities at PNS USO Center include a movie area, a game area, a self-serve kitchen with snacks and drinks, a library area, and a computer area. The USO center is located on the public side of the terminal and is accessible to ticketed passengers and the public.

2.6.2 Passenger Terminal Apron

The passenger terminal apron is the pavement area adjacent the passenger terminal building that provides space for aircraft parking and circulation. The passenger terminal apron is part of the Security Identification Display Area (SIDA) in which personnel are required to have airport security badges and comply with appropriate FAA regulations. The airside vehicle service road traverses the terminal apron area between the parked aircraft positions and apron taxilane. The terminal apron area is designated as an ATC non-movement area, which means that aircraft in this area are not under the control of PNS ATCT controllers.

The terminal apron can accommodate 10-parked aircraft adjacent to the passenger terminal building. Each parking position is served with a passenger boarding bridge. The two parking positions at the end of the passenger terminal concourse are shared with the two first floor gates (Gate 11 and Gate 12) to support ground loading.

The passenger terminal apron also has a Remain Overnight (RON) aircraft parking area, south of Gate 1 and Gate 3. The RON parking apron is capable of accommodating three Airplane Design Group (ADG) II aircraft (e.g., Bombardier CRJ-700), two ADG-III aircraft (e.g., Boeing MD-80), or one ADG-IV aircraft (e.g., Boeing 757-200).

2.7 AIR CARGO

PNS supports cargo operations for two dedicated cargo carriers and one commercial passenger carrier. Understanding the existing cargo operations and facilities is important to evaluate the existing and future cargo facility needs. The cargo operators and facilities are depicted in [Figure 2-25](#) and described below.

FIGURE 2-25
CARGO AND GENERAL AVIATION FACILITIES



Legend

- | | | |
|-----------------------------|---------------------------------|--|
| 1. Heliworks - North Hangar | 6. ECKO Air Hangar | 11. Pensacola Aviation Center Terminal |
| 2. Heliworks - Admin | 7. Innisfree Jet Center | 12. Sky Warrior Maintenance |
| 3. Heliworks - Hangar 1 | 8. Sky Warrior Admin and Hangar | 13. PAC Box Hangars |
| 4. Heliworks - Hangar 2 | 9. PAC Box Hangar | 14. Classroom Building |
| 5. Navy Flying Club | 10. T-Hangars | 15. Air Cargo Building |
| | | 16. Collapsible SIDA |



- General Aviation
- Cargo

2.7.2 Air Cargo Building

The air cargo building is located north of the passenger terminal building and the employee vehicle parking lot. Delta Air Lines uses the facility to process cargo that flies in the belly of its passenger aircraft. UPS also leases a suite for administrative, cold storage, warehouse, and equipment maintenance/storage space to support its cargo operation. However, UPS' cargo is primarily processed off-Airport. The air cargo building contains five individual air cargo bays, each measuring approximately 30 feet by 68 feet. Each unit includes a small office facility with a larger cargo bay and provides direct landside and airside access for intermodal cargo/freight/mail loading and unloading operations. This facility originally opened in July 1989, and is in fair condition. The building is of steel-frame construction and is equipped with individual stairways for pedestrian access into each office area. The landside portion contains sloped driveways to elevated docks for tractor-trailer access.

Belly cargo refers to shipping limited amounts of cargo in the belly of its passenger flights on the regularly scheduled routes. For Delta, that means cargo is transported to and from Atlanta on its flights. The belly cargo is delivered to the cargo facility landside and is processed at the facility before being loaded on the aircraft. The cargo is screened, packed into Unit Load Devices at the cargo facility, and tugged to the passenger terminal to be loaded onto aircraft. The process is reversed for belly cargo on arriving flights. Arriving cargo is then distributed via ground transportation via a third party or claimed at the cargo facility.

2.7.3 Air Cargo Apron

The primary air cargo apron is located adjacent to the cargo building, to the north and east. The air cargo apron is located in the ATC non-movement area, which means it is not under the control of PNS ATCT controllers. The air cargo apron is accessible from both Taxiway A2 and Taxiway A3. The existing apron is capable of accommodating up to three aircraft simultaneously. The north portion of the apron measures approximately 20,948 square yards and is capable of accommodating widebody aircraft, such as UPS' Airbus A300. The south portion of the apron (east of the building) is capable of accommodating narrow-body aircraft. The apron often accommodates Unit Load Device staging racks and other ground support equipment, in addition to the parked aircraft. The Airport is constructing an apron expansion to the east, which will add approximately 14,950 square yards of apron area when complete.

UPS is the only carrier that currently uses the primary air cargo apron adjacent to the air cargo building. UPS is a major global cargo carrier. UPS is an integrated cargo carrier, which means that cargo is handled door-to-door with pick-up, processing, and drop-off performed by UPS. That is, the company's fleet of ground transportation, which allows the company to provide express service, supports the UPS air cargo operation. UPS provides daily service with the Airbus A300 widebody aircraft. The Cessna Caravan, single-engine turboprop provides air-to-air feeder service. UPS also occasionally uses a Boeing 757 aircraft at PNS for contingency or peak operations. UPS performs air-to-truck cargo transfers as well as air-to air transfers at PNS. UPS provides Next Day Air services for the region from PNS.

Arriving cargo is unloaded from UPS aircraft and loaded onto trucks on the apron. The trucks transport the cargo to an offsite UPS location to be processed. Similarly, departing cargo is processed at UPS' remote location and packaged into Unit Load Devices, or pallets ready to be loaded on the aircraft. The processed cargo is transported to the Airport via truck and loaded directly onto the aircraft on the apron. UPS does not process any cargo at the on-Airport cargo facility.

A portion of the general aviation apron area in the southeast quadrant is used for air cargo activities. This secondary air cargo apron is located on the southeast corner of the general aviation apron, adjacent to the Pensacola Aviation Center hangar facilities. Suburban Air Freight (SubAir) uses the secondary air cargo apron because there is insufficient space on the primary air cargo apron adjacent to the air cargo building. However, SubAir's operation will relocate to the primary air cargo apron after construction of the apron expansion is complete. SubAir is a small airline based on Omaha, Nebraska that provides cargo feeder service for DHL at PNS using the Beechcraft 1900C turboprop aircraft.

SubAir provides regularly scheduled cargo service to PNS and, therefore, must adhere to the SIDA regulations described in the Code of Federal Regulations Title 49 Part 1542.205. The SIDA regulations are met using a collapsible SIDA, which is denoted with blue paint on the Pensacola Aviation Center apron. The SIDA is in effect only when there is active loading or unloading of the SubAir aircraft.

Cargo arriving on SubAir's aircraft are unloaded from the aircraft and transported offsite via truck. The cargo is loaded onto the truck on the apron. The reverse is similarly true; the cargo is processed offsite and loaded onto the aircraft on the apron. SubAir does not process any cargo at the on-Airport cargo facility.

2.7.4 Air Cargo Landside

The air cargo building landside area is accessed via Francis Taylor Boulevard via Tippin Avenue. The landside is capable of accommodating five trucks parked at the building truck docks simultaneously. The landside area includes 25 vehicle parking spaces – most of which are located within the cargo building parking lot with additional spaces accessible directly from Francis Taylor Blvd.

2.8 GENERAL AVIATION

The Airport general aviation facilities include fixed-base operators and other general aviation activities, including helicopter maintenance and flight training. The general aviation facilities are depicted in [Figure 2-25](#).

2.8.1 Fixed Base Operator

A single operator manages two fixed-base operator (FBO) facilities at PNS. The two facilities operate under the names Pensacola Aviation Center (PAC) and Innisfree Jet Center. PAC obtained ownership and control of Innisfree Jet Center in 2016; however, PAC plans to retain the Innisfree name and associated branding.

2.8.1.1 Pensacola Aviation Center Facility

Pensacola Aviation Center is located in the southeast quadrant of the Airport, southwest of the Sky Warrior Corporate Office. The primary Pensacola Aviation Center facility is the general aviation terminal that has a pilot lounge and concierge amenities for arriving and departing aircraft. The Pensacola Aviation Center terminal building measures approximately 5,100 square feet. Pensacola Aviation Center provides aircraft fueling and aircraft storage services.

Pensacola Aviation Center operates T-hangars that are used to store small general aviation aircraft. The T-hangars are located north of the general aviation terminal building. The T-hangars are arranged in three separate buildings. There are 43 total T-hangar units that occupies 62,600 total square feet. Each building is constructed of steel framing.

Pensacola Aviation Center also manages four box hangars. The box hangars are located immediately east of the T-hangars and south of the general aviation terminal building. The box hangar located east of the T-hangars is a large steel framed structure with standing seam metal roof with two-fold up doors that is capable of accommodating several twin-engine aircraft. Sky Warrior subleases the hangar immediately south of the general aviation terminal from Pensacola Aviation Center. The two box hangars south of the Sky Warrior hangar are steel framed structures with metal siding and standing seams metal roofs. The northern most hangar has a fold up door and a small office area. The four box hangars total approximately 55,700 square feet.

The Pensacola Aviation Center facilities also include a small classroom building located east of the southernmost box hangar. The classroom building is a steel framed building that contain small classrooms.

The Pensacola Aviation Center landside area includes a 140-vehicle parking lot shared with Sky Warrior. The landside area is accessed via Maygarden Road.

The Pensacola Aviation Center apron area is shared with Sky Warrior and Suburban Air Freight. There are approximately 150 small aircraft tiedowns on the apron, most of which are managed by Pensacola Aviation Center. Three or four small aircraft parking spaces are obstructed by the SubAir collapsible SIDA. Additional 12 to 14 parking spaces are dedicated to Sky Warrior to support their operation. The remaining tiedown spaces are available to Pensacola Aviation Center to lease or rent to its users. The apron is also used to accommodate larger aircraft that cannot be accommodated elsewhere on the Airport, including aircraft up to the C-130 military aircraft. On rare occurrences, Pensacola Aviation Center accommodates

private or corporate narrowbody aircraft such as the Airbus Corporate Jet 319. The apron area includes several circulation taxiways to access the tie-downs, T-hangars, and box hangars. The apron is accessed via Taxiway C via Taxiway C1 and Taxiway C2. The apron is located outside of the PNS ATC-controlled movement area so aircraft are not under the control of PNS ATC.

2.8.1.2 Innisfree Jet Center Facility

Innisfree Jet Center is located in the southeast quadrant of the Airport, northeast of Pensacola Aviation Center and west of the Sky Warrior Corporate Office. The Innisfree building is a steel frame structure with standing seam metal roof. The building contains offices, lobby, lounges, and auxiliary spaces related to the operation of the private jets. Innisfree provides aircraft fueling, aircraft maintenance, aircraft storage, and aircraft maintenance services. Innisfree also provides a pilot lounge and performs concierge service for arriving and departing aircraft from within its general aviation terminal building.

The Innisfree landside area consists of a vehicle parking lot shared with the Sky Warrior Corporate Office, ECKO Air hangar, and the Navy Flying Club. There are approximately 50 parking spots immediately adjacent to the Innisfree building, though a portion or all of those spots may be used by any of the other tenants in the vicinity. The landside area is accessed via Maygarden Road.

The Innisfree apron area is shared with the Sky Warrior Corporate Office, ECKO Air hangar, and the Navy Flying Club. The apron area includes 37 small aircraft tie-down positions and circulation taxiways. The apron is accessed via Taxiway D3 and Taxiway D5 and is located outside of the ATCT-controlled movement area.

2.8.2 Other General Aviation

2.8.2.1 Heliworks

Heliworks operates primarily as a maintenance facility at PNS but the tenant has a somewhat diversified operation. Helicopter maintenance is Heliworks' primary line of business. Heliworks performs contract maintenance and repairs for state and local government agencies (e.g., law enforcement). Heliworks has the capabilities to repair and maintain helicopter drive trains, flight controls, avionics, and paint. Heliworks primarily maintains light helicopters but has interest in performing increased maintenance and repair on medium helicopters. The helicopters arrive at the Heliworks facilities in a number of ways – in part or whole, and via landside or flown in.

Heliworks also performs maintenance and repair work on fixed-wing aircraft. Heliworks has a contract with the U.S. Navy to repair and maintain the North American T-6 Texan training aircraft. These aircraft are typically transported to the Heliworks facilities in pieces via landside.

The Heliworks operation also includes special use flight missions including personnel transport and aerial firefighting functions. Heliworks performs personnel transport operations for oil workers to offshore oil drilling platforms. Aerial firefighting operations are performed in different locations around the country. These operations are conducted seasonally and/or irregularly. PNS is not typically used as a base of operations when Heliworks are conducting these special flight missions; however, the helicopters used for these special flight missions are based at the Airport.

Heliworks operates out of two facilities at the Airport – the Hub and North Hangar. A description of the buildings, landside, and apron is below.

The Hub facility is located southwest of the passenger terminal in the northwest quadrant. The Hub facility consists of three adjoined buildings – Administration building, Hangar 1, and Hangar 2. The Administration building is the westernmost building at the Hub facility. The Administration building includes a pilot lounge and administrative offices. Hangar 1 is located east of the Administration building. Hangar 2 is the easternmost building at the Hub facility. The two hangars in the Hub are used primarily for performing helicopter structural maintenance and repairs. All three buildings are constructed with steel framing with metal siding and a standing seam roof.

The Hub is accessed from Airport Boulevard. The vehicle parking spaces for this facility are permit vehicle parking shared with Airport Administration staff and 67 vehicle parking spaces located along Colonel J McHenry Jones Road.

The Hub has a dedicated apron area. The apron area includes 14 marked helicopter parking positions. Pensacola Aviation Center or Innisfree Jet Center staff fuel helicopters parked on this apron. The apron area is accessible to Taxiway B via Taxiway B7 and Taxiway B8 and is located outside of the ATC movement area.

The North Hangar is located north of the air cargo facility in the northwest quadrant. The North Hangar has office and maintenance space that collectively measures approximately 13,000 square feet. The North Hangar is used to perform commercial repairs and the contracted repairs for the US Navy's T6 Texan. The North Hangar is steel-frame structure with sliding doors facing the airfield.

The North Hangar is accessed from Service Center Road. The landside area is secured with gated chain link fencing, and has dedicated vehicle parking. The vehicle parking lot contains 36 vehicle parking spaces. The North Hangar is accessible to Taxiway A via two unnamed taxilanes. The apron is marked for flow-through aircraft parking and is located outside of the ATC non-movement area.

2.8.2.2 ECKO Air Hangar

The ECKO Air hangar is located in the southeast quadrant, adjacent to Innisfree Jet Center and the Navy Flying Club facilities. ECKO Air is currently searching for a tenant to occupy the space. It is a single-story metal framed building with metal siding and standing seam metal roof. Heliworks and Blue Angel Avionics formerly occupied the facility. The ECKO Air hangar is accessed from Maygarden Road.

Vehicle parking area is shared with Innisfree Jet Center and Navy Flying Club. The ECKO Air hangar apron is shared with Innisfree Jet Center, Sky Warrior Corporate Office, and the Navy Flying Club. The apron is marked for small, general aviation aircraft parking. The apron is accessible to Taxiway D via Taxiway D2 and Taxiway D5. The apron area is located outside of the ATC non-movement area.

2.8.2.3 Pensacola Navy Flying Club

The Pensacola Navy Flying Club is a not for profit, private flying club. The Navy Flying Club offers aircraft rental and flight training services for its members. Its organization's member base includes active duty, retired, and honorably discharged members of the U.S. military, Department of Defense civilians, and their families. The Navy Flying Club operates three single- and a twin-engine piston aircraft. The organization's fleet includes Cessna 172, Piper Archer, Piper Arrow, and Piper Twin Comanche. The Navy Flying Club facility is located in the southeast quadrant of the Airport, east of the ECKO Air hangar. The building includes hangar space that is used for aircraft storage and aircraft maintenance. The hangar is of steel construction and is in good condition.

The Navy Flying Club landside area consists of a vehicle parking lot shared with the Sky Warrior Corporate Office, Innisfree Jet Center, and ECKO Air hangar. There are approximately 36 parking spots immediately adjacent to the Innisfree building, though a portion or all of those spots may be used by any of the other tenants in the vicinity. The landside area is accessed via Maygarden Road.

The Navy Flying Club apron area is shared with Sky Warrior's Corporate Office/Hangar, Innisfree Jet Center, and ECKO Air hangar. The apron area includes 37 small aircraft tiedown positions and circulation taxilanes. The apron is accessed via Taxiway D3 and Taxiway D5 and is located outside of the PNS ATC-controlled movement area.

2.8.2.4 Sky Warrior

Sky Warrior operates primarily as military and civilian flight instruction training. Sky Warrior provides flight training services for private citizens and has a contract to provide flight training services for the military. Sky Warrior conducts Introductory Flight Screening (IFS) for the military. IFS is a fast-track pilot program for the military. Sky Warrior also provides aircraft rental services and light aircraft maintenance services. Sky Warrior operates Cessna 172, Cessna 177RG, and Piper Seminole aircraft. Sky Warrior operates out of two facilities in the southeast portion of the Airport – the Corporate Office/Hangar and Maintenance Hangar.

Sky Warrior's Corporate Office/Hangar operates out of the steel-frame hangar and office facility located west of Innisfree Jet Center. The hangar portion of the facility contains two large roll-up doors on the north and south walls and can accommodate multiple general aviation aircraft, including business jets and twin-engine airplanes. The east wall of the hangar facility is contiguous with the Airport security fence and provides direct landside access through a pedestrian door. The entire hangar structure is located within the airside portion of the Airport security fence.

The steel hangar exhibits signs of weathering, but remains in good condition. Several isolated portions of the external walls exhibit damage, particularly along the southern portion of the east wall adjacent to the vehicle parking area. Much of this damage has apparently resulted from vehicle impact. The damage to the steel wall includes numerous dents with some cracks and punctures. The office portion of the building abuts the west wall of the hangar facility. The external walls of this separate office portion consist of similar steel-frame construction on a concrete block section measuring approximately two feet in height.

The Corporate Office/Hangar landside area consists of a vehicle parking lot shared with Innisfree Jet Center, ECKO Air hangar, and the Navy Flying Club. There are approximately 36 parking spots immediately adjacent to the Innisfree building, though a portion or all of those spots may be used by any of the other tenants in the vicinity. The landside area is accessed via Maygarden Road.

The Corporate Office/Hangar apron area is shared with Innisfree Jet Center, ECKO Air hangar, and the Navy Flying Club. The apron area includes 37 small aircraft tiedown positions and circulation taxilanes. The apron is accessed via Taxiway D3 and Taxiway D5 and is located outside of the PNS ATC-controlled movement area.

The Sky Warrior Maintenance Hangar is located immediately south of the Pensacola Aviation Center Terminal building. Sky Warrior subleases this facility from Pensacola Aviation Center. The facility serves primarily as a hangar to store and maintain aircraft.

The Maintenance Hangar landside area includes a vehicle parking lot shared with Pensacola Aviation Center. There are approximately 140 vehicle parking spots, which are shared with Pensacola Aviation Center. The landside area is accessed via Maygarden Road.

The Maintenance Hangar apron area is shared with Pensacola Aviation Center and Suburban Air Freight. Sky Warrior has 12-14 dedicated tiedown positions. The apron is accessed via Taxiway C via Taxiway C1 and Taxiway C2. The apron is located outside of the PNS ATC-controlled movement area so aircraft are not under the control of PNS ATC.

2.9 AIRCRAFT MAINTENANCE, REPAIR, AND OVERHAUL

Aircraft Maintenance, Repair, and Overhaul (MRO) facilities provide services that range from scheduled airworthiness maintenance inspections (e.g., "D" Checks) to repair of inoperative aircraft components.

A new MRO facility was construction at PNS Airport, east of the Runway 17 end. VT Mobile Aerospace Engineering (VTMAE) owns and operates the facility. The VTMAE facility construction started in 2016 and the facility became operational in 2018. The Phase 1 development is planned to accommodate two Boeing 777, four Boeing 757, or six Airbus A320 sized aircraft.

The Phase 1 development includes a new taxiway, hangar, apron, and landside facilities. The site is accessed by the new taxiway that connects at the Runway 17 end. The hangar is a steel framed building that occupies approximately 173,000 square feet. The apron includes a staging area and wash rack. Current plans include a new public access roadway that connects to Langley Avenue at the McAllister Avenue intersection.

The Phase 2 development includes a second aircraft hangar, an expanded aircraft apron, and additional vehicle parking; however, there is no set date when this expansion will occur. The proposed VTMAE site layout is depicted in [Figure 2-26](#).



Support facilities and functions are those not directly related to the operation of aircraft. Support facilities and functions are categorized into one of two classifications – aeronautical and nonaeronautical. Aeronautical facilities and functions are integral to the safe and efficient operation of the Airport. This section describes the aeronautical support facilities and functions. All of the support facilities are depicted in *Figure 2-27*.

U.S. CBP is charged with regulating and facilitating international trade, collecting import duties, and enforcing U.S. regulations, including trade, customs, and immigration. PNS is designated as a landing rights airport, which means CBP provides on-demand services for arriving international flights. CBP personnel and resources that serve the Airport are based in downtown Pensacola. CBP does not have any facilities at the Airport. Resources and personnel are shared among other international ports of entry, including the Port of Pensacola seaport and four military bases.

Aircraft arriving at PNS from international destinations are required to contact CBP 24 hours in advance to coordinate international processing. This process ensures that CBP staff and resources are available to process the arriving aircraft upon arrival. Currently there are no scheduled international commercial flights to or from PNS.

CBP duties at PNS typically include processing the unscheduled general aviation arrivals (up to 11 people, including crew) at one of the FBO facilities. CBP duties at the Airport also include assisting with the temporary diversion of international commercial passenger flights during events when inclement weather closes the scheduled arriving airport. CBP and Airport staff have procedures in place to accommodate flight diversions by identifying suitable areas and procedures for establishing a temporary sterile area into which international passengers on diverted aircraft can be temporarily deplaned and held even though they have not cleared CBP.

CBP is also responsible for inspecting cargo for international cargo arriving at the Airport, unless the arriving cargo falls under the purview of the Airport's FTZ as described in Section 2.1.4.

2.10.2 Aircraft Rescue and Firefighting

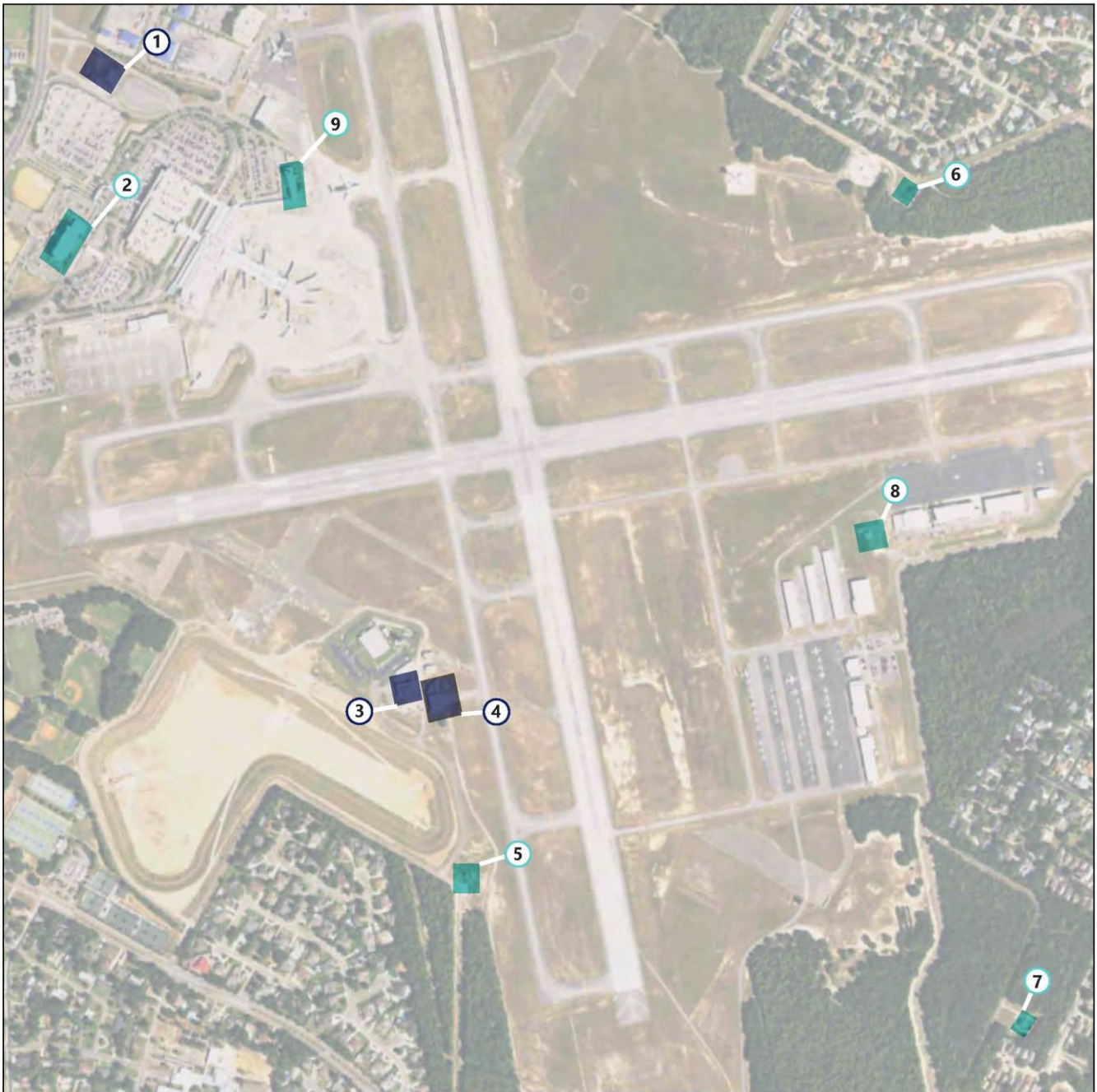
PNS has an Aircraft Rescue and Firefighting (ARFF) designation of Index C. ARFF designations and corresponding requirements are defined as part of Code of Federal Regulations Title 14 Part 139. PNS is designated as an Index C airport because the maximum length of air carrier aircraft operating PNS is at least 126 feet but less than 159 feet.

The PNS ARFF facility is located in the southwest quadrant, southeast of the ATCT/TRACON complex. The ARFF facility contains a large steel-frame vehicular storage garage area equipped with four separate vehicle bays. The vehicle bays provide direct airfield access, connecting to Taxiway A. Three of the four bays are currently occupied with ARFF emergency vehicles complying with Federal Aviation Regulation (FAR) Part 139 requirements. The fourth bay is occupied by a passenger transport bus that is available for airfield emergencies.

An office/lounge area is located in the northern portion of the ARFF station. This area accommodates ARFF staff during their respective shifts. The entire ARFF facility is located within the airside and is in fair condition. The ARFF landside is beyond the airfield security fence. ARFF employees park in a vehicle parking lot that consists of 16 vehicle parking spots.

Backup power to the ARFF is provided by an 80-kilowatt, natural gas generator. The generator is located north of the ARFF building. The generator also provides backup power to the Airport Maintenance Facility.

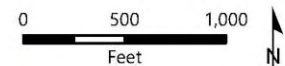
FIGURE 2-27
SUPPORT FACILITIES



Legend

- | | |
|---------------------------------|--|
| 1. Fuel Farm | 6. North Well House (ECUA) |
| 2. Hyatt Place | 7. Spanish Trail Well House (ECUA) |
| 3. Airport Maintenance Facility | 8. General Daniel 'Chappie' James Jr. Aviation
Discovery Park |
| 4. ARFF | 9. Abandoned TRACON Building |
| 5. Hagler Well House (ECUA) | |

Source: Esri Imagery, 2016; Pensacola International Airport, 2016; RS&H, 2016



- Aeronautical
- Non-aeronautical

2.10.3 Fuel Storage Facility

The fuel farm is located northwest of the passenger terminal building, in the northwest quadrant. The fuel farm consists of nine aboveground tanks used to store Jet A, 100-octane low lead Avgas, and gasoline. The total fuel storage capacity is approximately 159,000 gallons, of which Jet A fuel represents the largest proportion. The fuel storage capacity is described in [Table 2-19](#).

The fuel farm is accessed by passing through an airside security fence. The fuel farm is not connected to a pipeline network. Fuel is delivered to the fuel farm by truck and fuel is delivered to aircraft by truck. There is no self-service for Avgas at the fuel farm. The fuel farm infrastructure is owned by the Airport but operated by Pensacola Aviation Center.

TABLE 2-19
FUEL STORAGE CAPACITY

Fuel Type	Capacity (GAL)	Aboveground / Underground
Jet A	30,000	Aboveground
Jet A	30,000	Aboveground
Jet A	30,000	Aboveground
Jet A	20,000	Aboveground
Jet A	20,000	Aboveground
Jet A Subtotal	130,000	-
AvGas	15,000	Aboveground
AvGas	12,000	Aboveground
AvGas Subtotal	27,000	-
Gasoline	1,500	Aboveground
Gasoline Subtotal	1,500	-
Waste Tank	550	Aboveground
Waste Subtotal	550	-
Total Storage Capacity	159,050	-

Source: Pensacola International Airport, 2016

2.10.4 Airport Maintenance

The Airport Maintenance Facility complex is located in southwest quadrant, between the ARFF and ATCT/TRACON complex. The Airport Maintenance building is a hangar-type structure used primarily to store and service large vehicles and other large equipment operated by the Airport. The building occupies approximately 9,000 square feet. Three other structures comprise the Airport Maintenance Facility complex – two garage bays and a covered bay.

The Airport Maintenance garage bays are two independent garage bay structures located immediately southeast of the ATCT and north of the ARFF building, within airfield perimeter fence. Each structure is a dark gray steel-frame structure equipped with a pair of roll-up, garage type doors and used as general storage facilities for Airport Maintenance equipment. The doors are located on the west and east sides of each facility, providing drive-through access. An inclined ramp at each door provides vehicular access to the elevated concrete slabs that support each building. The garage bays served as temporary garage facilities for the ARFF vehicles during the construction of the current ARFF station. The garage bays are in good condition and each measures approximately 1,000 square feet.

The Airport Maintenance covered bay is a steel-frame, open-air structure. The covered bay is located south of the existing ATC tower. The building is used primarily to service vehicles and other large equipment operated by the Airport.

The entire Airport Maintenance Facility complex is accessed via Airfield Road and located within the airfield perimeter fence. The landside area is shared with ARFF.

Backup power to the Airport Maintenance Facility is provided by an 80-kilowatt, natural gas generator. The generator is located north of the ARFF building. The generator also provides backup power to the ARFF building.

2.11 NONAERONAUTICAL SUPPORT

Nonaeronautical support facilities and functions are not directly or indirectly related to the operation of the Airport. While these facilities do not serve an aviation function, it is important to understand how these facilities integrate with the Airport environs. This information is considered when evaluating potential future conditions for the Airport. This section describes the nonaeronautical support facilities and functions. All of the support facilities are depicted in [Figure 2-27](#).

2.11.1 Abandoned TRACON Building

The abandoned TRACON Facility is a four-level structure located in the northwest quadrant of the Airport, north of the passenger terminal building and south of the air cargo building. The concrete structure served as the former FAA air traffic control facility, housing the local Air Traffic Control and TRACON functions until both functions were relocated. The abandoned TRACON building was vacated in 2009 when the TRACON functions were relocated to the new facility in the southwest quadrant of the Airport. The abandoned TRACON facility once served an aeronautical purpose but now is classified as a nonaeronautical facility. The facility is in poor condition and includes office space, basement, elevator, and other storage areas. The vehicle parking lot west of the building was converted to a service lane to support concessions deliveries to the terminal. No direct airside access is available; however, a secured vehicle gate in the Airport perimeter fence provides access from the facility parking area.

2.11.2 Hyatt Place Pensacola Airport Hotel

The Hyatt Place Pensacola Airport Hotel is an on-Airport hotel located west of the passenger terminal. The hotel is a six-story structure with 127 guestrooms and was constructed in 2013. The hotel was constructed and is operated by a private developer to serve the needs of travelers. The hotel is located on Airport Lane and can be accessed via Airport Boulevard. Airport travelers can access the hotel on-foot by walking through the parking garage and under a covered canopy to the hotel.

2.11.3 General Daniel "Chappie" James Jr. Aviation Discovery Park

General Daniel "Chappie" James Jr. Aviation Discovery Park is a public recreational facility located on-Airport. The park's namesake, Daniel James Jr., was a Pensacola native and fighter pilot in the U.S. Air Force before reaching the rank of four-star general during his time in the Air Force. The Park is located west of the Sky Warrior Corporate Office and north of the Pensacola Aviation Center facility.

The Park is operated by the City of Pensacola Parks and Recreation Department and is free and open to the public. The park is equipped with picnic tables, benches, miniature control tower, and play area and facilities for younger visitors. The park is located along and accessed via Maygarden Road and includes 10 dedicated vehicle parking spaces.

2.11.4 Utilities

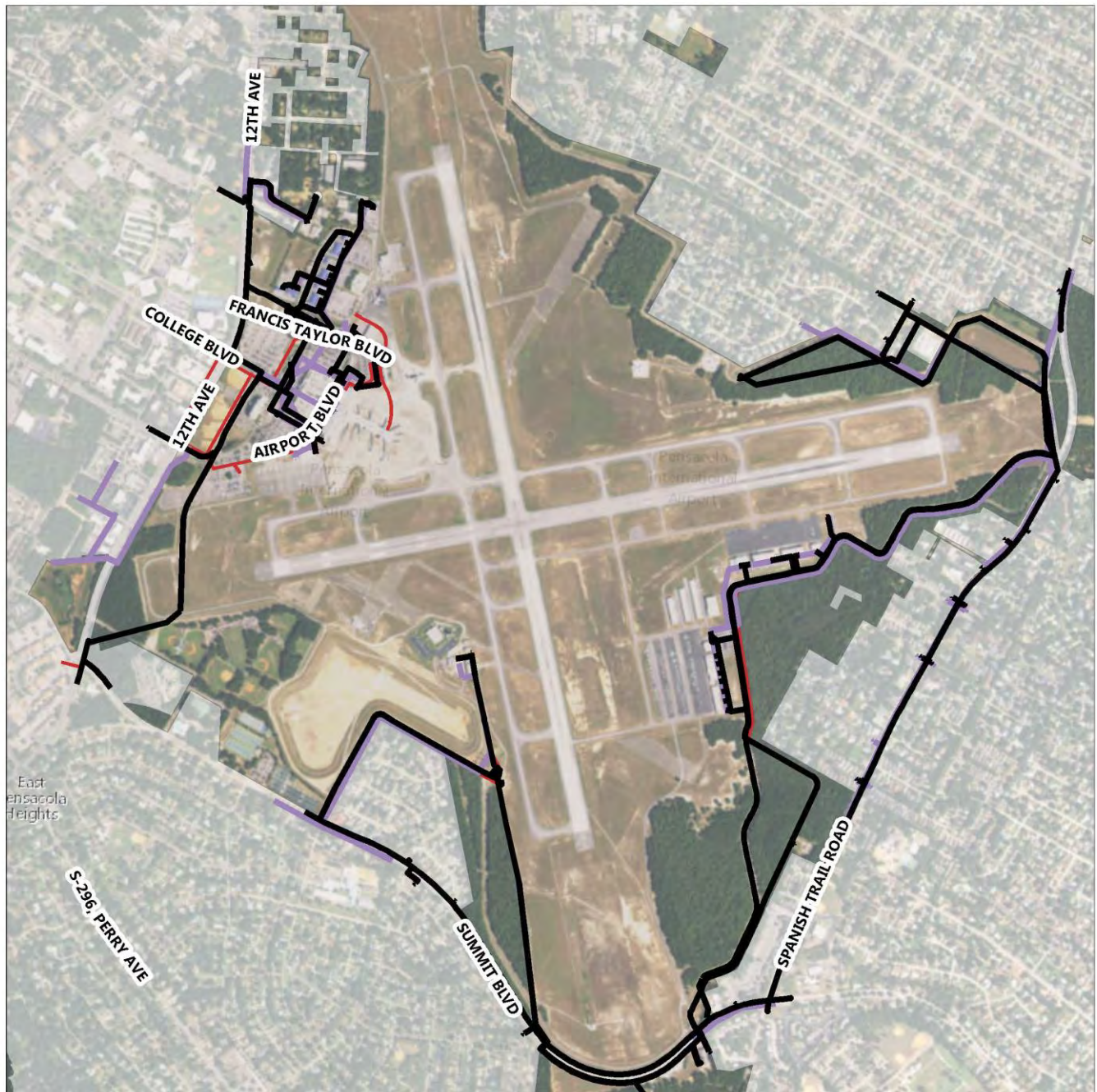
The Airport utility infrastructure is depicted in [Figure 2-28](#). Emerald Coast Utilities Authority (ECUA) provides water and sewer service for the Airport. The source of the drinking water are water wells that pump from the Sand-and-Gravel Aquifer. The Aquifer is the sole source of drinking water for the community. Water delivery trunk lines run along the roadway corridors associated with Summit Boulevard, Spanish Trail Road, Maygarden Road, and North 12th Avenue. The sanitary sewer lines generally run along the same roadway corridors as the water lines. All of the inhabitable buildings on-Airport are served by ECUA water and sewer service.

Gulf Power provides electric power service for the Airport. Gulf Power provides electric services throughout much of Northwest Florida. Gulf Power provides services to all inhabitable buildings on-Airport and the airfield lighting and signage. The airfield electrical service is fed through the Airport's electrical vault located immediately north of the abandoned TRACON building. The electrical vault is a single-level rectangular structure that houses the high-voltage regulators, circuit panels, and other electrical equipment. The vault provides power to airfield lighting system. This secured facility is operated and maintained by the Airport staff and is in good condition.

The terminal area and buildings in the northwest quadrant are served mostly by buried electrical power lines and some overhead power lines. Overhead power lines serve the buildings in the southwest and southeast quadrants. Backup power to the terminal is provided by two 1,300 kilowatt, gas-fired backup generators. The generators are located in generator room on the first floor of the terminal building. Separate diesel backup generators power the parking garage and the airfield electrical systems.

Pensacola Energy provides natural gas service. Pensacola Energy provides natural gas to most of Escambia County. The natural gas is sourced from the Gulf South Pipeline System, which is a pipeline system that transports natural gas between east Texas and Florida. The natural gas lines that serve the Airport run along the roadway corridors associated with Spanish Trail Road, Maygarden Road, and North 12th Avenue. Natural gas service is provided to the terminal building and some buildings in the northwest quadrant, support facilities in the southwest quadrant, and buildings in the southeast quadrant.

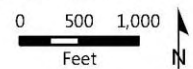
FIGURE 2-28
UTILITY INFRASTRUCTURE



Legend

- Water Line
- Sewer Line
- Gas Line
- Airport Boundary

Source: Esri Imagery, 2016; Pensacola International Airport, 2016; RS&H, 2016



2.11.5 Well Houses

There are three well houses on-Airport – the North Well House, the Hagler Well House, and the Spanish Trail Well House. The North Well House is located in the northeast quadrant of the Airport, east of RTR Site 2. The Hagler Well House is located in the southwest quadrant of the Airport, south of the ARFF facility. The Spanish Trail Well House is located in the southeast quadrant of the Airport, west of Spanish Trail Road. All three well house facilities include a pump and well system to support water production.

All three well houses are maintained by ECUA and are located outside the Airport airside perimeter fence. Access to the North Well House is via Leesway Circle (a public roadway east of the site). Access to the Hagler Well House is via Airfield Road. Access to the Spanish Trail Well House is via Maygarden Road.

2.12 FACILITY INVENTORY ASSESSMENT

A high-level inventory assessment was performed in 2016 for on-Airport buildings and structures. The purpose was to determine the facility condition and summarize characteristics of the Airport buildings and structures. The facility condition data was used to support analyses associated with [Chapter 4](#) and [Chapter 5](#). The facility locations are depicted in [Figure 2-29](#), [Figure 2-30](#), [Figure 2-31](#), and [Figure 2-32](#). The Airport facility assessment inventory is described in [Table 2-20](#).

FIGURE 2-29
FACILITY INVENTORY – NORTHWEST QUADRANT



Legend

- | | | |
|----------------------------------|---|--|
| 1. Passenger Terminal Building | 15. Heliworks Hub Hangar 1 | 47. Hertz Rental Car Fuel Facility |
| 2. Abandoned TRACON Building | 16. Heliworks Hub Hangar 2 | 48. Avis/Budget Rental Car Svc Center |
| 3. Electrical Vault | 17. Heliworks North Hangar | 49. Avis/Budget Rental Car Fuel Facility |
| 4. Air Cargo Facility | 19. Parking Exit Plaza | 50. Enterprise/National/Alamo Rental Car Svc Center |
| 5. RTR Site 1 Equipment Vault | 27. Fuel Farm Facility | 51. Enterprise/National/Alamo Rental Car Fuel Facility |
| 6. MALSR Equipment Shelter | 44. Hertz/Dollar/Thrifty Rental Car Svc Center | 52. Unassigned Rental Car Svc Center |
| 7. RTR Site 1 Generator Building | 45. Hertz/Dollar/Thrifty Rental Car Fuel Facility | 53. Unassigned Rental Car Fuel Facility |
| 14. Heliworks Hub Administration | 46. Hertz Rental Car Operations and Svc Center | 54. Parking Garage |

Source: Esri Imagery, 2016; Bay Design Associates Architects, 2016; RS&H, 2016



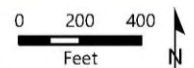
FIGURE 2-30
FACILITY INVENTORY – SOUTHWEST QUADRANT



Legend

- | | | |
|------------------------------------|-------------------------------------|-----------------------------------|
| 8. RTR Site 3 Equipment Vault | 23. ARFF Station | 29. TRACON Generator Building |
| 9. Shop Building | 24. Airport Maintenance Building | 30. TRACON Storage |
| 13. Hagler Well House | 25. Airport Maintenance Covered Bay | 31. Airport Traffic Control Tower |
| 21. Airport Maintenance Garage Bay | 26. Localizer Equipment Shelter | |
| 22. Airport Maintenance Garage Bay | 28. TRACON Building | |

Source: Esri Imagery, 2016; Bay Design Associates Architects, 2016; RS&H, 2016



○ Airport Boundary

FIGURE 2-31
FACILITY INVENTORY – SOUTHEAST QUADRANT



Legend

- | | | |
|---|--|--------------------------------------|
| 18. ECKO Air Hangar | 36. T-Hangars | 41. Pensacola Aviation Center Hangar |
| 32. Sky Warrior Corporate Office/Hangar | 37. T-Hangars | 42. Pensacola Aviation Center Hangar |
| 33. Innisfree Jet Center | 38. Pensacola Aviation Center Hangar | 43. Classroom Building |
| 34. Navy Flying Club Hangar | 39. Pensacola Aviation Center Terminal | 56. Spanish Trail Well House (ECUA) |
| 35. T-Hangars | 40. Sky Warrior Maintenance Hangar | |

Source: Esri Imagery, 2016; Bay Design Associates Architects, 2016; RS&H, 2016

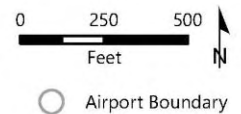


FIGURE 2-32
FACILITY INVENTORY – NORTHEAST QUADRANT



Legend

- 10. ASR-11 Equipment Building
- 11. ASR-11 Storage Building
- 12. ASR-11 Generator Building
- 20. RTR Site 2 Equipment Vault
- 55. North Well House (ECUA)
- 57. VTMAE Hangar (In Progress)

Source: Esri Imagery, 2016; Bay Design Associates Architects, 2016; RS&H, 2016

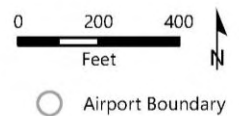


TABLE 2-20
FACILITY INVENTORY ASSESSMENT

Facility #	Occupant	Quadrant	Facility Type	Approx. Area (sf)	Construction Type	Color	Condition	Access
1	Passenger Terminal Building	Northwest	Terminal	217,711	Steel Frame/Concrete	White/Grey	Good	Both
2	Abandoned TRACON Building	Northwest	Office Building	18,510	Concrete	Grey/Dark Grey	Poor	Landside
3	Electrical Vault	Northwest	Equipment	1,500	Concrete Block	Brick	Good	Airside
4	Air Cargo Facility	Northwest	Cargo Bays/Office	10,100	Steel Frame	White/Black	Fair	Both
5	RTR Site 1 Equipment Vault	Northwest	Equipment	800	Concrete Block	Light Green	Fair	Landside
6	MALSR Equipment Shelter	Northwest	Equipment	100	Fiberglass	White	Fair	Airside
7	RTR Site 1 Generator Building	Northwest	Equipment	250	Steel Frame	Grey	Fair	Landside
8	RTR Site 3 Equipment Vault	Southwest	Equipment	448	Tan	Steel Frame	Good	Airside
9	Shop Building	Southwest	Maintenance/Storage	4,096	Tan/Grey	Steel Frame	Fair	Airside
10	ASR-11 Equipment Building	Northeast	Equipment	803	Concrete Block	Grey	Good	Landside
11	ASR-11 Storage Building	Northeast	Equipment	288	Wood Frame/Siding	Pink	Poor	Landside
12	ASR-11 Generator Building	Northeast	Equipment	202	Concrete	Tan	Good	Landside
13	Hagler Well House (ECUA)	Southwest	Well/Equipment	1,050	Concrete Block/Siding	White/Tan	Fair	Landside
14	Heliworks Hub Administration	Northwest	Terminal/Offices	5,000	Steel Frame	Tan	Poor	Both
15	Heliworks Hub Hangar 1	Northwest	Hangar - Shade Hangar	5,000	Steel Frame	Tan	Poor	Both
16	Heliworks Hub Hangar 2	Northwest	Hangar - Shade Hangar	14,000	Steel Frame	Tan	Poor	Both
17	Heliworks North Hangar (Old So.Co. SVC)	Northwest	Hangar	13,000	Masonry/Metal	Grey	Fair	Both
18	ECKO Air hangar	Southeast	Hangar	18,510	Steel Frame	Cream	Fair	Both
19	Parking Exit Plaza	Northwest	Collection Booth	1,000	Steel Frame	Brown	Fair	Landside
20	RTR Site 2 Equipment Vault	Northeast	Equipment	1,500	Concrete Block	Grey/Dark Grey	Fair	Airside
21	Airport Maintenance Garage Bay (Storage)	Southwest	Equipment Storage	1,000	Steel Frame	Grey	Fair	Airside
22	Airport Maintenance Garage Bay (Storage)	Southwest	Equipment Storage	1,000	Steel Frame	Grey/Dark Grey	Fair	Airside
23	Aircraft Rescue AND Firefighting (ARFF) Station	Southwest	Vehicle Bays/Offices	14,000	Steel Frame	Grey/Dark Grey	Fair	Airside
24	Airport Maintenance Building	Southwest	Service Facility/Offices	9,000	Steel Frame	Grey/Dark Grey	Fair	Airside
25	Airport Maintenance Covered Bay	Southwest	Service Facility/Offices	950	Steel Frame	Grey	Fair	Airside
26	Localizer Equipment Shelter	Southwest	Equipment	800	Fiberglass	White	Fair	Airside
27	Fuel Farm Facility	Northwest	Fuel Storage	N/A	Steel	White	Fair	Landside
28	TRACON Building	Southwest	Tech Ops/Air Traffic Control	18,846	Steel Frame	White	Good	Airside
29	TRACON Generator Building	Southwest	Equipment	11,000	Steel Frame	White	Good	Airside
30	TRACON Storage	Southwest	Equipment	313	Steel Frame	White	Good	Airside
31	Airport Traffic Control Tower	Southwest	Air Traffic Control	5,379	Steel Frame	White	Fair	Airside

Facility #	Occupant	Quadrant	Facility Type	Approx. Area (sf)	Construction Type	Color	Condition	Access
32	Sky Warrior Corporate Office/Hangar (Former Lifeguard Air Ambulance)	Southeast	Multi-Aircraft Hangar/Offices	16,000	Steel Frame	White	Good	Both
33	Innisfree Jet Center	Southeast	Offices	24,248	Steel Frame	Grey/White/Red	Good	Both
34	Navy Flying Club Hangar	Southeast	Hangar	4,500	Steel Frame	White	Good	Both
35	T-Hangars	Southeast	Aircraft Hangar	16,734	Steel Frame	Grey	Good	Airside
36	T-Hangars	Southeast	Aircraft Hangar	20,213	Steel Frame	Grey	Good	Airside
37	T-Hangars	Southeast	Aircraft Hangar	25,649	Steel Frame	Grey	Good	Airside
38	Pensacola Aviation Center Hangar	Southeast	Aircraft Hangar	16,500	Steel Frame	Grey	Good	Airside
39	Pensacola Aviation Center Terminal	Southeast	Terminal	5,101	Steel Frame	White/Cream	Good	Both
40	Sky Warrior Maintenance Hangar	Southeast	Aircraft Hangar	10,123	Steel Frame	Cream	Fair	Both
41	Pensacola Aviation Center Hangar	Southeast	Aircraft Hangar	11,394	Steel Frame	Cream	Fair	Both
42	Pensacola Aviation Center Hangar	Southeast	Aircraft Hangar	17,669	Steel Frame	Cream	Fair	Airside
43	Classroom Building	Southeast	Office/Classroom	732	Steel Frame	Cream	Good	Landside
44	Hertz/Dollar/Thrifty Rental Car Service Center	Northwest	Automobile Rental Facility	7,277	Concrete Block	White/Blue	Good	Landside
45	Hertz/Dollar/Thrifty Rental Car Fuel Facility	Northwest	Automobile Service Facility	395	Concrete Block	White/Blue	Good	Landside
46	Hertz Rental Car Operations and Service Center	Northwest	Automobile Rental Facility	7,277	Concrete Block	White/Blue	Good	Landside
47	Hertz Rental Car Fuel Facility	Northwest	Automobile Service Facility	395	Concrete Block	White/Blue	Good	Landside
48	Avis/Budget Rental Car Service Center	Northwest	Automobile Rental Facility	8,180	Concrete Block	White/Blue	Good	Landside
49	Avis/Budget Rental Car Fuel Facility	Northwest	Automobile Service Facility	395	Concrete Block	White/Blue	Good	Landside
50	Enterprise/National/Alamo Rental Car Service Center	Northwest	Automobile Rental Facility	8,180	Concrete Block	White/Blue	Good	Landside
51	Enterprise/National/Alamo Rental Car Fuel Facility	Northwest	Automobile Service Facility	395	Concrete Block	White/Blue	Good	Landside
52	Unassigned Rental Car Service Center	Northwest	Automobile Service Facility	2,188	Concrete Block	White/Blue	Good	Landside
53	Unassigned Rental Car Fuel Facility	Northwest	Automobile Service Facility	395	Concrete Block	White Blue	Good	Landside
54	Parking Garage	Northwest	Parking Garage	499,600	Concrete	Grey	Good	Landside
55	North Well House (ECUA)	Northeast	Well/Equipment	1,000	n/a	White/Grey	n/a	Landside
56	Spanish Trail Well House (ECUA)	Southeast	Well/Equipment	2,000	n/a	White/Tan	n/a	Landside
57	VTMAE Hangar (<i>In Progress - Estimated Completion 2018</i>)	Northeast	Hangar/Offices	173,000	Steel Frame	TBD	Future	Both

Source: Bay Design Associates Architects, 2016; RS&H, 2016

Note: sf=square feet

2.13 ENVIRONMENTAL OVERVIEW

2.13.1 Introduction

The purpose of considering environmental factors in airport master planning is to assist City staff evaluate current and future airport development, as well as provide information that will help expedite subsequent environmental processing. FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, are the FAA's environmental guidance for aviation projects/actions to comply with NEPA. It is important to note that the environmental analysis included in this Master Plan Update is not in and of itself a NEPA document.

FAA Order 1050.1F identifies the following environmental impact categories:

- » Air Quality
- » Biological Resources
- » Climate
- » Coastal Resources
- » Department of Transportation Act, Section 4(f) Resources
- » Farmlands
- » Hazardous Materials, Solid Waste, and Pollution Prevention
- » Historical, Architectural, Archeological, and Cultural Resources
- » Land Use
- » Natural Resources and Energy Supply
- » Noise and Noise-Compatible Land Use
- » Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- » Visual Effects
- » Water Resources (including Wetlands, Floodplains, Surface Waters, Groundwater, and Wild and Scenic Rivers)

2.13.2 Air Quality

Responsibility for protecting and improving the nation's air quality rests with the U.S. Environmental Protection Agency (USEPA). Section 109 of the Clean Air Act establishes National Ambient Air Quality Standards (NAAQS) to protect public health and environmental welfare. The USEPA identifies the following six criteria pollutants for which NAAQS apply: carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide. The USEPA considers geographic areas that are in violation of one or more NAAQS nonattainment areas. Section 110 of the Clean Air Act requires states with nonattainment areas to develop a state implementation plan (SIP) that demonstrates how the area will reach attainment

of the NAAQS within a specific timeframe. According to the USEPA, the Airport property is located in an attainment area for all criteria pollutants.¹

2.13.3 Biological Resources

Biological resources include terrestrial and aquatic plant and animal species; game and non-game species; special status species; and environmentally sensitive or critical habitats. Provisions have been set forth in NEPA for the protection of biological resources. The following are relevant federal laws, regulations, Executive Orders (EOs), and guidance² that protect biotic communities:

- » Endangered Species Act (ESA) (16 U.S.C. §§ 1531-1544).
- » Bald and Golden Eagle Protection Act (16 U.S.C. §§ 668 *et seq.*).
- » Magnuson-Stevens Fishery Conservation and Management Act (16 U.S.C. § 1801 *et seq.*).
- » Fish and Wildlife Coordination Act (16 U.S.C. § 661-667d).
- » EO 13112, *Invasive Species* (64 FR 6183).
- » Marine Mammal Protection Act (16 U.S.C. § 1361 *et seq.*).
- » Migratory Bird Treaty Act (MBTA) (16 U.S.C. §§ 703 *et seq.*).
- » EO 13186, *Responsibilities of Federal Agencies to Protect Migratory Birds* (66 FR 3853).
- » Council on Environmental Quality (CEQ) Guidance on Incorporating Biodiversity Considerations into Environmental Impact Analysis under NEPA.
- » Memorandum of Understanding to Foster the Ecosystem Approach.

Although the Endangered Species Act does not protect state-protected species or habitats, NEPA documentation ensures that environmental analysis prepared for airport actions addresses the potential effects to state-protected resources.

Habitat characteristics of the Airport property are primarily cleared or developed areas (e.g., terminal, hangars, runways, roads, parking, etc.). The developed areas of the Airport, aside from the airfield development (e.g., runways and taxiways) are mostly in the northwest and southeast portion of the Airport property. The undeveloped land around those areas has been primarily cleared of dense vegetation. Airport personnel regularly mow and maintain grasses in these areas. There are ditches that run through the cleared/grassland areas that are part of the Airport's stormwater management system. Forested areas on the Airport property are mostly in the southern and eastern portion of the Airport property.

Table 2-21 lists the federally threatened and endangered species that the U.S. Fish and Wildlife Service (USFWS) identifies as having a potential to occur in Escambia County. *Table 2-22* lists the stated threatened and endangered species that the Florida Natural Areas Inventory (FNAI) identifies as having the potential to occur in Escambia County.

¹ USEPA. (2016, April 22). *Florida Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants*. Retrieved June 2016, from Green Book: https://www3.epa.gov/airquality/greenbook/anayo_fl.html

² Due to the number of federal laws and EOs, this section presents only the legal citations or references for those requirements in lieu of summarizing their requirements. See FAA Order 1050.1F Desk Reference for more information.

TABLE 2-21

FEDERALLY LISTED THREATENED AND ENDANGERED SPECIES WITH THE POTENTIAL TO OCCUR

Common Name (Scientific Name)	Federal Status
Amphibians	
Reticulated flatwoods salamander (<i>Ambystoma bishop</i>)	Endangered
Birds	
Wood stork (<i>Mycteria americana</i>)	Threatened
Piping Plover (<i>Charadrius melodus</i>)	Threatened
Red knot (<i>Calidris canutus rufa</i>)	Threatened
Clams	
Choctaw bean (<i>Villosa choctawensis</i>)	Endangered
Round Ebonyshell (<i>Fusconaia rotulata</i>)	Endangered
Southern kidneyshell (<i>Ptychobranhus jonesi</i>)	Endangered
Narrow pigtoe (<i>Fusconaia Escambia</i>)	Threatened
Southern sandshell (<i>Hamiota australis</i>)	Threatened
Fuzzy pigtoe (<i>Pleurobema strodeanum</i>)	Threatened
Fishes	
Atlantic sturgeon (Gulf subspecies) (<i>Acipenser oxyrinchus (=oxyrhynchus) desotoi</i>)	Threatened
Lichens	
Florida perforate cladonia (<i>Cladonia perforate</i>)	Endangered
Mammals	
West Indian Manatee (<i>Trichechus manatus</i>)	Endangered
Perdido Key beach mouse (<i>Peromyscus polionotus trissyllepsis</i>)	Endangered
Reptiles	
Hawksbill sea turtle (<i>Eretmochelys imbricate</i>)	Endangered
Leatherback sea turtle (<i>Dermochelys coriacea</i>)	Endangered
Kemp's ridley sea turtle (<i>Lepidochelys kempi</i>)	Endangered
Loggerhead sea turtle (<i>Caretta caretta</i>)	Threatened
Eastern indigo snake (<i>Drymarchon corais couperi</i>)	Threatened

Sources: USFWS. (2016, June). Escambia, Florida. Retrieved June 2016, from Species by County Report

TABLE 2-22

STATE LISTED THREATENED AND ENDANGERED SPECIES WITH THE POTENTIAL TO OCCUR

Common Name (Scientific Name)	Federal Status
Birds	
Piping Plover (<i>Charadrius melodus</i>)	Threatened
Snowy Plover (<i>Charadrius nivosus</i>)	Threatened
Southeastern American Kestrel (<i>Falco sparverius paulus</i>)	Threatened
Wood stork (<i>Mycteria americana</i>)	Threatened
Least Tern (<i>Sternula antillarum</i>)	Threatened
Fishes	
Gulf Sturgeon (<i>Acipenser oxyrinchus desotoi</i>)	Threatened
Crystal Darter (<i>Crystallaria asprella</i>)	Threatened
Plants and Lichens	
Incised Groove-bur (<i>Agrimonia incisa</i>)	Threatened
Pine-woods Bluestem (<i>Andropogon arctatus</i>)	Threatened
Sweet-shrub (<i>Calycanthus floridus</i>)	Endangered
Baltzell's Sedge (<i>Carex baltzellii</i>)	Threatened
Godfrey's Goldenaster (<i>Chrysopsis godfreyi</i>)	Endangered
Cruise's Goldenaster (<i>Chrysopsis gossypina ssp. cruiseana</i>)	Endangered
Trailing Arbutus (<i>Epigaea repens</i>)	Endangered
Heartleaf (<i>Hexastylis arifolia</i>)	Threatened
Serviceberry Holly (<i>Ilex amelanchier</i>)	Threatened
Mountain Laurel (<i>Kalmia latifolia</i>)	Threatened
Bog Button (<i>Lachnocaulon digynum</i>)	Threatened
Little-people (<i>Lepuropetalon spathulatum</i>)	Endangered
Panhandle Lily (<i>Lilium iridollae</i>)	Endangered
Turk's Cap Lily (<i>Lilium superbum</i>)	Endangered
Bog Spicebush (<i>Lindera subcoriacea</i>)	Endangered
Hummingbird Flower (<i>Macranthera flammea</i>)	Endangered
Green Adder's-mouth Orchid (<i>Malaxis unifolia</i>)	Endangered

Common Name (<i>Scientific Name</i>)	Federal Status
Primrose-flowered Butterwort (<i>Pinguicula primuliflora</i>)	Endangered
Yellow Fringeless Orchid (<i>Platanthera integra</i>)	Endangered
Large-leaved Jointweed (<i>Polygonella macrophylla</i>)	Threatened
Florida Flame Azalea (<i>Rhododendron austrinum</i>)	Endangered
Sweet Pitcherplant (<i>Sarracenia rubra</i>)	Threatened
Thorne's Buckthorn (<i>Sideroxylon thornei</i>)	Endangered
Silky Camellia (<i>Stewartia malacodendron</i>)	Endangered
Harper's Yellow-eyed Grass (<i>Xyris scabrifolia</i>)	
Mammals	
West Indian Manatee (<i>Trichechus manatus</i>)	Endangered
Perdido Key beach mouse (<i>Peromyscus polionotus trissyllepsis</i>)	Endangered
Reptiles	
American Alligator (<i>Alligator mississippiensis</i>)	Threatened
Loggerhead sea turtle (<i>Caretta caretta</i>)	Threatened
Green Sea Turtle (<i>Chelonia mydas</i>)	Threatened
Leatherback sea turtle (<i>Dermochelys coriacea</i>)	Endangered
Eastern indigo snake (<i>Drymarchon corais couperi</i>)	Threatened
Gopher Tortoise (<i>Gopherus polyphemus</i>)	Threatened
Kemp's ridley sea turtle (<i>Lepidochelys kempi</i>)	Endangered

Sources: FNAI. (2016, June). Escambia County. Retrieved June 2016, from FNAI Tracking List

2.13.4 Climate

Relevant federal laws, regulations, and EOs that relate to climate include:

- » CAA (42 U.S.C. §§ 7408, 7521, 7571, 7661 *et seq.*).
- » EO 13514, *Federal Leadership in Environment Energy and Economic Performance* (74 FR 52117).
- » EO 13653, *Preparing the United States for the Impacts of Climate Change* (78 FR 66817).
- » EO 13693, *Planning for Federal Sustainability* (80 FR 15869).

Greenhouse gases (GHG) are gases that trap heat in the earth's atmosphere. Both naturally occurring and man-made GHGs primarily include water vapor, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Activities that require fuel or power are the primary stationary sources of GHGs at airports. Aircraft and ground access vehicles, which are not under the control of an airport, typically generate more GHG emissions than airport controlled sources.

Research has shown there is a direct correlation between fuel combustion and GHG emissions. In terms of U.S. contributions, the Government Accountability Office reports that "domestic aviation contributes about three percent of total carbon dioxide emissions, according to [US] EPA data," compared with other industrial sources, including the remainder of the transportation sector (20%) and power generation (41%).³ The International Civil Aviation Organization estimates that GHG emissions from aircraft account for roughly three percent of all anthropogenic GHG emissions globally.⁴

2.13.5 Coastal Resources

The primary statutes, regulations, and EOs that protect coastal resources include:

- » Coastal Barrier Resources Act (16 U.S.C. § 3501 *et seq.*).
- » Coastal Zone Management Act (16 U.S.C. § 1451-1466).
- » National Marine Sanctuaries Act (16 U.S.C. §1431 *et seq.*).
- » EO 13089, *Coral Reef Protection* (63 FR 32701).
- » EO 13547, *Stewardship of the Ocean, Our Coasts, and the Great Lakes* (75 FR 43021-43027).

The Coastal Zone Management Act and the National Oceanic and Atmospheric Administration provide procedures for ensuring that an action is consistent with approved coastal zone management programs. The entire State of Florida is located in a coastal zone. The Florida Department of Environmental Protection (FDEP), Office of Intergovernmental Programs, and Florida State Clearinghouse (FSC) coordinates the review of federal actions in the State of Florida for consistency with the Florida Coastal Management Program (CMP). The FSC makes a determination of a project's consistency with Florida's CMP based on information provided in environmental analysis documentation.⁵ The closest Coastal Barrier Resources System unit, Basin Bayou (Unit FL-102) is about four miles east of the Airport.⁶

2.13.6 Department of Transportation Act, Section 4(f) Resources

Relevant federal laws, regulations, and EOs that protect Section 4(f) resources include:

³ U.S. Government Accountability Office. (2009). *Aviation and Climate Change: Aircraft Emissions Expected to Grow, but Technologicals and Operational Improvements and Government Policies Can Help Control Emissions*. Washington, DC: GAO. Retrieved February 2016, from <http://www.gao.gov/news.items/d09554.pdf>

⁴ Melrose, A. (2010). European ATM and Climate Change Adaptation: A Scoping Study. In ICAO Environmental Branch, *ICAO Environmental Report 2010: Aviation and Climate Change* (pp. 195-198). Montreal: ICAO. Retrieved June 2016, from http://www.icao.int/environmental-protection/Documents/Publications/ENV_Report_2010.pdf

⁵ FDEP. (2015, September 16). *Florida Coastal Management Program Guide – A Guide to the Federally Approved Florida Coastal Management Program*. Tallahassee: FDEP. Retrieved June 2016, from Florida Coastal Management Program: <http://www.dep.state.fl.us/cmp/>

⁶ USFWS. (2016, May 6). *Coastal Barrier Resources System Mapper*. Retrieved June 2016, from Coastal Barrier Resources Systems: <http://www.fws.gov/CBRA/Maps/Mapper.html>

- » U.S. Department of Transportation (USDOT) Act – Section 4(f) (49 U.S.C. § 303.).
- » Land and Water Conservation Fund Act of 1965 (16 U.S.C. §§ 4601-4604 *et seq.*).
- » Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) – Section 6009 (49 U.S.C. § 303.).
- » U.S. Department of Defense Reauthorization (Public Law (P.L.) 105-185, Division A, Title X, Section 1079, November 18, 1997, 111 Stat. 1916).

The USDOT Act, Section 4(f) provides that no project that requires the use of any land from a public park or recreational area, wildlife and waterfowl refuge, or historic site be approved by the Secretary of the Interior unless there is no viable alternative and provisions to minimize any possible harm are included in the planning. Similarly, the Land and Water Conservation Fund Act prevents the conversion of lands purchased or developed with Land and Water Conservation funds to non-recreation uses, unless the Secretary of the Interior, through the National Park Service, approves the conversion. Conversion may only be approved if it is consistent with the comprehensive statewide outdoor recreation plan in force when the approval occurs. Additionally, the converted property must be replaced with other recreation property of reasonably equivalent usefulness and location, and at least equal fair market value.

Aviation Discovery Park is located in the southeast quadrant of Airport property. The Park was approved by the FAA and constructed with the understanding that it is on Airport property and is subject to closure and redevelopment for Airport purposes in the future, should the need arise. Therefore, it is not subject to any other restrictions that may apply to parks.⁷

Other parks near the Airport include the Roger Scott Athletic Complex, and Lavallet Park. Land and Water Conservation funds have been used at two parks in Escambia County.⁸ Of those parks, the William Bartram Memorial Park (about four miles southwest of the Airport) is the closest to the Airport.

2.13.7 Farmlands

Farmlands are agricultural areas that are considered important and protected by federal, state, and local regulations. Important farmlands can include all pasturelands, croplands, and forests considered prime, unique, or of statewide or local importance. The following statutes, regulations, and guidance pertain to farmlands:

- » Farmland Protection Policy Act (7 U.S.C. §§ 4201-4209).
- » CEQ Memorandum on the Analysis of Impacts on Prime or Unique Agricultural Lands in Implementing the National Environmental Policy Act (45 FR 59189).

According to the Natural Resources Conservation Service (NRCS) Web Soil Survey, a majority of the Airport property is poarch sandy loam soil with 0 to 2 percent slopes. The NRCS considers this soil type

⁷ City of Pensacola. (2016). Facilities Map. Retrieved June 2016, from: Facilities: <http://www.playpensacola.com/Facilities?clear=False>

⁸ National Park Service. (2016, June 15). *Detailed Listing of Grants Grouped by County, Florida, Escambia*. Retrieved June 2016, from Project List by County and Summary Reports: <http://waso-lwcf.ncrc.nps.gov/public/index.cfm>

farmland of local importance.⁹ The 2010 U.S. Census identifies the entire Airport property as an “urbanized area.”¹⁰ Under Section 523(10)(B) of the Farmland Protection Policy Act, land identified as urbanized areas on U.S. Census Bureau maps are not subject to the provisions of the Farmland Protection Policy Act. Therefore, there are no prime, unique, state, or locally important farmland soils on the Airport property.

2.13.8 Hazardous Materials, Solid Waste, and Pollution Prevention

Federal laws, regulations, and EOs that relate to hazardous materials, solid waste, and pollution prevention include:

- » Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) (42 U.S.C. §§ 9601-9765).
- » Emergency Planning and Community Right to Know Act (42 U.S.C. §§ 11001-11050).
- » Federal Facilities Compliance Act (42 U.S.C. § 6961).
- » Hazardous Materials Transportation Act (49 U.S.C. §§ 5101-5128).
- » Oil Pollution Prevention Act of 1990 (33 U.S.C. §§ 2701-2762).
- » Pollution Prevention Act (42 U.S.C. §§ 13101-13109).
- » Toxic Substances Control Act (TSCA) (15 U.S.C. §§ 2601-2697).
- » Resource Conservation and Recovery Act (RCRA) (42 U.S.C. §§ 6901-6992k).
- » EO 12088, *Federal Compliance with Pollution Control Standards* (43 FR 47707).
- » EO 12580, *Superfund Implementation* (52 FR 2923), (63 CFR 45871), and (68 CFR 37691).
- » EO 13423, *Strengthening Federal Environmental, Energy, and Transportation Management* (72 FR 3919).
- » EO 13514, *Federal Leadership in Environmental, Energy, and Economic Performance* (74 FR 52117).

In a regulatory context, the terms “hazardous wastes,” “hazardous substances,” and “hazardous materials” have very precise and technical meanings:

Subpart C of the RCRA defines hazardous wastes (sometimes called characteristic wastes) as solid wastes that are ignitable, corrosive, reactive, or toxic. Examples include waste oil, mercury, lead or battery acid. In addition, Subpart D of RCRA contains a list of specific types of solid wastes that the USEPA has deemed hazardous (sometimes called listed wastes). Examples include degreasing solvents, petroleum refining waste, or pharmaceutical waste.

Section 101(14) of the CERCLA defines the hazardous substances broadly. It includes hazardous wastes, hazardous air pollutants, or hazardous substances designated as such under the Clean Water Act and TSCA and elements, compounds, mixtures, or solutions, or substances listed in 40 CFR Part 302 that pose substantial harm to human health or environmental resources. Pursuant to CERCLA, hazardous substances

⁹ NRCS. (2016, June). *Soil Data Explorer*. Retrieved June 2016, from Web Soil Survey: <http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

¹⁰ U.S. Census Bureau. (2010). *2010 Census Urban Area Reference Maps for Flint, Michigan*. Retrieved June 2016, from The U.S. Census Bureau: http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ua68482_pensacola_fl--al/DC10UA68482.pdf

do not include any petroleum or natural gas substances and materials. Examples include ammonia, bromine, chlorine, or sodium cyanide.

According to 49 CFR Part 172, hazardous materials are any substances commercially transported that pose unreasonable risk to public health, safety, and property. These substances include hazardous wastes and hazardous substances as well as petroleum and natural gas substances and materials. As a result, hazardous materials represent hazardous wastes and substances. Examples include household batteries, gasoline, or fertilizers.

Aircraft fuel constitutes the largest quantity of hazardous substances stored and consumed at the Airport. As Section 2.10.3 of this Chapter describes, there is a total of 157,000 gallons of aircraft fuel stored at the Airport. PAC also stores about 1,500 gallons of automobile gas in aboveground storage tanks and maintains a 550-gallon waste tank. The USEPA identifies the Airport (Handler ID: FLR000145185) as a hazardous waste site under RCRA.¹¹ According to the USEPA, the Airport is a small quantity hazardous waste generator.¹²

The USEPA also identifies eight hazardous waste sites on Airport property:¹³

- » Continental Airlines Pensacola Reg (Handler ID: FLD984227967).
- » DOT FAA (Handler ID: FLT950053579).
- » Pensacola Aeromotive (Handler ID: FLD059653295).
- » Transportation Security Admin at Pensacola Reg Airport (Handler ID: FLR000108019).
- » United Parcel Service (Handler ID: FLR000181222).
- » 350th CA BDE CMD – P (Handler ID: FLT980060453).
- » Engineering Cooling Services (Handler ID: FLD982144875).
- » Pensacola Aerotech (Handler ID: FLD984175919).

There are no CERCLA superfund sites on or around the Airport.¹⁴ Additionally, there are no known contaminated sites on Airport property.

The Perdido Landfill is the closest landfill to the Airport (about six miles northwest of the Airport).¹⁵ Based on the most recent USEPA data, the Perdido Landfill is not expected to reach capacity for 8 years.¹⁶

¹¹ USEPA. (2016). *NEPAssist*. Retrieved June 2016, from <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=pensacola>

¹² USEPA. (2016). *Pensacola Regional Airport, 2430 Airprot Blvd. Pensacola, FL 32504*. Retrieved June 2016, from Envirofacts: https://oaspub.epa.gov/enviro/multisys2_v2.get_list?facility_uin=110006658820

¹³ USEPA. (2016). *NEPAssist*. Retrieved June 2016, from <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=pensacola>

¹⁴ USEPA. (2016). *NEPAssist*. Retrieved June 2016, from <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=pensacola>

¹⁵ MyEscambia. (2014). *The Perdido Landfill*. Retrieved June 2016, from My Community: <http://myescambia.com/community/perdido-landfill>

¹⁶ USEPA. (2016, March). Landfill-level data only (all landfills) – Updated March 2016 (XLS). Retrieved June 2016, from National and State Lists of Landfills and Energy Projects: <https://www3.epa.gov/lmop/projects-candidates/index.html>

2.13.9 Historical, Architectural, Archeological, and Cultural Resources

The National Historic Preservation Act (NHPA) (54 U.S.C. §§300101 et seq.) establishes the Advisory Council on Historic Preservation (ACHP). The ACHP oversees federal agency compliance with the NHPA. The NHPA also established the National Register of Historic Places (NRHP), which the National Park Service (NPS) oversees. Other applicable statutes and EOs include:

- » American Indian Religious Freedom Act (42 U.S.C. § 1996).
- » Antiquities Act of 1906 (54 U.S.C. §§320301-320303).
- » Archeological and Historic Preservation Act (54 U.S.C. §§ 312501-312508).
- » Archeological Resources Act (16 U.S.C. §§ 470aa-470mm).
- » Department of Transportation (USDOT) Act, Section 4(f) (49 U.S.C. § 303).
- » Historic Sites Act of 1935 (16 U.S.C. §§ 461-467).
- » Native American Graves Protection and Repatriation Act (25 U.S.C. §§ 3001-3013).
- » Public Building Cooperative Use Act (40 U.S.C. §§ 601a, 601a1, 606, 611c, and 612a4).
- » EO 11593, *Protection and Enhancement of the Cultural Environment* (36 FR 8921).
- » EO 13006, *Locating Federal Facilities on Historic Properties in Our Nation's Central Cities* (61 FR 26071).
- » EO 13007, *Indian Sacred Sites* (61 FR 26771).
- » EO 13175, *Consultation and Coordination with Indian Tribal Governments* (65 FR 67249).
- » Executive Memorandum, Government-to-Government Relations with Native American Tribal Governments (April 29, 1994), Executive Memorandum on Tribal Consultation (Nov. 5, 2009) (65 FR 67249).
- » DOT Order 5650.1, *Protection and Enhancement of the Cultural Environment*.

The closest NRHP-listed resource is the Crystal Ice Company building, about two miles southwest of mile west of the Airport.¹⁷ The closest Florida historical marker is the Hyer-Knowles Planing Mill, about one-half mile east of the Airport.¹⁸

2.13.10 Land Use

Various statutes, regulations, and ordinances relevant to land use include:

- » Airport and Airway Improvement Act of 1982, and subsequent amendments (49 U.S.C. 47107(a)(10)).
- » Airport Improvement Program (49 U.S.C. 47106(a)(1)).
- » Airport Safety, Protection of Environment, Criteria for Municipal Solid Waste Landfills (40 CFR § 258.10).
- » City of Pensacola Code of Ordinances, Title XII, Chapter 12-2, *Zoning Districts*.
- » City of Pensacola Code of Ordinances, Title XII, Chapter 12-11, *Airport*.

¹⁷ USEPA. (2016). *NEPAAssist*. Retrieved June 2016, from <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=pensacola>

¹⁸ Florida Department of State. (2016). *Hyer-Knowles Planing Mill*. Retrieved June 2016, from Florida Historical Marker Interactive Map: <http://apps.flheritage.com/markers/map/index.cfm?county=Escambia>

The Airport property is within the limits of the City of Pensacola. The City of Pensacola classifies the Airport as an airport restricted zoning district within its zoning code.¹⁹ According to the City's Code of Ordinances, Title XII, Chapter 12-2, the intent of the Airport restricted zoning district classification is to regulate land that the Pensacola International Airport owns and sensitive land immediately adjacent to that land. Adjacent land is considered sensitive because of its distance from the runways and its location within designated noise zones (established by the City's Code of Ordinances, Title XII, Chapter 12-11). See Section 2.13.12 for a more detailed description of the noise zones. The City of Pensacola owns the land classified as an airport restricted zoning district and only allows open space, recreational, or commercial and industrial uses typically related to airport operations.

Within the Code of Ordinances, Title XIII, the City of Pensacola established Chapter 12-11 (Airport) to prevent obstructions that are potentially hazardous to aircraft operations, as well as persons or property near the obstruction, and to prevent incompatible land uses within certain airport noise zones. Concerning height, the buildings within the Airport restricted zoning district may not exceed 45 feet in height. The ordinance does not allow for the following uses of land within the Airport restricted zoning district:

- » Uses that create lights or illumination that is misleading or dangerous to aircraft operating from the Airport or near the Airport.
- » Uses that produce electronic interference with navigation signals or radio communication between the Airport and aircraft.
- » Uses that produce smoke, glare, or other visual hazards within three statute miles of the Airport's runways that would limit the use of the Airport.
- » Sanitary landfills.

The ordinance also describes that the owner(s) of any structure over 150 feet above ground level must install lighting on that structure in accordance with the most recent version of FAA Advisory Circular 70/7460-1. If a structure exceeds 749 feet above mean sea level, the owner(s) must install high-intensity white obstruction lights in accordance with the most recent version of FAA Advisory Circular 70/7460-1.

Land uses in the immediate vicinity of the Airport include industrial, commercial, and residential land uses. The closest residential area is about 875 feet west of the northern end of the Runway 17/35 centerline. This land is outside of the City of the Pensacola limits but within Escambia County. There are heavily vegetated areas around the developed portions of the Airport property and most of the residential land uses neighboring the Airport property.

The 2000 Airport Master Plan identified 65 acres of property next to the northwest quadrant of the Airport for future acquisition and development. Of the 147 parcels in this area, 98 are residential and 49 are commercial. As of November 2016, the City has acquired 111 parcels. According to the City, a majority of

¹⁹ City of Pensacola. (2016). City View. Retrieved June 2016, from Initiatives: <http://cityofpensacola.com/222/CityView>

the remaining property owners have expressed an interest in selling their property to the City. The City plans to use this area as an Airport Commerce Park.²⁰

2.13.11 Natural Resources and Energy Supply

Statutes and EOs that are relevant to natural resources and energy supply include:

- » Energy Independence and Security Act (42 U.S.C. § 17001 et seq.).
- » Energy Policy Act (42 U.S.C. § 15801 et seq.).
- » EO 13423, *Strengthening Federal Environmental, Energy, and Transportation Management* (72 FR 3919).
- » EO 13514, *Federal Leadership in Environmental, Energy, and Economic Performance* (74 FR 52117).

Natural resources (e.g., water, asphalt, aggregate, etc.) and energy use (e.g., fuel, electricity, etc.) at an airport is a function of the needs of aircraft, support vehicles, airport facilities, support structures, and terminal facilities. Water is the primary natural resource used at the Airport on a daily basis (see the Water Resources section for further details). Asphalt, aggregate, and other natural resources have also been used in various construction projects at the Airport. None of the natural resources that the Airport uses, or has used, are in rare or short supply. Emerald Coast Utilities provides water and sewer services to the Airport.²¹ Energy use at the Airport is primarily in the form of electricity required for the operation of Airport-related facilities (e.g., terminal building, hangars, airfield lighting) and fuel for aircraft, aircraft support vehicles/equipment, and Airport maintenance vehicles/equipment. Gulf Power supplies electricity services to the Airport.²²

2.13.12 Noise and Noise Compatible Land Use

Noise is the most apparent environmental effect from an airport, and at most airports accounts for the majority of comments from nearby residents. Statutes and EOs relevant to noise and noise-compatible land use include:

- » The Control and Abatement of Aircraft Noise and Sonic Boom Act of 1968 (49 U.S.C. § 44715).
- » The Noise Control Act of 1972 (42 U.S.C. §§ 4901-4918).
- » Aviation Safety and Noise Abatement Act of 1979 (49 U.S.C. § 47501 et seq.).
- » Airport and Airway Improvement Act of 1982 (49 U.S.C. § 47101 et seq.).
- » Airport Noise and Capacity Act of 1990 (49 U.S.C. §§ 47521-47534, §§ 106(g)).

²⁰ Pensacola International Airport. (2016). Airport Commerce Park History. Retrieved June 2016, from Land Acquisition: <http://flypensacola.com/page/Land-Aquisition>

²¹ Florida West. (2015, May 5). Airport Commerce Park. Retrieved June 2016, from Business Parks: <http://www.choosegreaterpensacola.com/Business-Location-and-Expansion/Business-Parks/Airport-Commerce-Park.aspx>

²² Florida West. (2015, May 5). Airport Commerce Park. Retrieved June 2016, from Business Parks: <http://www.choosegreaterpensacola.com/Business-Location-and-Expansion/Business-Parks/Airport-Commerce-Park.aspx>

- » Section 506 of the FAA Modernization and Reform Act of 2012, *Prohibition on Operating Certain Aircraft Weighing 75,000 Pounds or Less Not Complying with Stage 3 Noise Levels* (49 U.S.C. §§ 47534).

Noise is the most apparent environmental impact from an airport and, at most airports, accounts for the majority of comments from nearby residents. As Section 2.13.10 describes, there are residential land uses near the Airport. These areas may be sensitive to aircraft noise associated with the Airport. The Airport's aviation last noise contours were updated in 1997 as part of the Airport's previous Master Plan.

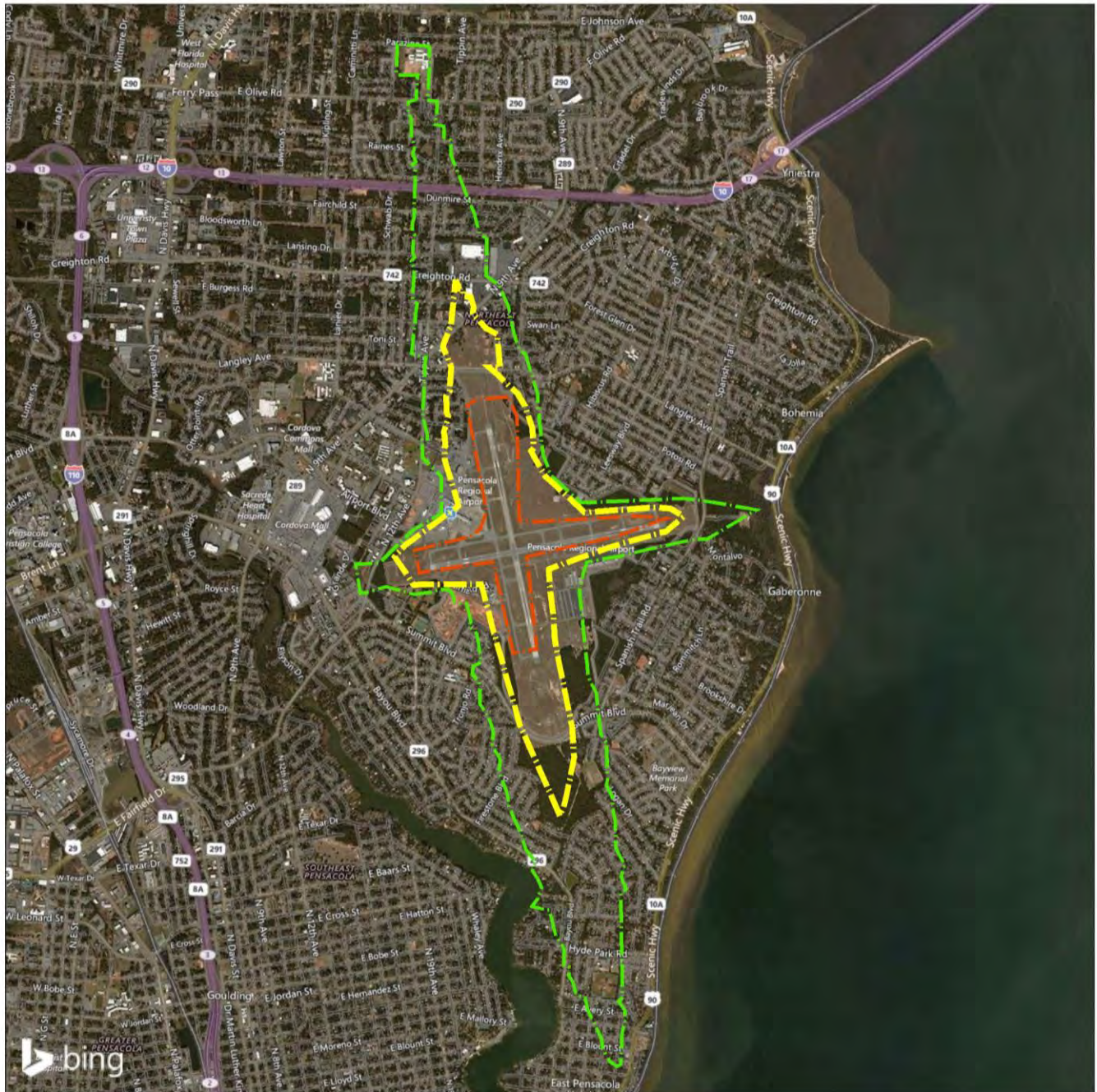
As Section 2.13.10 describes, the City of Pensacola has established noise zone boundaries around the Airport. The City's Code of Ordinances, Title XII, Chapter 12-11, Section 12-11-3, *Sound Level Reduction* provides a land use guidance chart for residential development in the various noise zones, as [Table 2-23](#) describes. See [Figure 2-33](#) for the extent of each noise zone boundary.

TABLE 2-23
CITY OF PENSACOLA LAND USE GUIDANCE CHART

Noise Zone Boundary	Noise Exposure Class	DNL	Pensacola Residential Development Guidelines	Suggested Noise Controls
A	Minimal	65 to 70	Normally Acceptable	Normally no Special Considerations; Suggest Noise Attenuation Materials
B	Moderate	70 to 75	Provisionally Acceptable	Site Specific Analysis, Aviation Easements, Sound Level Reduction Measures
C	Significant	75 and Higher	Unacceptable	No Additional Residential Development, Containment within Airport Boundary or Compatible Non-Residential Land Use

Source: City of Pensacola Code of Ordinances, Title XII, Chapter 12-11, Section 12-11-3, Sound Level Reduction.

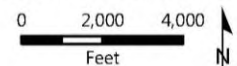
FIGURE 2-33
CITY OF PENSACOLA NOISE ZONES



Legend

- ▬ Zone A
- ▬ Zone B
- ▬ Zone C

Source: Bing, 2016; City of Pensacola, 2016; RS&H, 2016



2.13.13 Socioeconomics, Environmental Justice, and Children's Environmental Health

The primary considerations of a socioeconomics analysis within NEPA documentation are the economic activity, employment, income, population, housing, public services, and social conditions of the area. The Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 (42 U.S.C. § 61 et seq.), implemented by 49 CFR Part 24, is the primary statute related to socioeconomic impacts. EO 13045, *Protection of Children from Environmental Health Risks and Safety Risks* (62 FR 19885) is the primary EO related to Children's Environmental Health and Safety Risks. Statutes, EOs, memorandums, and guidance that are relevant to environmental justice include:

- » Title VI of the Civil Rights Act, as amended (42 U.S.C. §§ 2000d-2000d-7).
- » EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (59 FR 7629).
- » Memorandum of Understanding on Environmental Justice and EO 12898.
- » USDOT Order 5610.2(a), *Environmental Justice in Minority and Low-Income Populations* (77 FR 27534).
- » CEQ Guidance: *Environmental Justice: Guidance Under the National Environmental Policy Act*.
- » Revised USDOT Environmental Justice Strategy (77 FR 18879).

[Table 2-24](#) provides the socioeconomic and environmental justice characteristics of the area around the Airport. This data is from the U.S. Census Bureau 2010-2014 American Community Survey at the tract level (the tract that the Airport is in and the adjacent tracts).

TABLE 2-24
SOCIOECONOMIC AND ENVIRONMENTAL JUSTICE CHARACTERISTICS

Characteristics	
Total Population	29,874
Percent Minority	20.57%
Percent Living Below the Poverty Level	6.13%
Percent of the Population below 18 Years of Age	21.25%
Percent Unemployed (above 16 Years of Age)	8.60%
Total Housing Units	13,857
Vacant Housing Units	1,434

Sources: U.S. Census Bureau American Community Survey 2010-2014

Concerning children's environmental health and safety risks, the closest school to the Airport is the Cordova Park Elementary School, about 2,000 feet southwest of the southern end of Runway 17-35 centerline.

2.13.14 Visual Effects

Aesthetic effects are generally more difficult to quantify because of the subjective nature of annoyances associated with light emissions and visual impacts. Various landside lighting illuminates current Airport facilities such as the airfield (e.g., runways and taxiways), buildings, access roadways, automobile parking areas, and apron areas. As previously described, the Airport is zoned as a heavy commercial limited manufacturing district. The Airport is developed in a manner that is consistent with this zoning. Structures at the Airport include, but are not limited to, the terminal building, FBO, hangars, and maintenance buildings.

Vegetation (e.g., trees and shrubs) helps to reduce light emissions from the Airport to nearby residential areas and block a direct line of sight from most residential areas to the Airport. Commercial land uses have a direct line of sight to the Airport; however, the visual effects of the Airport to commercial or industrial land uses are not typically considered a nuisance.

2.13.15 Water Resources

Water resources are considered wetlands, floodplains, surface waters, and groundwater. These resources typically function as a single, integrated natural system that are important in providing drinking water and in supporting recreation, transportation and commerce, industry, agriculture, and aquatic ecosystems. Statutes and EOs that are relevant to water resources include:

- » EO 11990, *Protection of Wetlands* (42 FR 26961).
- » Clean Water Act (33 U.S.C. §§ 1251-1387).
- » Fish and Wildlife Coordination Act (16 U.S.C. § 661-667d).
- » USDOT Order 6660.1A, *Preservation of the Nation's Wetlands*.
- » EO 11988, *Floodplain Management* (42 FR 26951).
- » National Flood Insurance Act (42 U.S.C. § 4001 *et seq.*).
- » USDOT Order 5650.2, *Floodplain Management and Protection*.
- » Clean Water Act (33 U.S.C. §§ 1251-1387).
- » Fish and Wildlife Coordination Act (16 U.S.C. § 661-667d).
- » Rivers and Harbors Act (33 U.S.C. § 401 and 403).
- » Safe Drinking Water Act (42 U.S.C. §§ 300(f)-300j-26).
- » Safe Drinking Water Act (42 U.S.C. §§ 300(f)-300j-26).
- » Wild and Scenic Rivers Act (16 U.S.C. §§ 1271-1278).
- » Warren S. Henderson Wetlands Protection Act of 1984 (Florida Statute § 403.91 *et seq.*).
- » Florida Water Resources Act of 1972 (Florida Statute, Title XXVIII, Chapter 373).

There are various water resources in and around the Airport property. According to the USFWS National Wetland Inventory, there are freshwater forested/shrub wetlands on Airport property (see [Figure 2-34](#)).²³

According to current FEMA Flood Insurance Rate Maps for the Airport area, there are no 100-year floodplains on or around the Airport property.²⁴

There are freshwater ponds on Airport property. Carpenter Creek is about 0.75-mile west of the Airport and Escambia Bay is about 0.50-mile east of the Airport. The USEPA identifies Carpenter Creek as impaired due to the presence of pathogens (fecal coliform) and mercury in the water.²⁵ Concerning Wild and Scenic Rivers, Black Creek, in Mississippi and about 100 miles west of the Airport, is the closest Wild and Scenic River segment.²⁶ A segment of Escambia River, about six miles north of the Airport, is included on the Nationwide Rivers Inventory.²⁷

The Airport is in the Graveyard Branch-Bayou Texar Frontal watershed (Hydrologic Unit Code: 031401050401).²⁸ As Section 2.11.4 describes, Emerald Coast Utilities provides water services (including wastewater and sanitation utilities) to the Airport. The Emerald Coast Utilities Authority manages three well houses on-Airport – the North Well House, the Hagler Well House, and the Spanish Trail Well House – which support water production. The North Well House is located in the northeast quadrant of the Airport, the Hagler Well House is located in the southwest quadrant of the Airport, and the Spanish Trail Well House is located in the southeast quadrant of the Airport.

²³ USFWS. (2016, May 25). *National Wetlands Inventory Mapper*. Retrieved June 2016, from National Wetlands Inventory: <http://www.fws.gov/wetlands/Data/Mapper.html>

²⁴ FEMA. (2006, August 29). *Panels 12033C0380G, 12033C0385G, and 12033C0383G*. Retrieved June 2016, from FEMA Flood Map Service Center: Search by Address - Pensacola, Florida: <http://msc.fema.gov/portal/search?AddressQuery=Flint%2C%20Michigan#searchresultsanchor>

²⁵ USEPA. (2010). *2010 Waterbody Report for Texar Bayou*. Retrieved June 2016, from Waterbody Quality Assessment Report: https://ofmpub.epa.gov/waters10/attains_waterbody.control?p_list_id=FL738&p_cycle=2010

²⁶ National Wild and Scenic Rivers System (2016). *Mississippi*. Retrieved July 2016, from Explore Designated Rivers: <https://www.rivers.gov/mississippi.php>

²⁷ National Park Service. (2007, January 18). *Florida Segments*. Retrieved July 2016, from Conservation and Outdoor Recreation: <https://www.nps.gov/ncrc/programs/rtca/nri/states/fl.html>

²⁸ USEPA. (2016). *NEPAssist*. Retrieved June 2016, from <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=pensacola>

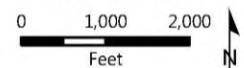
FIGURE 2-34
ON-AIRPORT WETLANDS



Legend

- Freshwater Forested / Shrub Wetlands
- Airport Boundary

Source: USFWS, 2016; Esri, 2016; RS&H, 2016



2.14 AIRPORT FINANCIAL OVERVIEW

Pensacola International Airport (Airport) serves passengers whose travel originates or terminates in the western portion of the Florida Panhandle and southeast Alabama. The airport serves short and medium haul markets; the average distance and air miles to the Airport top five origin markets is about 700 miles.

The Federal Aviation Administration classifies the Airport as a small hub. The FAA defines a small hub as a community that accounts for 0.05 percent to 0.25 percent of the total enplaned revenue passengers in all services and all operations of US Certificate route carriers within the 50 states, District of Columbia, and territorial possessions of the United States.

The Airport is owned and operated by the City of Pensacola and managed as a self-sufficient enterprise, with the Mayor charged with oversight responsibilities. The Airport, operated as an enterprise fund, is administered by the Airport Director.

Over the years, Airport facilities development has been funded with the proceeds of Airport revenue bonds and loans in addition to Federal and state grants in aid, Passenger Facility Charge proceeds, State, County, and other economic development grants, and net revenues of the Airport. The obligations of debt and grants require that the business operations of the Airport occur within a defined financial framework.

2.14.1 Financial Framework

The elements of the Airport's financial framework are:

- » Airport Master Bond Resolution – and related bond documents –used to facilitate the issuance of debt.
- » Federal and State Grant Assurances – required as a condition of receiving grants-in-aid.
- » Airline Operating Agreement and Terminal Building Lease – establishes the “rules of the road” for levying Airport rents, fees and charges between the airlines and the Airport.
- » City Code Section 10-2 – governs uses at the Airport by airlines and others that do not have leases permits or operating agreements. Furthermore, it establishes procedures for the review of proposed capital improvements by airport tenants, and the calculation of rents, fees, and charges for Airlines and others that do not have leases, permits are operating agreements.
- » Bank of America Loan Agreement – governing the disbursement of Rental Car Service Facility customer facility charges and ground rent.

2.14.2 Airport Master Bond Resolution Number 59-88

The Master Bond Resolution Number 59-88 (Resolution) primarily governs the financial framework for the Airport. One of the key requirements of the Resolution is the Rate Covenant of the Resolution, in which the City commits to:

“... fix, establish, maintain and collect such rates, fees, rentals and other charges for the use and services of the Airport Facilities and revise the same from time to time whenever necessary, as will always provide Net Revenues sufficient to pay one hundred and twenty-five per centum (125%) of the current Annual Debt Service Requirement and as will always provide Airport Revenues sufficient to pay all reserve and other payments

provided for in this Resolution and all other obligations and indebtedness payable out of the revenues of such Airport Facilities. . ."

This Resolution establishes the feasibility criteria for additional debt to finance capital programs by dictating margins that must be achieved in order to create additional Airport Revenue supported debt for the further development of the Airport. The Resolution requirements will provide the major criteria in developing the Plan of Finance for this Airport Master Plan.

The Bond Resolution governs the application of revenues to various funds and accounts. The Bond Resolution requires that all revenues be deposited to the Airport Revenue Fund and applied monthly in the order of priority depicted on the following chart. The Bond Resolution governs the application of revenues to various funds and accounts. The Bond Resolution requires that all revenues be deposited to the Airport Revenue Fund and applied monthly in the following order of priority, as depicted in [Figure 2-35](#).

FIGURE 2-35
FLOW OF FUNDS

Priority	
1	Airport Revenue Fund
2	Rebate Fund Provide for the Rebate Deposit
3	Maintenance and Operating Fund Pay all Maintenance and Operating Expenses of the Airport
4	Bond Fund Pay principal and interest requirements of outstanding Bonds
5	Debt Service Reserve Fund Maintain a reserve for debt service payments equal to the Reserve Requirement
6	Maintenance and Operating Reserve Fund Maintain reserve for Maintenance and Operating Expenses equal to 1/6 of the Annual Budget for such expenses
7	Renewal and Replacement Fund Maintain reserve for unanticipated emergency repairs at the Airport
8	Subordinate Securities Fund Pay debt service on subordinate Airport loans or obligations
9	Capital Fund To be used for any lawful Airport purpose

Source: City of Pensacola Master Bond Resolution 59-88

2.14.3 City Code Section 10-2

City Code Section 10-2 defines the operational framework of the Airport and establishes rules and regulation to govern operations and use of the Airport. It provides the basis for levying Airport rents and

fees to those Airport users that do not have contracts, leases, or agreement. Further, this section establishes the two rental car Customer Facility Charge programs in effect at the Airport that pay for a portion of the Terminal Area (parking and roadway) and the Rental Service Facilities debt service and operation and maintenance expenses.

2.14.4 Airline Operating Agreement and Terminal Building Lease

The Airline Operating Agreement and Terminal Building Lease (Agreement) defines the method of calculating airline rents and fees and establishes the rules of the road for airline use of the Airport and Terminal Building Facilities. Further, the Agreement defines (1) the amount of Airport net revenues that can be used for capital improvements, (2) the nature of capital improvements that can be financed without airline concurrence, and (3) process for obtaining airline concurrence for projects that require airline concurrence.

Currently the Agreement is being renegotiated. The new Agreement is a contemporizing of the existing lease. The new Agreement is substantially similar to the existing Agreement with regard to terms, conditions, privileges, obligations, and the calculation of airline rents and fees. The completion of negotiations and execution of new Agreements is expected to be completed by early to mid FY 2017.

2.14.5 Federal and State Grant Assurances

When the Airport accepts grants and applies for the right to collect a Passenger Facility Charge, it must agree to certain obligations or assurances. These obligations require the recipients to maintain and operate their airport safely and efficiently and in accordance with specified conditions. Further, it restricts certain financial prerogatives of the airport sponsor.

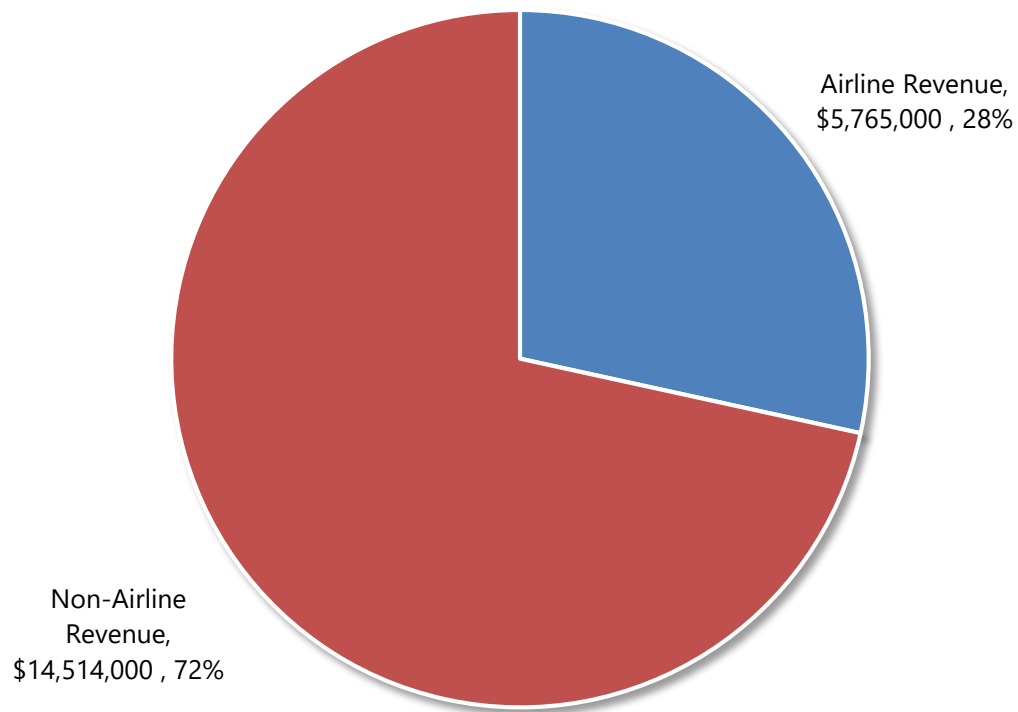
2.14.6 Airport Financial Operations

2.14.6.1 Airport Revenue

The principle categories of Airport revenue are airline and non-airline revenue.

Figure 2-36 depicts the relationship of airline and non-airline revenue. Further, it shows that airline revenue accounts for about 28 percent of total revenue. This reflects the goal of keeping Airport affordable and keeping airline participation in Airport expenses under 30 percent of total airport revenue.

FIGURE 2-36
FY 2016 PROJECTED AIRPORT REVENUE

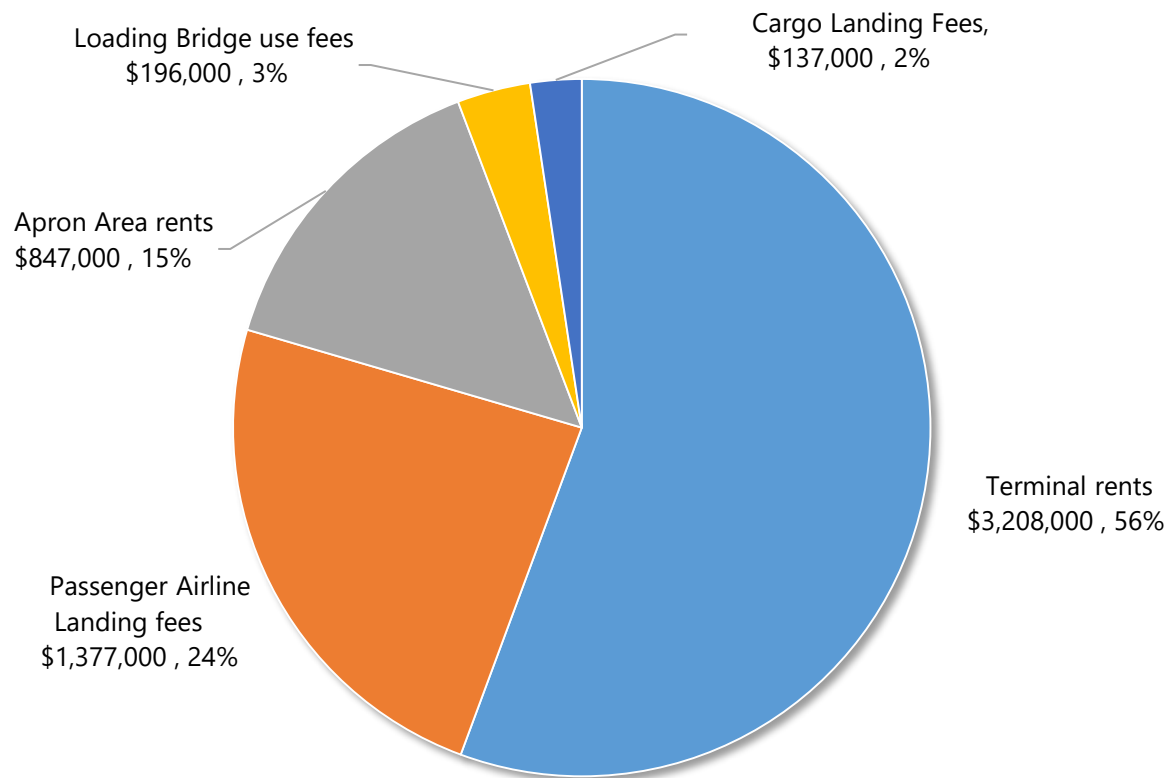


Source: City of Pensacola

2.14.6.2 Airline Revenue

Airline revenue includes terminal building rents, passenger airline and cargo apron areas rents, loading bridge use fee, and landing fees. Under the new agreement, airport revenue will also include a baggage handling system use fee. [Figure 2-37](#) depicts the breakdown of airline revenue between airline revenue objects.

FIGURE 2-37
FY 2016 PROJECTED SOURCES OF AIRLINE REVENUE



Source City of Pensacola

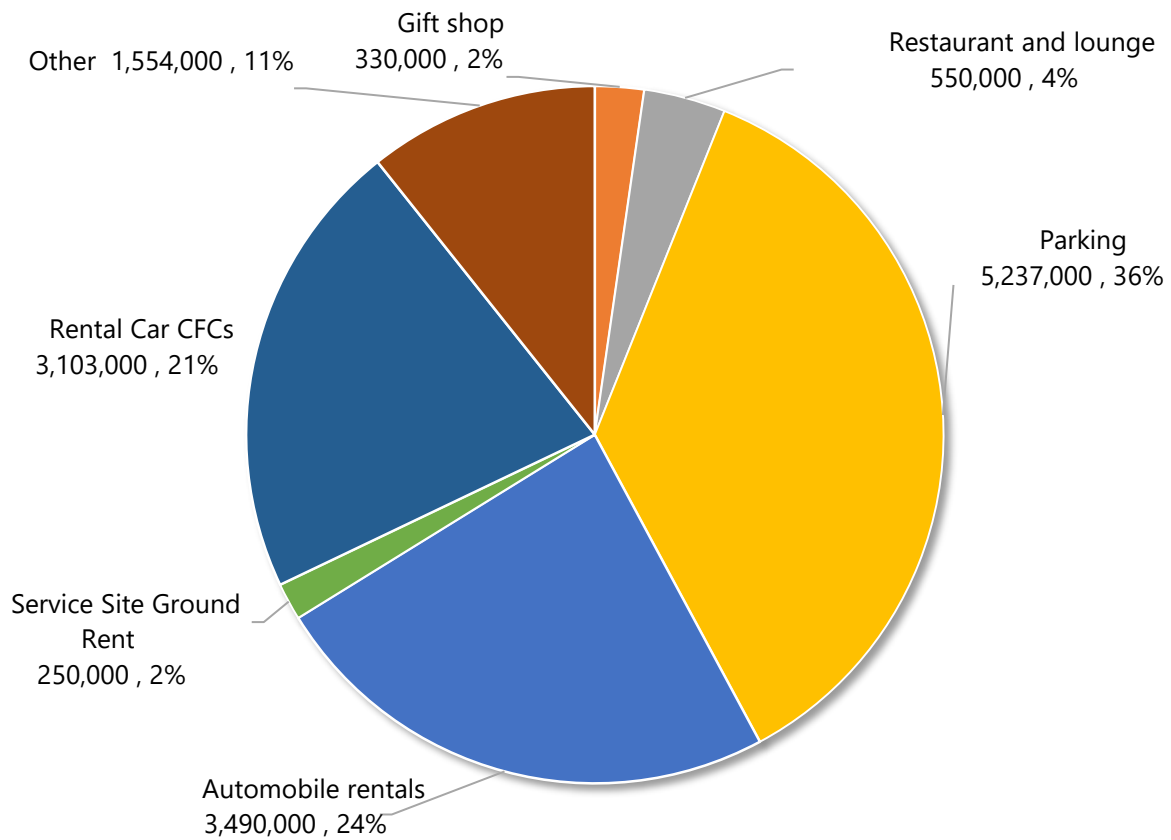
2.14.6.3 Non-Airline Revenue

The major sources of the non-airline revenue include parking²⁹, terminal building concessions (food and beverage, merchandise, advertising), terminal area concessions (rental car CFCs, and ground transportation), airfield area (few flowage fee), other buildings and areas rental, and interest income.

Non-airline revenue will continue to increase over the five-year future. Ground rent from the following leases will begin at various times over the five-year future: VTMAE Aircraft Maintenance Center, medical office building, and the land development ground lease. These leases are projected by the City to increase non-airline revenue by about \$500,000 per year. [Figure 2-38](#) depicts the projected sources of non-airlines revenue.

²⁹ Parking is a major source of non-airline revenue for the Airport. Parking is operated under a management agreement and is not a concession.

FIGURE 2-38
FY 2016 PROJECTED SOURCES OF NON-AIRLINE REVENUE

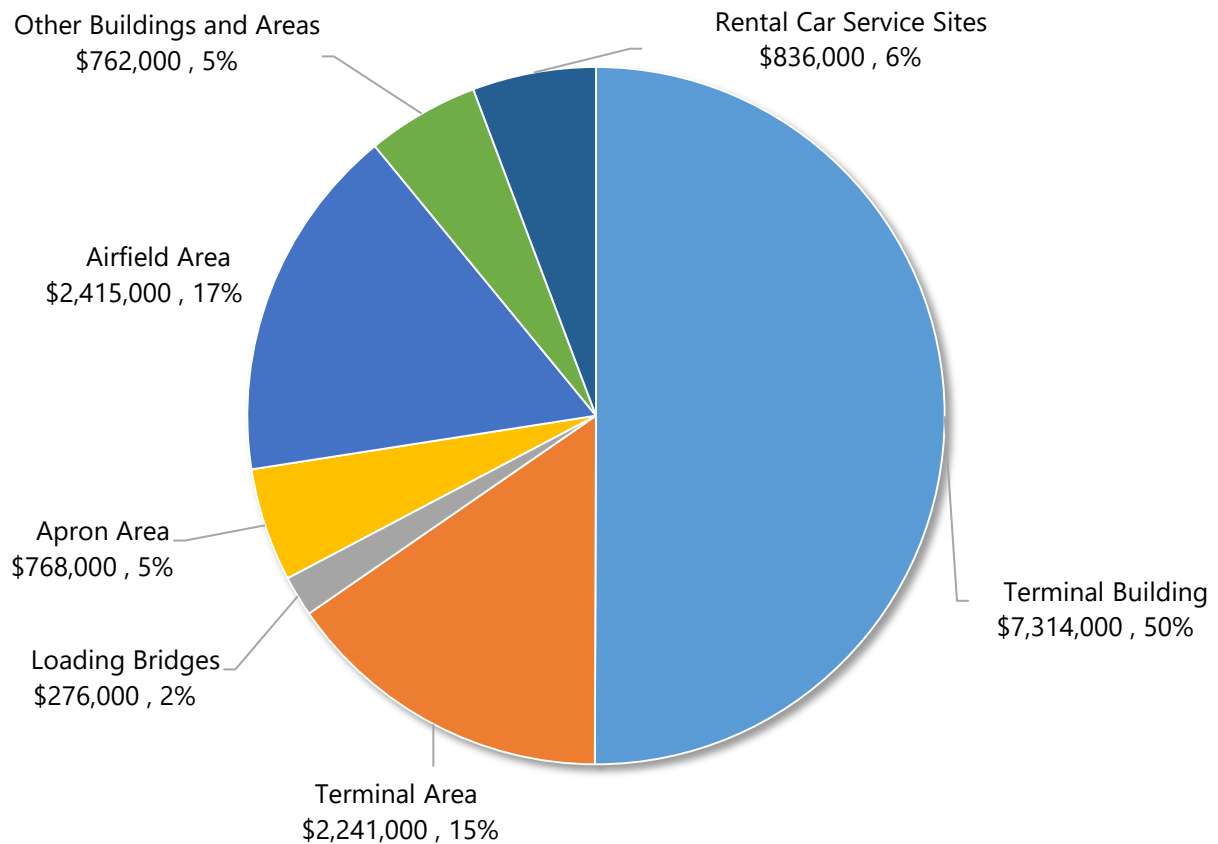


Source: City of Pensacola

2.14.6.4 Airport Operation and Maintenance Expense

The Airport manages operation and maintenance expenses within a structure of direct cost centers. In FY 2016, the projected operation and maintenance expense by cost center are depicted in [Figure 2-39](#).

FIGURE 2-39
FY 2016 PROJECTED AIRPORT OPERATION AND MAINTENANCE EXPENSE



Source: City of Pensacola

2.14.6.5 Debt and Debt Service

Outstanding Airport Revenue Bonds and loans of the Airport are payable from and secured by a pledge of Airport revenue. The outstanding airport revenue bonds (as of FY 2015) are reported in [Table 2-25](#).

TABLE 2-25
OUTSTANDING AIRPORT REVENUE BONDS

Outstanding Bonds/Obligations	Outstanding Principal	Final Maturity Date
Series 2008 (AMT)	\$32,850,000	FY 2039
Series 2015	\$12,465,000	FY 2028
RSFCFC Backed Loan	\$8,800,000	FY 2018
Series 2012	\$6,300,000	FY 2028
Series 2010 (AMT)	\$4,960,000	FY 2019
Total	\$65,375,000	
Debt Per Enplaned Passenger	\$81.92	

Source: City of Pensacola-FY 2015 Report to Bondholders

Table 2-26 describes the Projected FY 2016 debt service requirement for outstanding debt that is included in the calculation of airline rents and fees. The debt service requirement is a major element in the calculation of Airport rents, fees, and charges and affects the airlines cost per enplaned passenger. An airport's level of cost per enplaned passenger is a factor in airlines making air service decisions.

TABLE 2-26
PROJECTED FY 2016 DEBT SERVICE REQUIREMENT

Cost Center Requirement	Annual Debt Service Requirement
Terminal Building	\$1,592,000
Terminal Area	\$2,169,000
Apron Area	\$79,000
Airfield Area	\$60,000
Other Buildings and Areas	\$80,000
Rental Car Service Facilities	\$150,000
Total	\$4,130,000

Source: City of Pensacola-CY 2016 Airline Rents and Fees Report

2.14.6.6 Capital Improvement Factor

Each fiscal year the Airport generates a Capital Improvement Factor of 17.5% on the non-airline revenue to fund Airport improvements. In FY 2016, this amounts to about \$2.5 million that can be spent on Airport capital improvements. This annual sum must be committed to capital improvement in the year generated. Uncommitted sums go back to the airlines as a reduction in future rents and fees.

This is a major source of grant matching funds and Pay/Go funding for Airport capital projects.

2.14.7 Current Capital Improvement Program

Table 2-27 describes the Airport's current five-year Capital Improvement Program and funding programmed for the plan. This program has been coordinated with the airlines.

TABLE 2-27
FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

	Airport Capital Improvement Account	Grants-in-Aid		Total
		FDOT Grants	AIP Grants	
FY 2016 Capital Improvement Projects				
Acquire Land - Air Commerce Park Phase I	\$343,000	-	-	343,000
ARFF Truck Replacement - #111-404970	70,000	-	630,000	700,000
Security Fence Improvements	188,000	-	1,688,000	1,876,000
Replace Tractor/Mower #451	19,000	-	-	19,000
Revenue Control Equipment Upgrade	30,000	-	-	30,000
HVAC Roof Top Replacements	60,000	-	-	60,000
Security Fiber Upgrades	26,000	-	-	26,000
Loop Road Lighting Replacement	80,000	-	-	80,000
Airfield Sign Panels	20,000	-	-	20,000
Corporate Ramp Expansion - Design Build	59,000	-	526,000	585,000
Pave and Repairs Interior Perimeter Road	25,000	-	465,000	490,000
Potable Water Cabinet Replacements	25,000	-	-	25,000
Remove Old TRACON Building	1,541,000	-	-	1,541,000
Loading Bridge Submetering	50,000	-	-	50,000
Total	2,536,000	-	3,309,000	5,845,000
FY 2016 Projected Non Airline Revenue	14,514,000			
Capital Improvement Factor	17.5%			
	2,540,000			
FY 2017 Capital Improvement Projects				
Commerce Park Improvements - Phase II	1,668,000	824,000	-	2,492,000
Airfield Pavement and Lighting (LED) Rehabilitation - Design	8,000	-	143,000	151,000
Strengthen SW Ramp - Design	10,000	-	190,000	200,000
Fuel Farm Road Repairs	393,000	-	-	393,000
ARFF Facility Rehabilitation	200,000	-	200,000	400,000
Taxiway A & B Rehabilitation - Design	50,000	-	450,000	500,000
Taxiway A & B Rehabilitation Phase 1 - Construction	237,000	-	2,132,000	2,369,000
Runway 8/26 Pavement Rehabilitation - Design	5,000	-	45,000	50,000
Total	2,571,000	824,000	3,160,000	6,555,000
FY 2017 Projected Non Airline Revenue	14,644,000	(8,000)		
Capital Improvement Factor	17.5%			
	2,563,000			

	Airport Capital Improvement Account	Grants-in-Aid		Total
		FDOT Grants	AIP Grants	
FY 2018 Capital Improvement Projects				
Commerce Park Acquisitions - Phase III	673,000	1,100,000	-	1,773,000
Terminal Building Apron Expansion Phase I	1,492,000	-	-	1,492,000
Taxiway A & B Rehabilitation Phase 2 - Construction	263,000	-	2,368,000	2,631,000
Airfield Pavement and Lighting (LED) Rehabilitation - Construction	323,000	-	1,232,000	1,555,000
Total	2,751,000	1,100,000	3,600,000	7,451,000
FY 2018 Projected Non Airline Revenue	15,312,000			
Capital Improvement Factor	17.5%			
	2,680,000			
FY 2019 Capital Improvement Projects				
Airfield Pavement and Lighting (LED) Rehabilitation - Construction	303,000	-	851,000	1,154,000
Taxiway C & D Rehabilitation - Design	5,000	-	45,000	50,000
Runway 17/35 Joint Repair	100,000	-	900,000	1,000,000
Parallel Taxiway - Design	30,000	-	270,000	300,000
Runway 17/35 Joint Repair	2,211,000	-	695,000	2,906,000
Industrial Apron - Design	30,000	-	270,000	300,000
GA Apron Expansion - Design	100,000	-	570,000	670,000
Total	2,779,000		3,601,000	6,380,000
FY 2018 Projected Non Airline Revenue	15,312,000			
Capital Improvement Factor	17.5%			
	2,779,000			
FY 2020 Capital Improvement Projects				
Parallel Taxiway Delta Phase 1 - Construction	2,827,000	750,000	3,600,000	7,177,000
Total	2,827,000	750,000	7,771,000	7,177,000
FY 2018 Projected Non Airline Revenue	16,157,000			
Capital Improvement Factor	17.5%			
	2,827,000			

Source: Pensacola International Airport, 2016

2.14.8 Airport's Strengths and Challenges

The Airport's strengths and challenges are based upon the local economy and the environment of the region in which the Airport is situated. The bond rating agencies have cited the Airport's primary strengths and challenges as:

Strengths

- » Rich palette of air service offerings.
- » Military presence in the region adds stability to service area economy.
- » Expanding and diversifying the region's economic base through:

- o Cyber security - Department of Homeland Security-Raytheon.
 - o Clean Energy - Wind Turbines-Jupiter Group.
 - o Financial services - Navy Federal Credit Union.
 - o Tourism.
 - o Aviation Services – VTMAE MRO Aircraft Service Center.
- » Pay/go financial strategy - Policy that there will be no general purpose Airport revenue bonds or other additional borrowing plans for the foreseeable future (through 2022).
 - » Lowest cost per enplaned passenger among its class of Airport, however this has been projected to change over the next five to 10 years.
 - » Debt service coverage, based on rating agency methodology, that is projected to be over 2.0 times average within the five-year future.
 - » Reducing outstanding debt to improve liquidity levels to more closely align with other airports similarly situated. This includes refunding the 2005 Series and prospectively refunding a portion of the 2008 Series.

Challenges

- » Continue to reduce the airline cost per enplaned passenger to enhance the competitiveness of the Airport.
- » Improving revenue bond coverage to maintain and improve credit ratings from S&P Global Ratings, Moody's Investor Service, and Fitch Ratings.
- » Competitive environment with two competing airports within short driving distance.
- » Perception in the financial community that the Airport competes directly with Northwest Florida Beaches International Airport.
- » Two largest carriers account for over 70 percent of enplanements, creating concentration risk.
- » Reduction in the "days of cash" on hand would adversely affect the Airport's financial profile.

2.14.9 Airport Master Plan – Plan of Finance

The Plan of Finance for the implementation of the Airport Master Plan Capital Improvement Program was developed within the Airport's financial framework as described above. Further, the timing of capital improvement implementation is based on the Airport's ability to fund additional capital projects based upon its current debt burden and impacts on tenants and the airline cost per enplaned passenger.

CHAPTER 3

AVIATION ACTIVITY FORECASTS

3.1 INTRODUCTION

Air traffic forecasts serve to establish the anticipated future demand for passenger enplanements and aircraft operations, which ensure the facilities are properly sized to allow cost-effective and efficient operations. This aviation activity forecast for Pensacola International Airport (PNS) includes a Base (most likely) forecast, a Low forecast, and a High forecast that cover the period 2015 to 2035. These forecasts outline anticipated:

- » Fiscal year passenger enplanements
- » Fiscal year air cargo volumes
- » Fiscal year air transport movements (commercial, general aviation, and military)
- » Peak hour and peak month forecasts

The forecasts are based on the FAA's most recent Terminal Area Forecast (TAF) as well as information regarding economic outlook and market developments, InterVISTAS' analysis, and other industry intelligence. However, as with any forecast, there are uncertainties regarding these factors, and unforeseen changes and events (e.g., natural disasters, political instability, and global economic recession) could result in traffic development deviating from the forecasts.

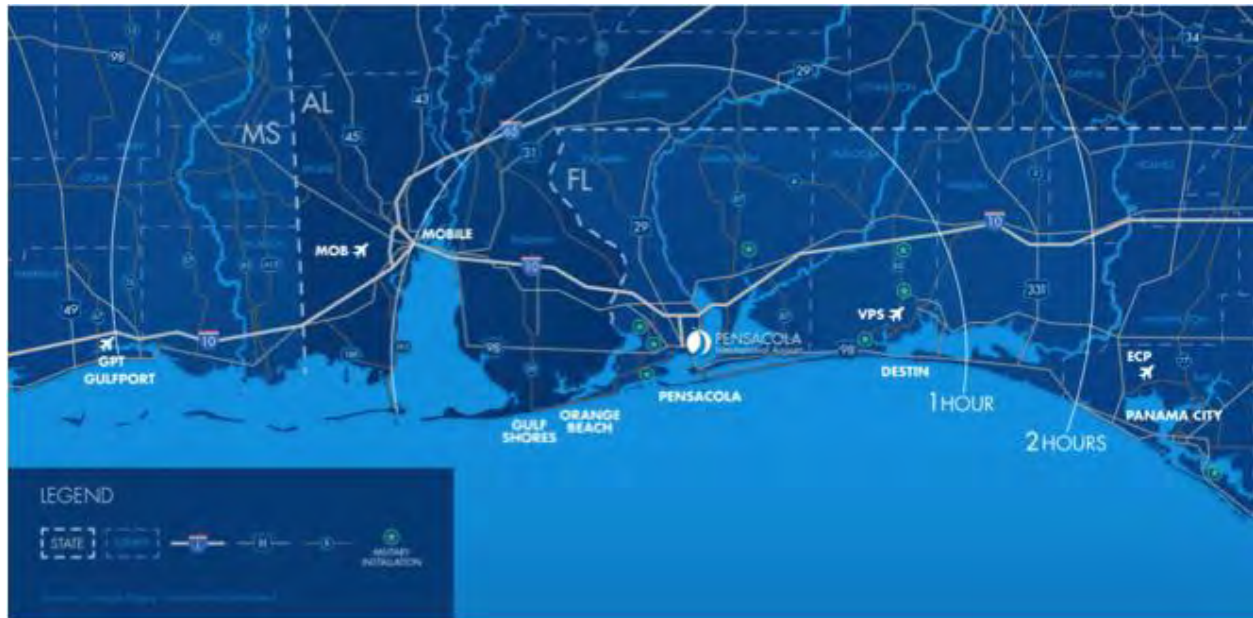
The Master Plan Update Team prepared this aviation activity forecast for the Pensacola International Airport Master Plan Update (MPU). This MPU forecasts aircraft movements and enplaned passenger activity for the period 2016 through 2035. The analysis developed projections of passenger enplanements, aircraft movements, and cargo volumes. Forecasts for general aviation (GA) movements are based on the Federal Aviation Administration (FAA) *Aerospace Forecast, Fiscal Year 2016-2035* projected GA national growth rate and military movements are based on the FAA's 2015 Terminal Area Forecast (TAF) for PNS. Fiscal year 2015 is used as the base year for all forecasts.

3.2 AIRPORT SERVICE AREA

The catchment area for PNS is defined by its economic and demographic profile, which drives demand for air service. The catchment area's economic and demographic characteristics are quantifiable via various data sources, including the U.S. Department of Commerce, U.S. Office of Management and Budget, and U.S. Bureau of Census (Bureau). The Bureau combines economic and demographic data to identify micropolitan and metropolitan statistical areas (MSA) in order to create an economic and demographic profile of the market to assess the economic drivers of future demand. For PNS, the core of the Pensacola Catchment Area comprises the Pensacola-Ferry Pass-Brent, Florida MSA and the Baldwin County, Alabama MSA.

Defining and assessing an airport's primary, secondary and tertiary catchment areas requires an evaluation of a number of factors. They include the accessibility of the airport and consideration of the alternative air travel options available within the regional market. In the case of the air travel market in Northwest Florida and Southeast Alabama, commercial air service is provided at four airports: Pensacola International Airport, Mobile Regional Airport (MOB), Destin Ft. Walton Beach Airport (VPS), and Northwest Florida Beaches International Airport (ECP). These four airports are located along a 185-mile stretch of the Gulf Coast and within 5 minutes to 45 minutes of Interstate 10, as shown in [Figure 3-1](#).

FIGURE 3-1
PNS SERVICE AREA



Source: InterVISTAS Consulting, Inc. 2016

In today's aviation environment, small hub airports such as PNS must measure the level of air service not only on non-stop options, but by the level of connectivity available to air travel customers. The services offered at PNS include non-stop service to 14 airports, including hub connectivity by the four largest U.S. air carriers: Southwest, Delta, American and United. The multi-hub connectivity at PNS defines its market potential today and into the future.

At PNS, the mix of aircraft operations and capacity measured in seat departures has changed significantly in recent years. The shift in aircraft operations at PNS is largely due to the airlines' replacement of aircraft with fewer than 60 seats (predominately small regional jets) with larger regional jets. This movement is evident in the 58 percent decline in the small regional jet and turbo prop category since 2009, with a corresponding increase of 48 percent in larger regional jets in the market. During this same period, PNS experienced an increase of more than 12 percent in mainline aircraft operations.

In 2009, mainline seat departures represented 49.4 percent of capacity. Large regional jets accounted for 18 percent of seats, and small regional jets and turboprops accounted for 32.5 percent. By 2016, the shift in the aircraft mix was evident in the trend toward larger aircraft when measured by seat departure. Mainline aircraft accounted for more than 57 percent of seats, with large regional jets 23 percent, and small regional jets and turboprops at just under 19 percent.

3.3 HISTORICAL AVIATION ACTIVITY

Airlines and their scheduled service destinations in July 2016 are shown in [Figure 3-2](#). The Airport has scheduled passenger service from four major carriers and one regional airline: American Airlines (AA); Delta Airlines (DL); Southwest Airlines (WN); United Airlines (UA); and regional carrier, Silver Airways (3M). The diversity of the airline service at the Airport creates a competitive environment. Major carrier service offers customers access via multiple hub airports to hundreds of destinations around the globe, while the regional

airline provides non-stop access to two important intra-Florida markets. This combination of air service provides a wide range of options to passengers and cargo shippers within the Pensacola Gulf Coast market.

FIGURE 3-2
SERVICE MAP AND DAILY SERVICE SUMMARY

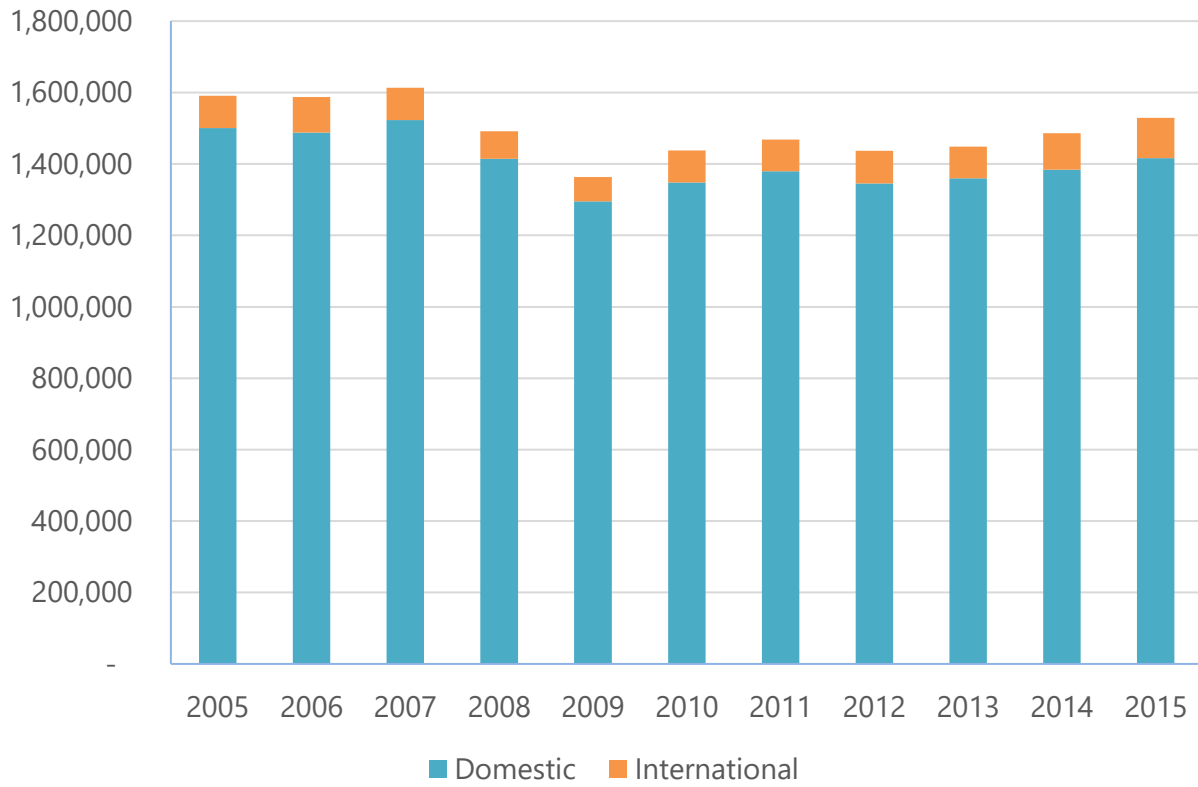


Source: Innovata Schedules, via Diio, July 2016

Note: Peak day is Saturday.

Total passenger traffic at the Airport, enplaning and deplaning, reached 1,528,848 in 2015, the latest data available, as shown in [Figure 3-3](#); in general, enplanements and deplanements are approximately 50 percent of total passengers. The largest origin and destination (O&D) markets are highly diversified, with the largest market representing just 3.7 percent of the total O&D enplanements. [Table 3-1](#) shows the top 15 markets in 2010 and in the first quarter of fiscal year 2016.

FIGURE 3-3
2005-2016 PASSENGER TRAFFIC



Source: US DOT OD1B/ Sabre MIDT Global Demand Data

TABLE 3-1
TOP DOMESTIC MARKETS

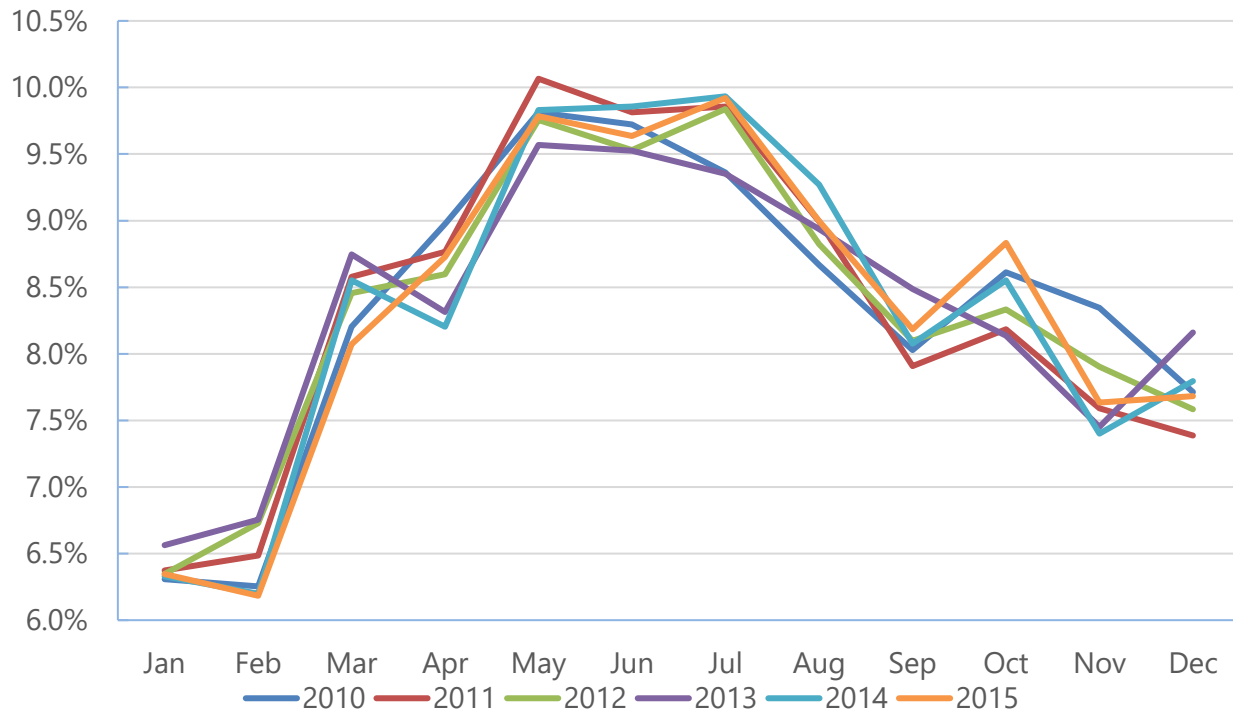
Rank	Market	2010	YE1Q 2016	N/S Service
1	Dallas/Fort Worth	42,476	56,752	Yes
2	Nashville	3,240	53,688	Yes
3	Washington National	36,016	52,711	Seasonal
4	Chicago O'Hare	27,118	42,384	Yes
5	Denver	43,840	37,771	
6	Miami	28,708	35,405	Yes
7	Los Angeles	25,237	35,023	
8	Atlanta	65,481	34,369	Yes
9	Chicago Midway	22,715	31,260	Seasonal
10	Houston Bush	26,513	31,248	Yes
11	New York LaGuardia	33,049	30,789	
12	Baltimore	35,457	30,105	
13	Orlando	29,229	29,793	Yes
14	Las Vegas	25,830	27,712	
15	San Diego	27,757	27,384	

Source: US DOT OD1B

Note: Ranked by YE 1Q 2016 Origin & Destination (O&D) traffic, N/S Service: "Yes" equates to year round non-stop service.

Figure 3-4 shows the historic seasonality of the market exhibiting strong demand levels during the annual school year "spring break" period of March and April, and the peak season commencing in May and running through the summer months.

FIGURE 3-4
PASSENGER SEASONALITY BY MONTH



Source: US DOT T-100 Survey

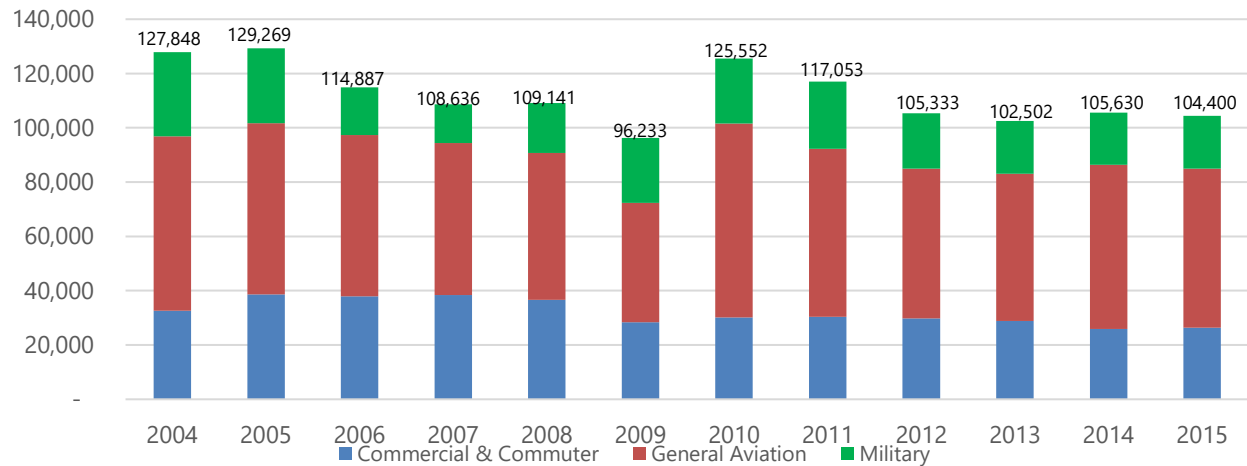
3.3.1 Annual Aircraft Operations

Aircraft operations at PNS, shown in [Figure 3-5](#), are indicative of the general trends in the United States economy and the aviation sector. This is exhibited by the trends in Commercial and Commuter operations, particularly in the 2009-2015 period. During this period, the impact of the weak economy combined with operational changes brought on by airline mergers (American and US Airways; Delta and Northwest; United and Continental; Southwest and AirTran) brought about a decline in total operations. The decline at PNS reflects the airline industry's rapid retirement of small regional jets in favor of larger aircraft.

General aviation operations reflect the nationwide reduction in GA activity, the multiple airports in the PNS region serving the general aviation market, and overall economic activity in the region.

Military operations at PNS reflect the level of training operations needed to meet the mission requirements of local military installations. Fluctuations in military activity at PNS were greatest between 2004 and 2007.

FIGURE 3-5
AIRCRAFT OPERATIONS (2004-2015)

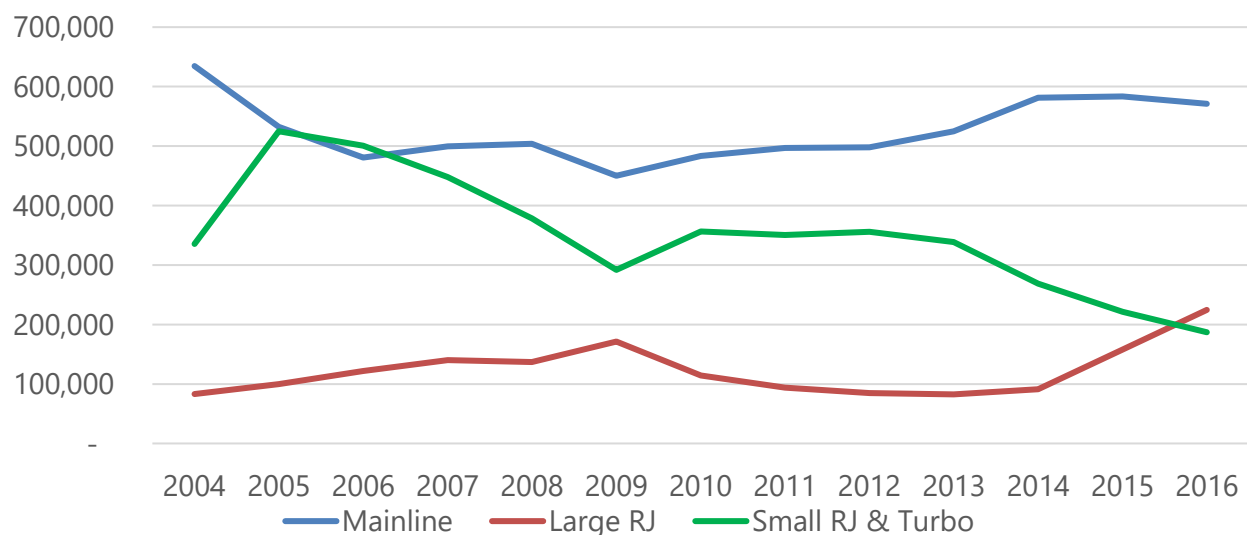


Source: Pensacola International Airport

3.3.2 Aircraft Fleet Mix

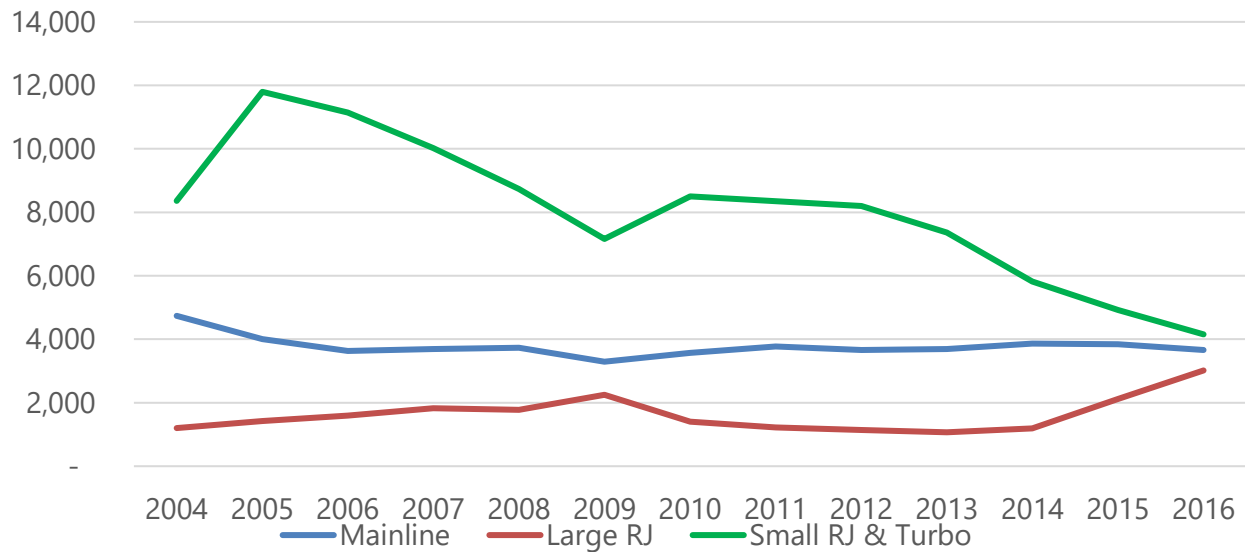
Figure 3-6 and *Figure 3-7* demonstrate the shift from smaller aircraft to larger aircraft – a trend that appears consistently among small hub airports. The trend reflects the airlines' decision to replace smaller regional equipment with a mix of large regional jets and mainline equipment. At PNS, the major impact on the aircraft fleet mix has been the substantial reduction of small regional jet and turboprop operations. In 2009, these operations represented 53 percent of the annual departures, and by 2016 they accounted for only 38 percent. This trend in upgauging of equipment can be seen in 2016, as capacity on large regional jets at PNS (measured in outbound seat departures) surpassed that offered on small regional aircraft for the first time.

FIGURE 3-6
ANNUAL OUTBOUND SEATS



Source: Innovata Schedules

FIGURE 3-7
ANNUAL DEPARTURE OPERATIONS

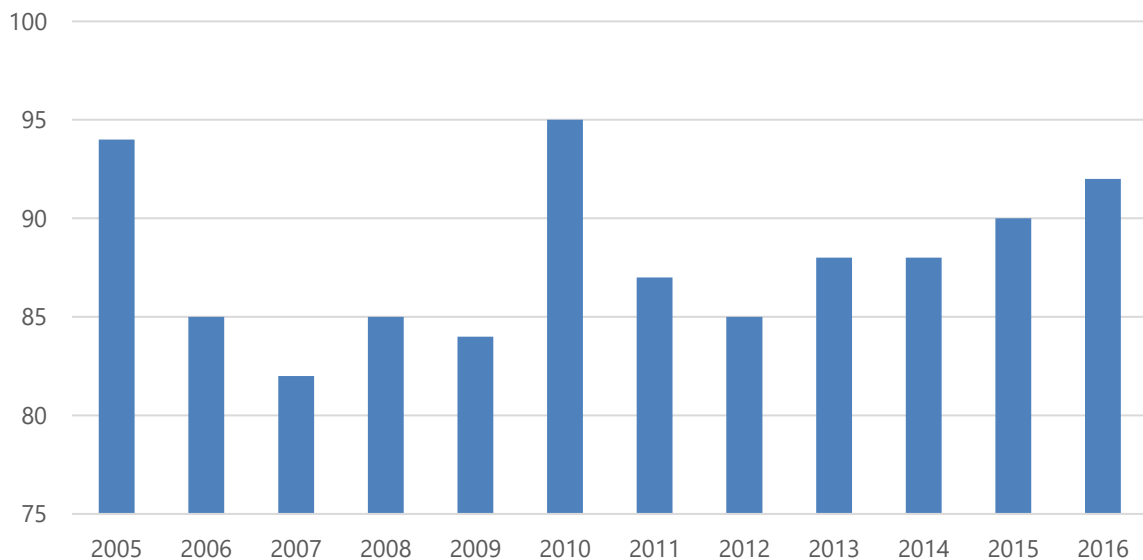


Source: Innovata Schedules

3.3.3 Based Aircraft

Figure 3-8 shows the Based Aircraft at PNS from 2005 to 2016. This information is sourced from the FAA Terminal Area Forecast, January 2016, which is the best available source for this data.

FIGURE 3-8
BASED AIRCRAFT (2005-2016)

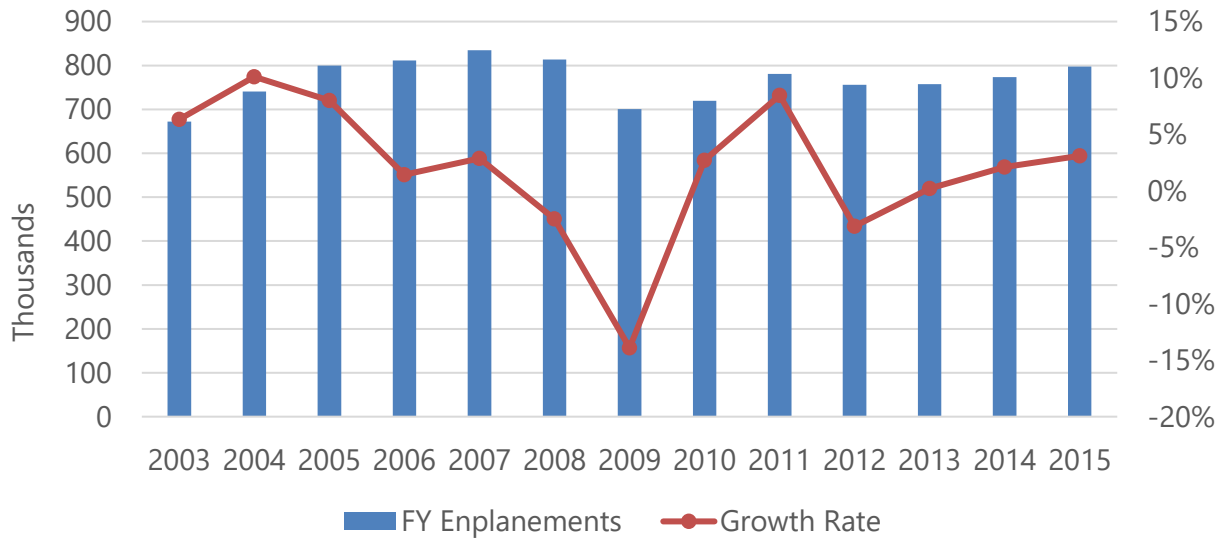


Source: FAA Terminal Area Forecast, January 2016

3.3.4 Passenger Enplanements

Passenger enplanements at PNS grew steadily from Fiscal Year (FY) 2003 through 2007 until the economic downturn, after which enplanements began to recover, as shown in [Figure 3-9](#). The passenger enplanement levels at PNS peaked in FY 2007 at 834,517, before declining to a ten-year low of 700,662 in FY 2009. In 2010, enplanements were negatively impacted by BP's Deepwater Horizon oil spill in the Gulf of Mexico. Since these events, traffic has generally grown, but it has yet to return to its peak.

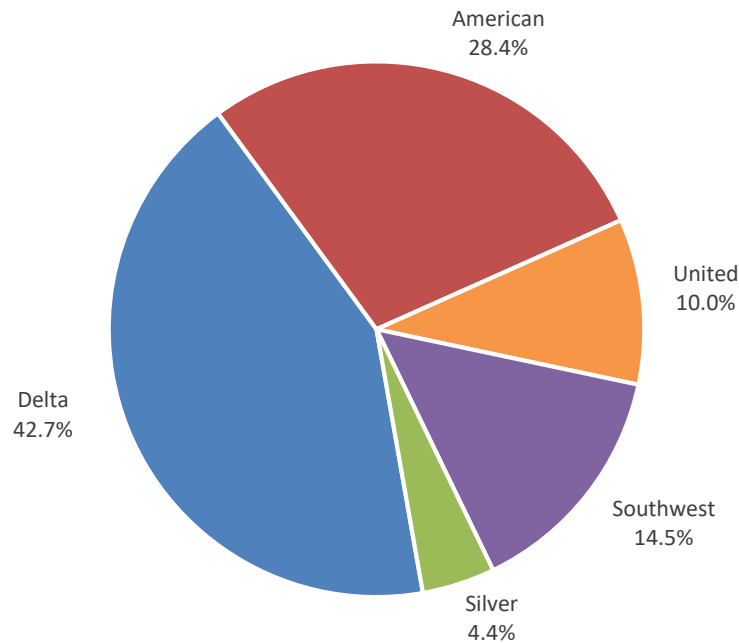
FIGURE 3-9
HISTORICAL PASSENGER ENPLANEMENTS AND GROWTH RATE



Source: Pensacola International Airport Data

Figure 3-10 shows the 2015 enplanements by carrier at PNS - Delta, American, United, Southwest, and Silver. Delta is the largest carrier at PNS, accounting for 43% of the total passengers.

FIGURE 3-10
PASSENGER MARKET SHARE BY AIRLINE (2015)



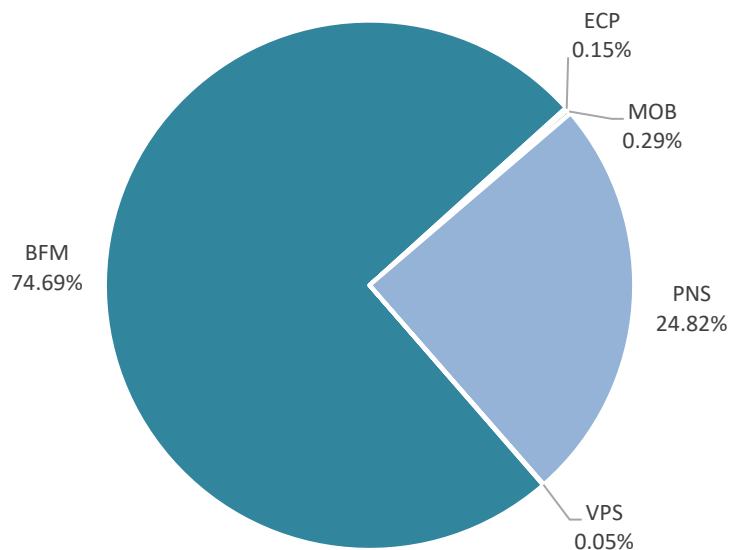
Source: USDOT T-100 Survey

Note: American data includes US Airways

3.3.5 Cargo Activity

Pensacola, like most markets, is best viewed from a regional perspective regarding air cargo. Air cargo is known to be routed in many ways based on availability of air cargo services, inbound and outbound demand levels, and air freight rates. This forecast examined air cargo volumes at six airports in the region: Pensacola International Airport (PNS), Mobile Regional Airport (MOB), Mobile Downtown Airport (BFM), Northwest Florida Beaches International Airport (ECP), Destin-Fort Walton Beach Airport (VPS), and Panama City-Bay County International Airport (PFN). Given the types and levels of air service at many of these airports, the air cargo volumes were expectedly low. In fact, PFN has had no reported air cargo tonnage since 2010. *Figure 3-11* below shows the distribution of air cargo for the airports in 2015.

FIGURE 3-11
AIR CARGO TONNAGE AT AREA AIRPORTS (2015)

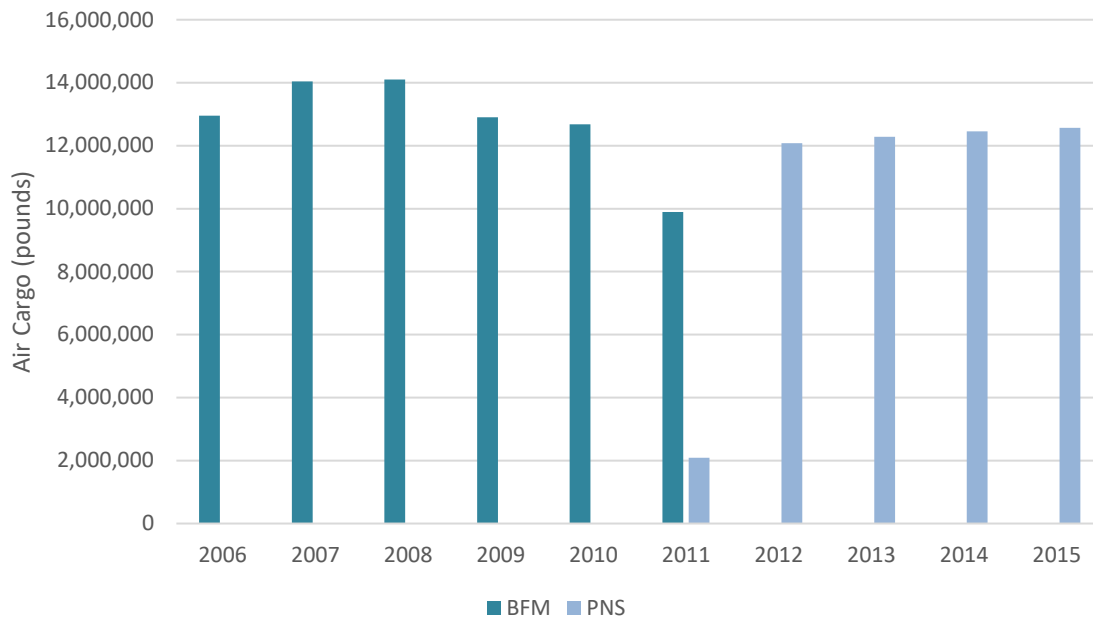


Source: U.S. DOT T-100 Carrier Reports

As shown in the graphic, the only airports with significant air cargo volumes are PNS and BFM. This is largely because these are the two airports in the region where integrated carriers FedEx and UPS operate flights. Currently, UPS operates at PNS and FedEx operates at BFM. While each of the airports analyzed have commercial passenger air services to some extent, the types of services (e.g. regional jets and turboprops, low cost carriers etc.) are not highly oriented towards serving the local air cargo market.

In November 2011, UPS moved all of its air express operations in the region from BFM to PNS. Because UPS continued serving the same markets from PNS and did not maintain any operations at BFM, there was a one-for-one transferal of tonnage from BFM to PNS. [Figure 3-12](#) shows this graphically. Notably, UPS cargo volumes in the region have remained relatively unchanged for UPS since 2009 – regardless of the airport it was using.

FIGURE 3-12
UPS AIR CARGO WEIGHT BY AIRPORT (2006-2015)

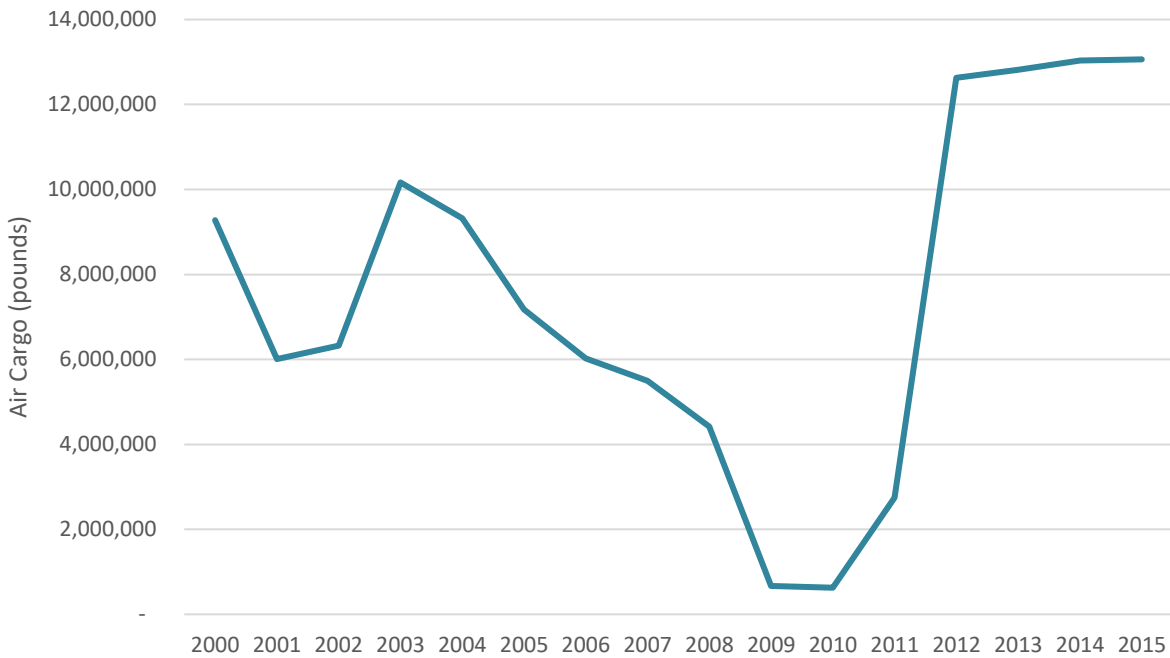


Source: U.S. DOT T-100 Carrier Reports

Prior to the entry of UPS at PNS in late 2011, air cargo volumes at PNS had been declining rapidly since 2003, as shown in [Figure 3-13](#). Reasons for the loss of air cargo at PNS include:

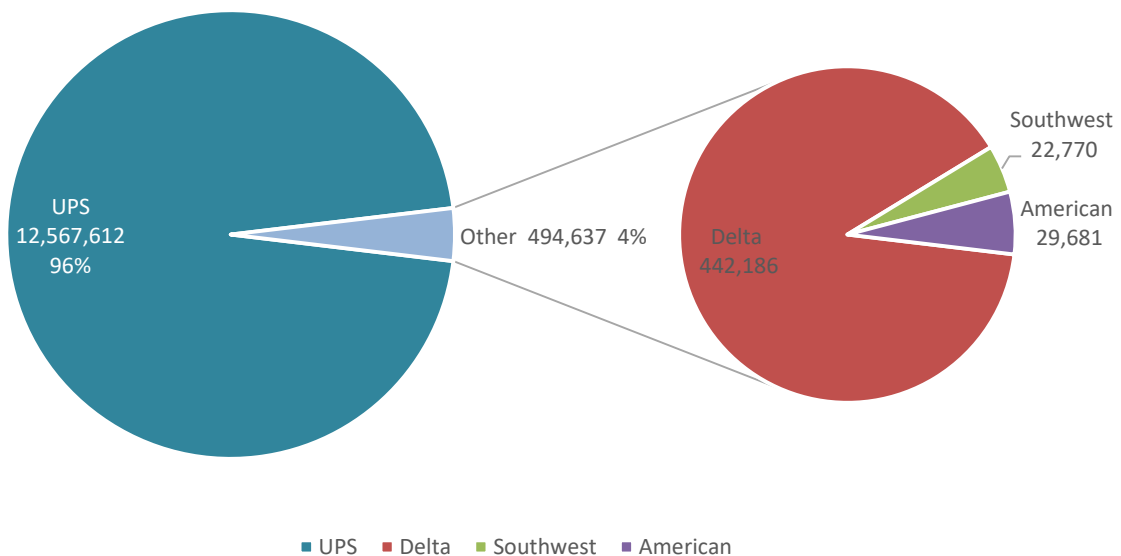
- » The security measures enacted after 9/11 which pushed much domestic air cargo to larger airports and onto trucks
- » The award of the U.S. Postal Service's air mail contract to FedEx, which took away large volumes of air mail from commercial passenger airlines
- » The higher use of regional jets in smaller U.S. markets that had previously been served by larger narrowbody aircraft with more cargo carrying capacity
- » Bottoming out of the recession in 2010-2011.

FIGURE 3-13
AIR CARGO WEIGHT AT PNS (2000-2015)



Source: U.S. DOT T-100 Carrier Reports

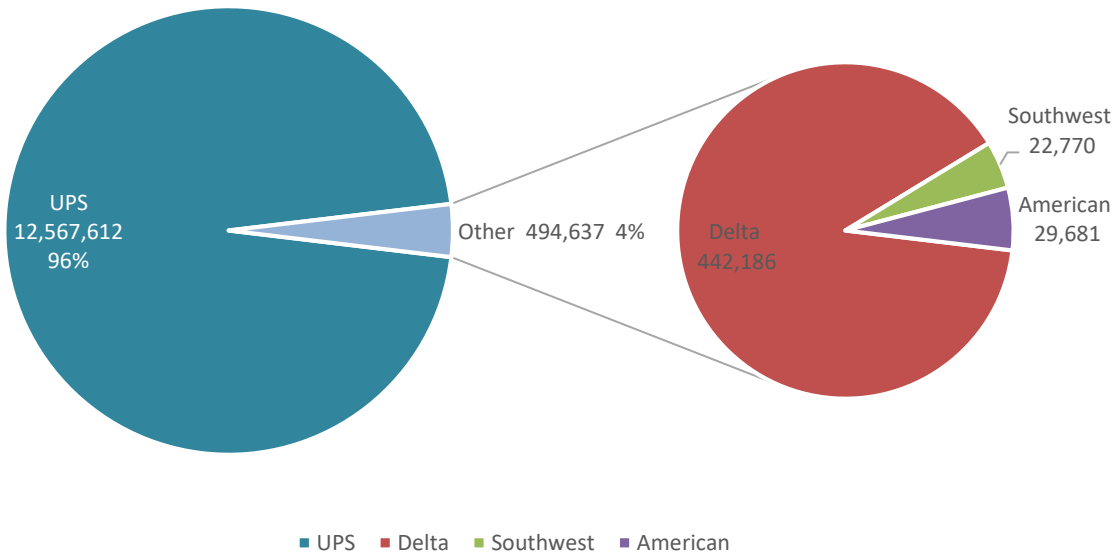
In 2015, UPS carried 96 percent of total air cargo at PNS and the remaining 4 percent was carried by commercial passenger airlines – Delta, American and Southwest, shown in



Of the 494,637 pounds of belly cargo on passenger airlines, Delta carried 89 percent while Southwest and American carried 5 percent and 6 percent of the total, respectively. Delta and Southwest both fly narrowbody aircraft at PNS, but Southwest has more limited operations (approximately 3 departures per day) than Delta (approximately 7 departures per day). American does not regularly operate narrowbody aircraft at PNS, but it is the largest carrier at PNS by departures (approximately 9 departures per day) and

that frequency cumulatively enables American to serve the local cargo market at a higher level than Southwest.

FIGURE 3-14
CARRIER MARKET SHARE OF CARGO WEIGHT (2015)
(In lbs)



Source: U.S. DOT T-100 Carrier Reports

3.4 ANALYSIS OF AIR TRAFFIC AND FORECAST

Air travel is a derived demand. Demand for air transportation between origin and destination markets is derived from the socio-economic interactions between these markets, shaped by carriers' networks and available airlift capacity. Generally, business/trade activity, tourism/visitor activity, and visiting friends and relatives constitute the primary components of air travel at an airport.

Dependable forecasting practice requires awareness of the uncertainties surrounding the forecasts. Considerable effort by the project team has gone into analyzing the factors affecting traffic activity at PNS. However, as with any forecast, there are uncertainties regarding these factors, such as the outlook for the local and world economies and the structure of the airline industry. A pragmatic and yet systematic approach has been used to produce a set of unbiased airport activity forecasts for PNS.

In general, the potential traffic demand pool is quantified by the economic and demographic profile of the airport's catchment area, e.g. Gross Domestic Product (GDP), personal income, private consumption levels, tourism, and population. The traditional traffic forecast approach, therefore, focuses on the recognized relationship that exists between air traffic development and the development of socioeconomic variables that are known to drive air traffic. For instance, history has shown that there is a close relationship between global economic growth (expressed in real GDP) and annual air traffic growth.

Through statistical tools such as regression analysis, a relationship between air traffic and the relevant socioeconomic factors can be found and expressed in various econometric models. Using long-term

projections of the independent variables like GDP, income, etc., a level of future traffic can then be predicted.

The project team analyzed the various factors that have historically driven air traffic activity in the Pensacola catchment area. It is reasonable to assume that the factors that have historically driven air travel demand will continue to drive air travel demand in the future, and in the same proportions. For instance, all things being equal, if a one percent increase in regional GDP is found to be highly correlated to a one percent increase in air travel historically, an analytical model can be developed to then estimate future air travel levels based on forecasts of GDP. Econometric models enable this forecasting technique and allow for testing to ensure that the forecast results are reasonable and acceptable.

As described in the rest of this Chapter, forecasts have been produced for the following:

- » Enplaned passengers
- » Aircraft operations (commercial, general aviation, and military)
- » Air cargo volume

The following sections describe the methodology used to forecast each separate segment; the results are presented in the next section.

3.5 TREND FORECASTS

The Base Case Enplaned Passenger Forecast process began with a review of the most up-to-date versions of the regional forecasts published by aviation industry's leading sources. These sources include:

- » FAA Aerospace Forecast – FY2016-2036
- » FAA 2015 Terminal Area Forecast (TAF) – Published January 2016
- » Boeing Current Market Outlook – 2016-2035
- » Airbus, Global Market Forecast – 2016-2035

The trends identified in these reports were used to help formulate several parts of the Base Case forecasts.

The FAA Aerospace Forecast projects a 4.2 percent growth rate year-over-year for 2015 to 2016 in the domestic enplanement passenger sector, with an average annual growth rate of 1.9 percent over the full forecast period. Additionally, the FAA TAF Forecast for PNS projects a compound annual growth rate of 2.0 percent for enplanements for 2015 through 2035. These growth rates are in line with and have been used to confirm appropriateness of the growth rates projected in the Base Case Forecast in the sections that follow.

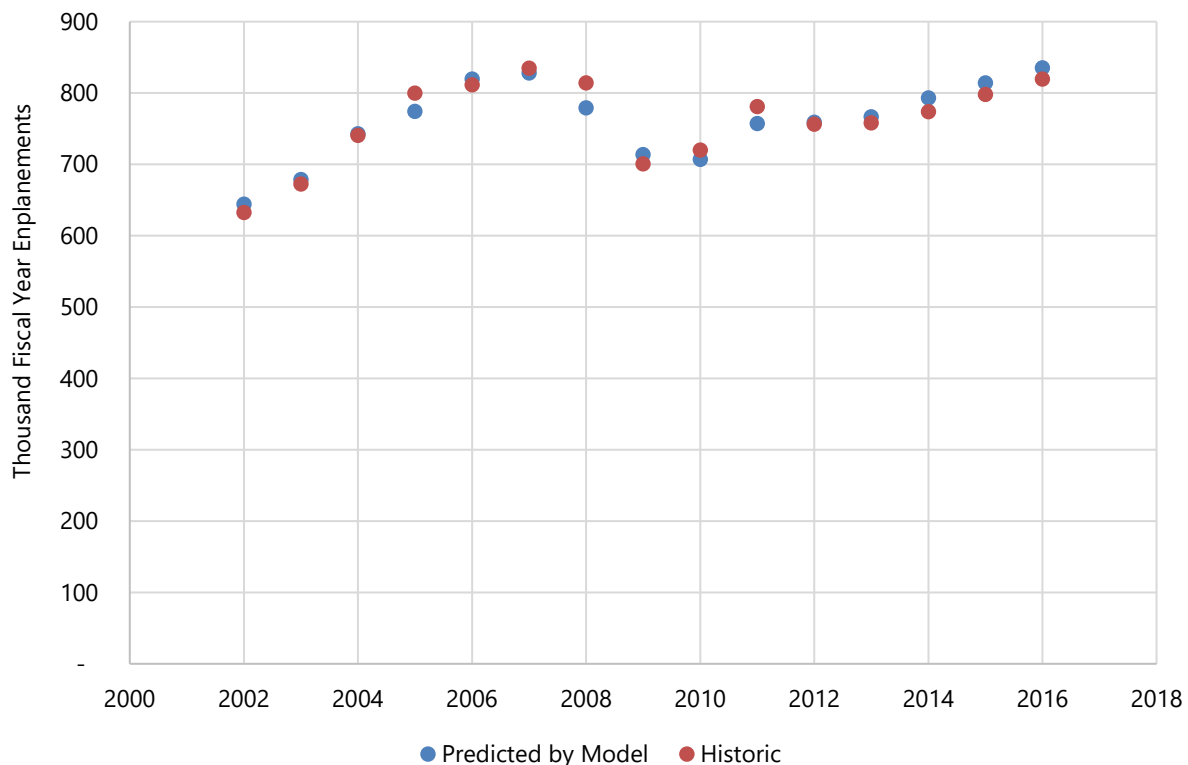
These FAA forecasts were also used to develop the forecasts for General Aviation operations, Military operations, and based aircraft.

3.6 ECONOMETRIC MODELING

An econometric model was developed to relate actual enplanements between 2002 and 2015 and an estimate of 2016 enplanements to actual socioeconomic variables. This model, developed by InterVISTAS, includes measures of the economic growth in Pensacola and Florida, population growth and income

growth in both of these areas, airline fare levels, and other relevant factors. Using a regression analysis, the Real Gross Regional Product (GRP) of the Pensacola-Ferry Pass-Brent, FL Metropolitan Statistical Area (MSA) was identified to be composed of variables with the strongest correlations with historical enplanement development (with a dummy variable applied for the economic recession in 2009 and oil spill in the Gulf of Mexico in 2010). The regression analysis produced an adjusted R^2 value of 0.903, indicating that this variable is expected to serve as a reliable predictor for future total enplanement development shown in [Figure 3-15](#).

FIGURE 3-15
GOODNESS OF FIT ECONOMETRIC MODEL FOR ENPLANEMENTS



Source: InterVISTAS Consulting, Inc. 2016

The model for determining total O&D traffic can be described by the following equation:

$$\text{Enplanements} = c_1 + c_2 * (\text{Real Pensacola GRP})$$

where:

- » *Enplanements* are fiscal year enplaned passengers at PNS
- » *Real Pensacola GRP* is the Pensacola-Ferry Pass-Brent, FL MSA Gross Regional Product adjusted for inflation
- » c_1 and c_2 are the estimated model parameters capturing the impact of various factors on enplanement growth at the airport, where the c_1 coefficient represents the intercept of the linear regression formula and the c_2 coefficient represents the slope of the linear regression formula
- » c_1 coefficient = -150327.152

» c_2 coefficient = 60.204

For the independent variable of historical and forecast data for the Pensacola-Ferry Pass-Brent, FL MSA Gross Regional Product, this model utilized the long-term economic forecast published in the 2015 edition of the *Complete Economic and Demographic Data Source* (CEDDS) by Woods & Poole Economics. This is a reputable source for economic forecasting for markets within the United States and is also an approved source under the FAA guidelines published in *Forecasting Aviation Activity by Airport*.

The following forecast of Gross Domestic, State, and Regional Product for the United States, Florida, and the Pensacola-Ferry Pass-Brent, FL MSA are displayed in [Table 3-2](#).

TABLE 3-2
GROSS DOMESTIC NATIONAL, STATE, AND REGIONAL PRODUCT

Year	United States	Florida	Pensacola MSA
2000	12,306,432	591,175	12,537
2005	14,116,075	757,847	15,358
2010	14,620,949	716,756	15,241
2015	16,261,994	785,381	16,017
2016	16,632,973	806,335	16,367
2017	17,005,442	827,437	16,717
2018	17,382,455	848,837	17,069
2019	17,765,537	870,637	17,427
2020	18,155,067	892,857	17,790
2025	20,171,743	1,009,488	19,671
2030	22,268,693	1,133,797	21,636
2035	24,446,551	1,265,467	23,672
Compound Annual Growth Rate (CAGR)			
2000-2015	1.88%	1.91%	1.65%
2015-2016	2.28%	2.67%	2.18%
2015-2020	2.23%	2.60%	2.12%
2015-2025	2.18%	2.54%	2.08%
2015-2030	2.12%	2.48%	2.02%
2015-2035	2.06%	2.41%	1.97%

Source: Woods & Poole Economics, Inc.

3.7 BOTTOM-UP SCENARIO FORECASTS

The bottom-up scenario portion of the forecast consists of an estimate of near-term future total enplanements for 2016 through 2020, based on growth in capacity projected by carriers currently serving PNS combined with the GRP of the Pensacola MSA. These estimates are supplemented by expected changes in passenger demand patterns based on information gathered via site visits, direct airline and stakeholder input, industry intelligence and other information sources.

The following list of base assumptions were informed by the aforementioned sources. The subsequent assumptions were considered when calculating the bottom-up estimates for the next five years and the econometric modeling for the longer term projections in Base Case Passenger Enplanements Forecast:

- » The Air Carrier category will continue to outpace the Air Commuter/Air Taxi category as the core carriers continue to introduce mainline equipment at PNS. The Air Carrier category is expected to account for approximately 65 percent of the commercial enplanements by 2035
- » Delta plans to grow capacity in the market three percent year-over-year for the next few years
- » Southwest service has stabilized at three times daily service with limited Saturday only seasonal services
- » American Airlines and United Airlines are upgauging capacity as appropriate on a seasonal basis
- » Silver plans to maintain current service levels for the foreseeable future
- » The regional jet fleet will continue its growth in available seats due to the retirement of 60- to 100-seat regional jets and the influx of 100- to 150-seat regional jets.
- » A “dummy variable” is applied to the regression analysis to normalize the data for the impacts of the economic recession in 2009 and Deep Horizon oil spill in the Gulf of Mexico in 2010
- » High and Low Case forecast scenarios were calculated utilizing Pensacola GRP forecasted growth projections that are increased and decreased by 10 percent, respectively, to account for over- and under-achieving economic conditions
- » All the forecasts provided are unconstrained forecasts that have been developed without consideration of the ability of the current or future airport facilities to handle the forecast traffic. If airport capacity is suitable to fully accommodate future unconstrained demand, some of this traffic may not materialize

3.8 ANNUAL PASSENGER AND CARGO FORECASTS

3.8.1 Annual Passenger Enplanement Forecast

The Base Case Forecast and two sensitivity forecasts were calculated to reflect the possibility of the economic forecasts underachieving (Low Case) or overachieving (High Case) the levels put forth in the Woods & Poole Gross Domestic Product Forecast for the Pensacola MSA. The Low Case utilizes the Base Case GDP growth reduced by 10 percent, while the High Case applies a 10 percent increase to the forecast GDP growth rate. Overall Compound Annual Growth Rates for the forecast period of 2015 through 2035 are expected to be 2.37 percent in the Base Case, 1.83 percent in the Low Case, and 2.90 percent in High Case. The Base Case of enplaned passengers at PNS and the subsequent sensitivity analysis forecasts for the Low and High Cases are displayed in [Table 3-3](#).

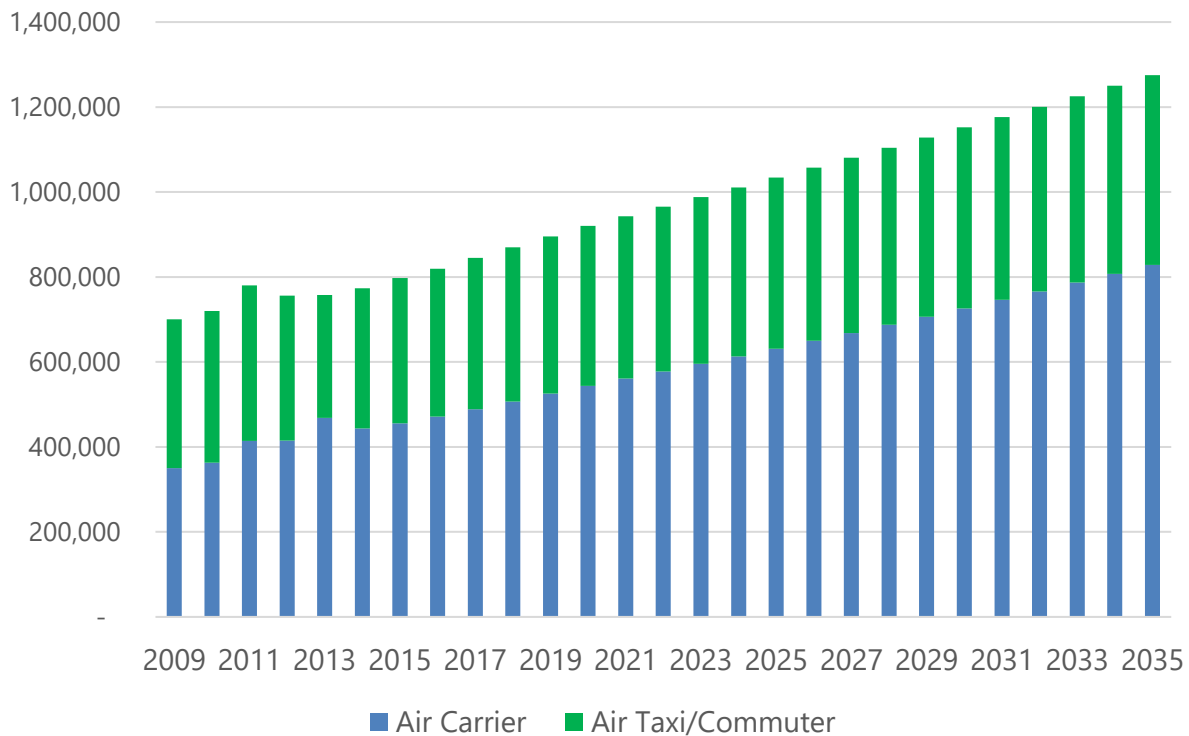
TABLE 3-3
ENPLANED PASSENGER FORECASTS

Year	Base Case	Low Case	High Case
2002	632,379	632,379	632,379
2005	799,759	799,759	799,759
2010	719,648	719,648	719,648
2015	797,854	797,854	797,854
2016	819,396	819,396	819,396
2017	844,722	839,516	850,005
2018	870,048	859,635	880,614
2019	895,373	879,755	911,223
2020	920,699	899,874	941,832
2025	1,033,956	982,753	1,087,206
2030	1,152,239	1,065,651	1,244,523
2035	1,274,815	1,147,731	1,413,625
Compound Annual Growth Rate (CAGR)			
2002-2015	1.80%	1.80%	1.80%
2015-2016	2.70%	2.70%	2.70%
2015-2020	2.91%	2.44%	3.37%
2015-2025	2.63%	2.11%	3.14%
2015-2030	2.48%	1.95%	3.01%
2015-2035	2.37%	1.83%	2.90%

Source: InterVISTAS Consulting, Inc. 2016

Figure 3-16 breaks down the Base Case enplaned passenger forecast by commercial carrier category type: Air Carrier and Air Taxi/Commuter. Air Carrier enplanements are those passengers departing PNS on flights operated by mainline air carriers on aircraft with 60 or more seats whereas Air Taxi/Commuter enplanements are those passengers departing on flights operated by regional carriers on aircraft with fewer than 60 seats. In 2015, the Air Carrier category represented 43 percent of all enplanements, which is forecast to grow to 65 percent by 2035.

FIGURE 3-16
ENPLANED PASSENGERS BY COMMERCIAL CATEGORY



Source: InterVISTAS Consulting, Inc. 2016

3.8.2 Annual Air Cargo Volume Forecast

Air cargo activity is often highly correlated with the economic activity of relevant markets. Further, the demand-pull concept generally dictates that air trade volume is driven by economic activity of the destination region or country. This forecast considered typical indicators of economic activity, including GDP, GRP, and other independent variables to test relationships to PNS's historic air cargo levels.

While econometric modeling can be a very good predictor of air cargo demand on a global or regional level, it is understood that adequate supply of belly space and freighter capacity must be present at airports in order to assume that macro-economic relationships will extend to the individual airport level. In fact, for an airport level forecast, supply of air cargo capacity may be just as important as the demand-pull created by economic growth and activity.

In the case of historic PNS air cargo volumes, no meaningful relationship was found using a variety of independent variables, including real GDP/GRP levels of economies in the Pensacola region and the larger United States market. Regression analysis models produced poor R-squared values and other goodness-of-fit statistical measures, probably due to the operational profile of the airport. PNS operations are dominated by regional and narrow body passenger aircraft with very low air cargo capacity in their belly space. Further, PNS's all-cargo operations are at modest levels, consisting of daily operations by UPS jet and feeder aircraft during the work week.

For these reasons, macro-economic air cargo relationships should not be expected to be reflected in the historic air cargo statistics at the airport. An alternative method of forecasting air cargo at PNS uses estimates of cargo that will be carried in the bellies of passenger aircraft and by all-cargo aircraft.

Using the forecasted passengers and passenger aircraft movements at PNS, the alternative forecast applied assumptions of belly cargo capacity and typical tonnage for those aircraft during each year of the forecast. For passenger belly cargo forecasts, the forecast further distinguished between mainline aircraft (i.e. true narrowbodies) and regional aircraft (i.e. regional jets and turboprops). Since 2009, belly cargo onboard mainline passenger aircraft has declined from 97 pounds per mainline air transport movement to 56 pounds in 2015. This decline is largely due to two factors: 1) Delta mainline aircraft carried fewer cargo pounds per operation and 2) Southwest operates many of its PNS flights with no inbound or outbound cargo.

Despite these recent declines in average pounds per mainline operation, the forecast also assumes that more belly cargo will be moved by those airlines as PNS carriers upgauge and add mainline aircraft operations. This assumption was validated through the interview process with the airlines currently serving PNS. By 2035, an average of 70 pounds will be carried per mainline operation.

In addition, very small amounts of cargo are carried by regional aircraft (typically averaging between 0.5 and 1.5 pounds per operation). Applying the estimated annual average cargo pounds per passenger operation type to the previously forecasted commercial passenger operations yields an annual belly cargo forecast at PNS.

To complete the cargo forecast, the tonnage to be carried by all-cargo freighter aircraft was calculated. UPS has approximately 10 operations per week with jet aircraft and 10 operations per week with smaller turboprop aircraft (operated by Ameriflight). Since UPS moved its regional air operations to PNS from Mobile in 2011, all-cargo aircraft have consistently operated at levels close to these counts. In fact, even before the move to PNS, UPS operated the same number of flights at Mobile for many years. Interviews with UPS revealed the airline has no plans to change its level of flight operations at the Airport and will likely continue to operate consistent with past levels.

Based on recent growth rates and market dynamics, the cargo forecast concluded there would be modest development of the cargo pounds per operation over the forecast period. This conclusion was supported by direct interview responses from UPS, as well as historic air cargo levels at MOB and PNS over a sustained period of time.

During the forecast period, total air cargo at PNS is expected to increase 27 percent, from 14.0 million pounds in 2016 to 17.8 million pounds in 2035. All-cargo aircraft will continue to carry the majority of PNS air cargo – 96 percent in 2016 and 94 percent in 2035. The expected increase in mainline narrow body aircraft and the related belly cargo they will carry accounts for the slight decrease in all-cargo aircraft share of volume over time. The compound average growth rate for PNS cargo is forecasted at approximately 1.3 percent between 2016 and 2035, as shown in [Table 3-4](#).

TABLE 3-4
AIR CARGO FORECAST SUMMARY (2016-2035)

Year	Air Cargo (pounds)	Compound Avg. Growth Rate (relative to Base Year)
Historic		
2011	2,747,535	
2012	12,625,683	
2013	12,818,948	
2014	13,038,818	
2015	13,062,249	
Base Year		
2016	14,005,129	
Forecast		
2020	14,863,418	0
2025	16,017,562	1.50%
2030	16,859,185	1.30%
2035	17,754,388	1.30%

Source: InterVISTAS Consulting, Inc. 2016

3.9 PEAK HOUR / PEAK DAY FORECASTS

To support the airport facilities planning process, peak period forecasts were derived from the annual forecast numbers. Peak period forecasts present the air traffic activity levels that can be expected during peak hours. Typically the peak number of aircraft movements drives the layout of the airfield, and peak hour passenger enplanements drives the requirements for holdrooms, baggage and concourse space.

Table 3-5 presents the current peak period activity levels for commercial scheduled carrier movements in 2016. The peak month and peak day activity levels for commercial scheduled carrier movements are determined using the available data from the Innovata Schedule Data due to the airport tower logs not being available for analysis. Traffic is not evenly distributed over the day, but typically has a distinct profile with peaks (where traffic activity is concentrated) and troughs (with no or limited activity). From historical Innovata Schedule Data and historical airport data, the peak month for commercial scheduled carrier operations has been determined to be July. The peak day as determined by schedule data is Saturday, and the peak 60-minute period for 2016 is 0900 to 1000.

The ratio of peak month aircraft operations to annual aircraft operations was used to forecast peak month operations for 2017 through 2035. The ratio of peak month operations to annual operations is expected to remain constant during the forecast period. Utilizing this methodology, the forecast of commercial scheduled carrier peak month operations was calculated off the base 2016 movements and grown by this ratio.

Utilizing the peak month operations forecast, a ratio of the peak hour operations to peak month operations calculated. The forecast of commercial scheduled carrier peak hour operations were calculated

off the base 2016 peak hour operations and grown by this ratio. The ratio of peak hour operations to peak month operations is expected to remain constant during the forecast period.

TABLE 3-5
PEAK COMMERCIAL OPERATIONS (2015)

PEAK PERIOD	2016 Ops
Peak Hour Departures	5
Peak Hour Arrivals	6
Peak Hour Operations	11
Peak Month Operations	2,515

Source: Innovata Schedule Data, 2016

As mentioned, the activity in the peak hour is determined by assuming a certain distribution of traffic throughout the day. By applying these average ratios to projected annual operations, the future peak profile can be forecasted. The resulting forecast is displayed in [Table 3-6](#).

TABLE 3-6
FORECASTED PEAK OPERATIONS (2016-2035)

Peak Period	2016	2020	2025	2030	2035
Base Case					
Peak Hour Departures	5	5	6	7	8
Peak Hour Arrivals	6	7	8	9	9
Peak Hour Operations	11	12	14	16	17
Peak Month Operations	2515	2693	2856	3015	3169
High Case					
Peak Hour Departures	5	6	7	8	9
Peak Hour Arrivals	6	7	8	9	10
Peak Hour Operations	11	13	15	17	19
Peak Month Operations	2,515	2,754	3,003	3,256	3,514
Low Case					
Peak Hour Departures	5	6	6	7	7
Peak Hour Arrivals	6	7	7	8	8
Peak Hour Operations	11	12	13	14	16
Peak Month Operations	2,515	2,632	2,714	2,788	2,853

Source: Innovata Schedule Data, 2016; InterVISTAS Consulting, Inc., 2016

Without tower log data for PNS the peak hour passenger forecast is based on the 2016 schedule data. This schedule data was used to determine 2016 peak hour arriving and departing seats. Ratios of peak hour arriving and departing seats to annual arriving and departing seats were utilized to forecast peak hour passengers. These ratios were applied to the annual passenger forecasts for 2016 through 2035. By applying these average ratios to projected annual passengers, the future passenger peak profile can be forecasted. The resulting forecast is displayed in [Table 3-7](#).

TABLE 3-7
FORECASTED PEAK ENPLANEMENTS (2016-2035)

Peak Period	2016	2020	2025	2030	2035
Base Case					
Peak Hour Enplanements	374	420	471	525	581
Peak Hour Deplanements	530	596	669	745	825
Peak Hour Total Passengers	904	1,105	1,140	1,271	1,406
High Case					
Peak Hour Enplanements	374	429	496	567	644
Peak Hour Deplanements	530	609	703	805	914
Peak Hour Total Passengers	904	1,039	1,199	1,372	1,559
Low Case					
Peak Hour Enplanements	374	410	448	486	523
Peak Hour Deplanements	530	582	636	689	742
Peak Hour Total Passengers	904	992	1,084	1,175	1,266

Source: InterVISTAS Consulting, Inc. 2016

3.10 FORECAST CASE AND TAF COMPARISON

Annually, the FAA publishes a *Terminal Area Forecast* (TAF) for all of the active airports in the National Plan of Integrated Airport Systems (NPIAS). The TAF serves as the official FAA forecast of aviation activity for U.S. airports. Forecasts are prepared for major users of the National Airspace System, including air carrier, air taxi/commuter, general aviation, and military. The forecasts are prepared to meet the budget and planning needs of FAA and provide information for use by state and local authorities, the aviation industry, and the public.

The FAA will find an airport planning forecast generally acceptable if the 5-year, 10-year, and 15-year forecast levels are within 10 percent of the TAF. If the proposed airport forecast exceeds the TAF by more than 10 percent within the first five years and more than 15 percent within the first ten years, the FAA will review the amended forecast. If the methodology is sound, the FAA will approve and incorporate the amended forecast into the TAF and NPIAS. [Table 3-8](#) summarizes the forecasts and growth rates put forth in the Base Case forecast.

TABLE 3-8
ENPLANEMENTS AND OPERATIONS FORECAST SUMMARY

						Ave Compound Annual Growth Rates			
Passenger Enplanements	2015	2016	2020	2025	2030	2016	2020	2025	2030
Air Carrier	455,708	471,242	544,018	631,317	726,247	3.41%	3.61%	3.31%	3.16%
Commuter	342,146	348,154	376,681	402,639	425,992	1.76%	1.94%	1.64%	1.47%
Total Enplanements	797,854	819,396	920,699	1,033,956	1,152,239	2.70%	2.91%	2.63%	2.48%
Operations									
Itinerant									
Air carrier	11,487	15,232	17,213	19,454	21,804	32.60%	8.43%	5.41%	4.36%
Commuter/air taxi	14,858	11,491	11,400	10,893	10,236	-22.66%	-5.16%	-3.06%	-2.45%
Total Commercial	26,345	26,722	28,613	30,348	32,039	1.43%	1.67%	1.42%	1.31%
General aviation	25,935	26,039	26,353	26,750	27,154	0.40%	0.32%	0.31%	0.31%
Military	18,323	18,323	18,323	18,323	18,323	0.00%	0.00%	0.00%	0.00%
Local									
General aviation	32,656	32,787	33,182	33,683	34,191	0.40%	0.32%	0.31%	0.31%
Military	1,141	1,141	1,141	1,141	1,141	0.00%	0.00%	0.00%	0.00%
Total Operations	104,400	105,012	107,611	110,244	112,848	0.59%	0.61%	0.55%	0.52%
Cargo (million tons) (enplaned + deplaned)	12.8	14.0	14.8	16.0	16.9	9.26%	3.01%	2.25%	1.84%
Based Aircraft									
Single Engine	64	65	69	76	81	1.10%	0.66%	0.44%	0.36%
Multi Engine	5	5	7	10	15	7.10%	7.39%	5.97%	5.21%
Jet	18	19	22	25	30	10.00%	8.45%	6.63%	5.71%
Helicopter	3	3	3	3	3	0.00%	0.00%	0.00%	0.00%
Total	90	92	101	114	129	2.22%	2.33%	2.39%	2.43%
Operational Factors									
Ave aircraft size (seats)	72	73	78	82	87				
Ave enplaning load factor									
Air carrier	84%	83%	83%	83%	83%				
Commuter	82%	83%	83%	83%	83%				

Source: InterVISTAS Consulting, Inc., 2016

Table 3-9 compares the airport planning forecast to the TAF forecast. Note that none of the forecast categories under review exceed the +/-10 percent threshold detailed in the FAA's guidelines for acceptance of the forecast.

The TAF numbers in *Table 3-9* are published in the *APO Terminal Area Forecast Detail Report* issued in January 2016; the full TAF forecast for PNS is available for reference on the FAA's TAF website.

TABLE 3-9
COMPARISON OF BASE CASE FORECAST TO FAA TAF

Year	Forecast	TAF	% Difference)
Passenger Enplanements			
2015	797,854	772,649	3.26%
2020	920,699	896,255	2.73%
2025	1,033,956	983,507	5.13%
2030	1,152,239	1,057,190	8.99%
Commercial Operations			
2015	26,345	26,345	0.00%
2020	28,613	29,310	-2.38%
2025	30,348	32,229	-5.84%
2030	32,039	34,589	-7.37%
Total Operations			
2015	104,400	104,400	0.00%
2020	107,611	107,919	-0.28%
2025	110,244	111,430	-1.06%
2030	112,848	114,389	-1.35%

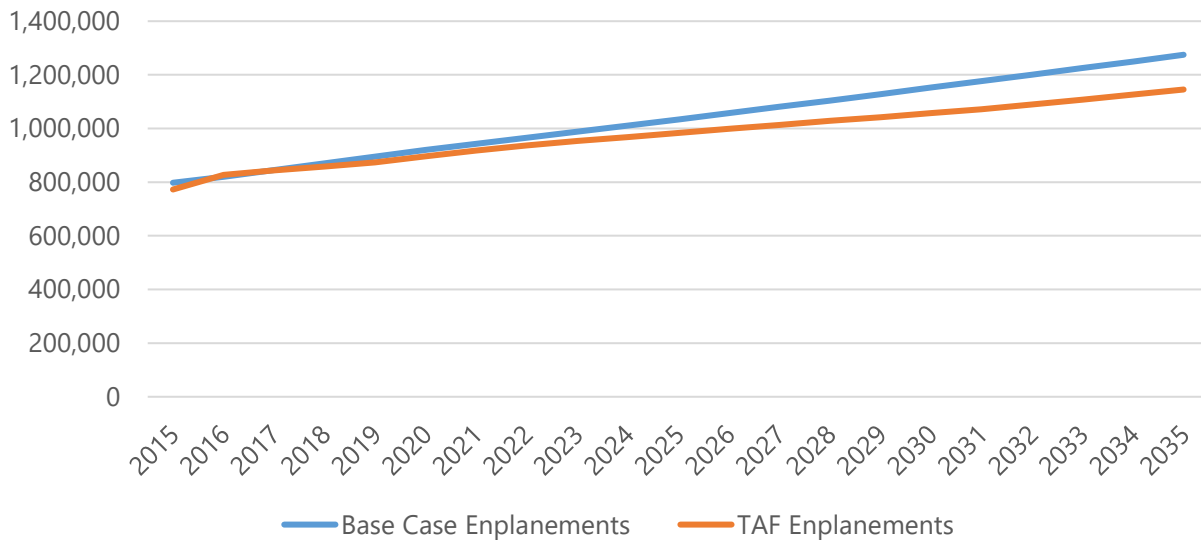
Source: InterVISTAS Consulting, Inc., 2016

3.10.1 Air Passengers

As mentioned in a previous section, the Base Case Enplaned Passenger Forecast is the most likely projection of forecasted enplanements at PNS. Therefore, the Base Case is the most appropriate case to present for comparison to FAA Terminal Area Forecast.

Figure 3-17 shows that in the near-term, the two forecasts diverge at a rate of less than 3 percent. In the later term, the base case begins to diverge at a greater rate. However, it should be noted that the forecasts do not at any point diverge more than 10 percent, which is the threshold maintained by the FAA for acceptance of airport forecasts that are presented for review.

FIGURE 3-17
PASSENGER ENPLANEMENTS FORECAST COMPARED TO FAA TAF



Source: InterVISTAS Consulting, Inc., FAA TAF 2015, published January 2016

3.10.2 Airline Air Operations

The methodology for forecasting commercial passenger operations is described in this section. Commercial airline operations are generally a function of passenger traffic demand and air service development, shaped by carrier networks and average aircraft size. Forecasts of future operations are derived taking into consideration passenger traffic demand, potential service improvements/expansion, change of average aircraft size, and load factor.

Passenger operations depend on the average aircraft size and an average load factor, as represented by the formula below:

$$\text{Operations} = \frac{\text{Passenger Forecasts}}{\text{Aircraft Size} \times \text{Average Load Factor}}$$

Where: Average Aircraft Size x Average Load factor = Average Passengers per Operation

Forecasts of aircraft fleet mix and flight load factors were prepared and applied. The changes in future fleet mix and load factors reflect:

- » Current airlines and fleet mix are based on 2016 commercial scheduled carriers' most recent schedules. These schedules were utilized to compute base-level 2016 fleet mix percentages by aircraft type
- » Market development and new air services
- » Carrier fleet replacement plans and improved aircraft utilization
- » Aircraft load factors have been held constant at 83 percent throughout the forecast period

Separate forecasts were developed for domestic commercial scheduled traffic, including breakdowns by aircraft size. Forecasts of air cargo, military and general aviation operations were also produced in order to forecast total operations at the airport.

The commercial fleet mix during the forecast period is expected to reflect the general trends of the broader industry. The fleet renewal strategies of U.S. airlines are driven by the requirement to optimize operational efficiency and capacity in order to maximize shareholder returns. The focus of the fleet renewal plans in the U.S. is to deploy more efficient next generation narrow body and larger regional aircraft.

The primary commercial scheduled service pattern throughout the forecast period is expected to be operations to airline hubs and major connecting points. Therefore, the expected fleet mix at PNS will continue to evolve in line with the airline industry fleet renewal trends for aircraft serving the domestic market.

The fleet mix forecast envisions the continued introduction of new and more efficient narrow body aircraft and the replacement of small (50 seats or less) regional jets with larger regional jets (70-seat class). The FAA Aerospace Forecast Fiscal Year 2016 – 2036 anticipates that by 2025 only a small number of 50-seat jet and turboprop aircraft will remain in the U.S. airline fleet. This projection of the future composition of the U.S. airline fleets is supported by the rapid retirement of small regional jets and turboprop aircraft, and the lack of future orders from major U.S. air carriers for aircraft with a design capacity of fewer than 70 seats.

The projection of the fleet mix is influenced by a number of factors, including discussions with representatives of the airlines and the publicly announced fleet renewal plans of the four largest U.S. air carriers: Delta Air Lines, Southwest Airlines, American Airlines, and United Airlines. The results of the Fleet Mix projections are displayed in [Table 3-10](#).

TABLE 3-10
FLEET MIX PROJECTIONS

	Annual Operations				
	2016	2020	2025	2030	2035
Aircraft Type					
Air Carrier					
Bombardier 700 (C-II)	1,387	1,824	2,113	2,342	2,579
Airbus 319 (C-III)	264	188	297	471	654
Airbus 320 (C-III)	246	170	278	452	635
Airbus 321 (C-III)		420	726	1,037	1,357
Boeing 717 (C-III)	259	183	292	466	649
Boeing 737 (C-III)	2,391	2,363	2,520	2,742	2,972
Boeing 88 (C-III)	2,044	1,735	1,597	1,546	1,507
Boeing 90 (C-III)	1,459	1,413	1,552	1,756	1,968
Bombardier 900 (C-III)	4,067	5,613	6,295	6,648	7,006
Embraer 170 (C-III)	147	71	178	350	530
Embraer 175 (C-III)	1,053	1,352	1,592	1,805	2,027
Airbus 300 (D-IV)	505	517	530	542	555
Boeing 757 (D-IV)	1,407	1,359	1,486	1,651	1,810
Commuter/Air Taxi					
Bombardier 200 (C-II)	738	274	148	148	148
Embraer 145 (C-II)	4,606	1,708	922	922	922
Saab 340 (C-II)	2,581	2,581	2,581	2,581	2,581
Other Commuter/Air Taxi	3,566	6,837	7,242	6,585	5,778
Total Commercial Operations	26,722	28,613	30,348	32,039	33,675
General Aviation Itinerant	26,039	26,353	26,750	27,154	27,564
General Aviation Local	32,787	33,182	33,683	34,191	34,707
Military	19,464	19,464	19,464	19,464	19,464
Total Non-Commercial Operations	78,289	78,998	79,897	80,809	81,734
Total Operations	105,012	107,611	110,244	112,848	115,410

Source: InterVISTAS Consulting, Inc., 2016

Utilizing the steps described above, the Base Case, or most likely forecast, of commercial passenger operations at PNS was calculated. Additionally, two sensitivity forecasts were calculated to reflect the possibility of the Enplaned Passenger Forecast underachieving (Low Case) or overachieving (High Case) the levels put forth in the Base Case Enplaned Passenger Forecast. Overall compound annual growth rates for the forecast period of 2015 through 2035 are expected to be 2.37 percent in the Base Case, 1.83 percent in the Low Case, and 2.90 percent in High Case. The Base Case operations at PNS and the subsequent sensitivity analysis forecasts for the Low and High Cases are displayed in [Table 3-11](#).

TABLE 3-11
AIR CARRIER AIR TRANSPORT MOVEMENTS FORECAST

Year	Base case	Low Case	High Case
2005	38,606	38,606	38,606
2010	30,204	30,204	30,204
2015	26,345	26,345	26,345
2016	26,722	26,722	26,722
2017	27,212	27,045	27,382
2018	27,690	27,359	28,027
2019	28,157	27,666	28,656
2020	28,613	27,966	29,270
2025	30,348	28,845	31,911
2030	32,039	29,632	34,605
2035	33,675	30,318	37,342
Compound Annual Growth Rate (CAGR)			
2005-2015	-3.75%	-3.75%	-3.75%
2015-2016	1.43%	1.43%	1.43%
2015-2020	1.67%	1.20%	2.13%
2015-2025	1.42%	0.91%	1.94%
2015-2030	1.31%	0.79%	1.83%
2015-2035	1.23%	0.70%	1.76%

Source: InterVISTAS Consulting, Inc., 2016

In general, the resulting operations forecasts are lower than the forecast published by the FAA. However, the divergence is only minor when comparing total forecasted airport operations. In all reviewed categories, the forecasts maintain a difference of less than 10 percent and are within the threshold of acceptance for Airport forecasts presented to the FAA for review.

3.10.3 Air Cargo Operations

The drivers of air cargo demand in the United States and at PNS drove the forecast of all-cargo aircraft operations. The forecast reflects the mature nature of the U.S. cargo market in 2016, and the expected modest growth of domestic air cargo in the coming decade. The forecast is shown in [Table 3-12](#).

Today, the UPS operations at PNS offer customers a complete range of all-cargo services. It is anticipated that this will continue to be the case throughout the planning period. In addition, UPS's freighter operations are a multi-market service, thereby allowing UPS to decouple the current PNS service to meet future demand growth, if market conditions warrant. Over the term of the forecast, it is anticipated that there could be additional capacity by UPS on a seasonal or ad hoc basis, but that the level of flying will not make a material impact on the forecasted level of all-cargo operations.

TABLE 3-12
CARGO AIRCRAFT OPERATIONS

Carrier	2016	2020	2025	2030
UPS	535	535	535	540
Ameriflight	510	510	510	510
Total	1,045	1,045	1,045	1,050

Source: InterVISTAS Consulting, Inc., 2016

3.10.4 General Aviation Operations

Data from the Fixed Base Operators (FBOs) currently operating at the Airport indicates that using the FAA's projected industry growth rates for GA operations would be the most appropriate methodology for forecasting the GA category. This forecast uses the projected GA growth rates published in the *FAA Aerospace Forecast, Fiscal Year 2016-2035*, which estimates GA growth nationally to be 0.4 percent for 2015 to 2016 and then approximately 0.3 percent per year through the end of the forecast period in 2035, as shown in [Table 3-13](#).

TABLE 3-13
GENERAL AVIATION OPERATIONS FORECAST

Year	Operations
2005	63,083
2010	71,369
2015	58,591
2016	58,825
2017	59,002
2018	59,179
2019	59,356
2020	59,534
2025	60,433
2030	61,345
2035	62,270
Compound Annual Growth Rate (CAGR)	
2005-2015	-0.74%
2015-2016	0.40%
2015-2020	0.32%
2015-2025	0.31%
2015-2030	0.31%
2015-2035	0.30%

Source: InterVISTAS Consulting, Inc. 2016

3.10.5 Annual Military Operations

Data from the military and other local sources, indicates that the FAA's *Terminal Area Forecast* (issued in January 2016) is the most appropriate source of military operations forecasts, as shown in [Table 3-14](#). The general practice in estimating military operations is to hold the most recent year level of operations constant throughout the planning period.

TABLE 3-14
MILITARY OPERATIONS FORECAST

Year	Operations
2005	27,580
2010	23,979
2015	19,464
2016	19,464
2017	19,464
2018	19,464
2019	19,464
2020	19,464
2025	19,464
2030	19,464
2035	19,464
Compound Annual Growth Rate (CAGR)	
2005-2015	-3.43%
2015-2016	0.00%
2015-2020	0.00%
2015-2025	0.00%
2015-2030	0.00%
2015-2035	0.00%

Source: InterVISTAS Consulting, Inc. 2016

3.11 AIR TRANSPORTATION MARKET STUDY

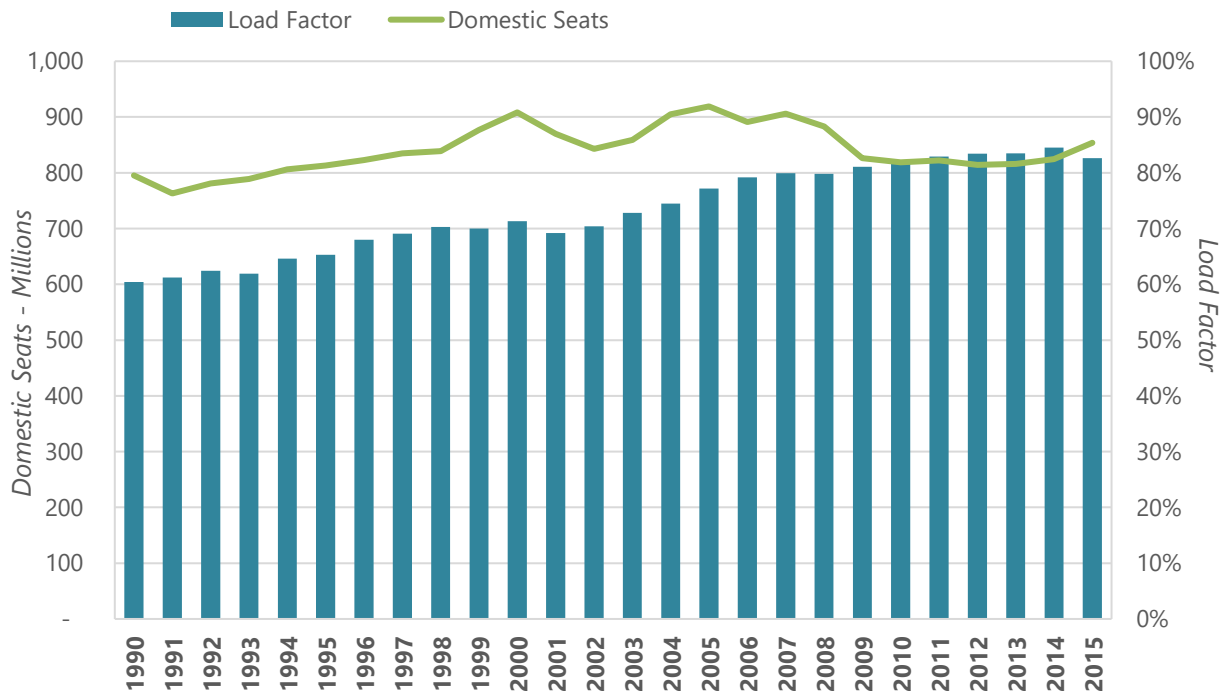
In the last decade, the U.S. airline industry has profoundly changed its approach to providing domestic air service. Traditionally, the airline industry has been reliant on growth in GDP to drive expanded revenue, and the relationship between airline revenue generation and the performance of the U.S. GDP remains strong. However, a new business model has evolved from the volatility in the price of oil over the past decade. Fuel is a substantial expense for the airlines, who must successfully manage the airline as oil prices fluctuate from \$140 per barrel to \$40 per barrel and then perhaps back to \$140 per barrel again.

The new fuel price dynamic of the last decade, along with the lingering economic effects of the last recession, have brought to the U.S. airline industry true capacity discipline and a focus on profitability. With the industry no longer attracting large amounts of investment capital from multiple sources, air carrier face a new drive for sustainable profitability, no matter the price of oil. This drive for predictable

profitability has resulted in changes in the airline business model that directly affect service at all U.S. airports. These fundamental changes in the airline business model can be simply defined as no longer chasing market share, but seeking to drive profitability through capacity discipline and product differentiation than generates ancillary fee revenue.

A key aspect of the new business model of U.S. airlines is a realization that as the industry has consolidated, it has the opportunity to manage capacity (measured as seat departures) as a path toward sustainable profitability. For the first time in seven years, the airlines have begun to add seats to the domestic market, as shown in [Figure 3-18](#)

FIGURE 3-18
US AVERAGE LOAD FACTOR AND DOMESTIC SEAT DEPARTURES



Source: US DOT T-100 Survey

The onset of capacity discipline and rising fuel prices has brought about a new paradigm in fleet planning. As jet fuel prices have increased in the last 10 years, the network airlines that relied on regional jets to support hub flying have put into place fleet renewal plans that replace less fuel efficient small regional jets (50 seats) with more fuel efficient larger aircraft. By 2020, small regional jets are expected to represent less than 5 percent of the U.S. fleet.

Airlines have been deploying larger aircraft to achieve greater operational efficiencies and improved financial performance on routes flown in the United States. This upgauging trend, shown in [Figure 3-19](#), is expected to continue over the next five years as small regional jets are removed from the fleets of American Airlines, Delta Air Lines and United Airlines in favor of large (70 seats plus) regional jets and narrow body equipment.

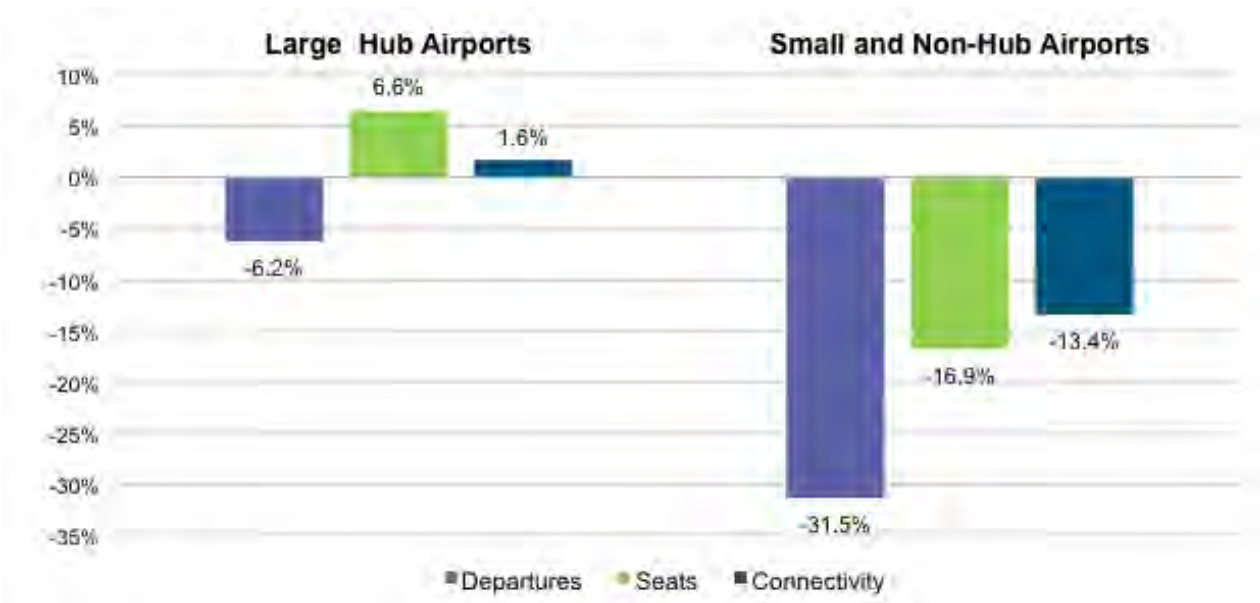
FIGURE 3-19
AVERAGE SEATS PER DEPARTURE, BY CARRIER (2010 AND 2016)



Source: InterVISTAS Consulting, Inc. 2016

Figure 3-20 shows how small and non-hub airports have borne the brunt of the capacity discipline in the United States over the last 10 years.

FIGURE 3-20
AIR SERVICE CHANGES (2007 VS 2016)



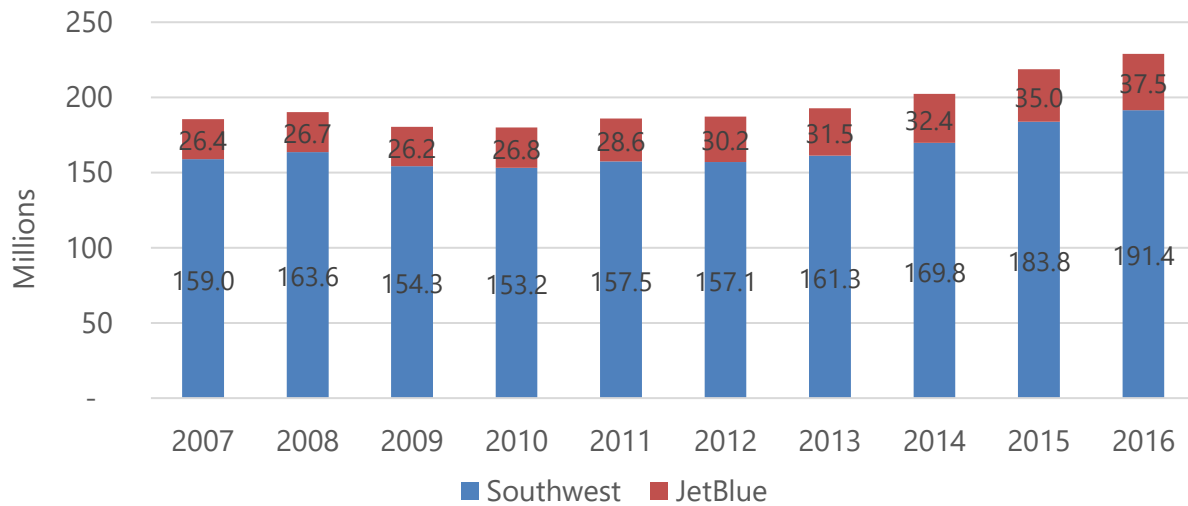
Source: InterVISTAS Consulting, Inc. 2016

In the current economic climate, the strategy of capacity discipline means that airlines increase seats more slowly than the rate of growth in the GDP. Airline capacity growth in the United States is primarily a function of the introduction of larger aircraft as the industry continues to marginalize flying by the regional carriers, particularly in small hub and non-hub markets.

3.11.1 Low Cost and Ultra-Low Cost Carrier Developments

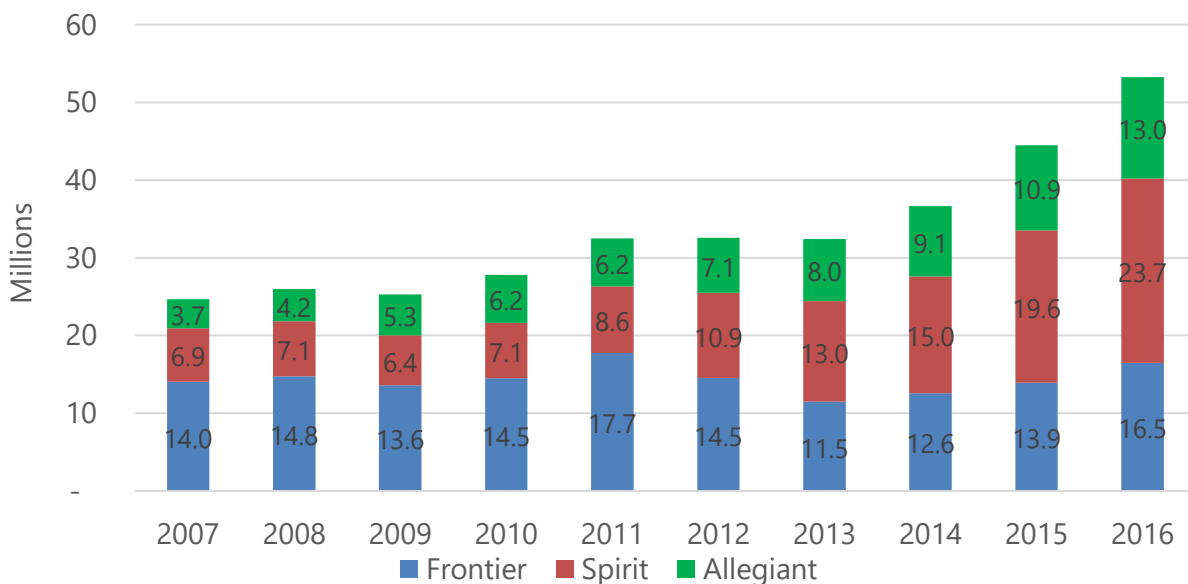
In the last 10 years, low-cost carriers such as Southwest Airlines and JetBlue, and ultra-low-cost carriers such as Frontier, Spirit and Allegiant have been a major source of airline competition. Together, the low-cost and ultra-low-cost market segments of the U.S. airline industry have grown from 22.7 percent of the domestic airline industry's capacity (measured in seat departures) in 2007 to 31.3 percent in 2016. Figure 3-21 and Figure 3-22 show the growth in domestic seat capacity for these airlines over the last decade.

FIGURE 3-21
LOW-COST AIRLINES DOMESTIC SEAT CAPACITY



Source: Innovata schedules

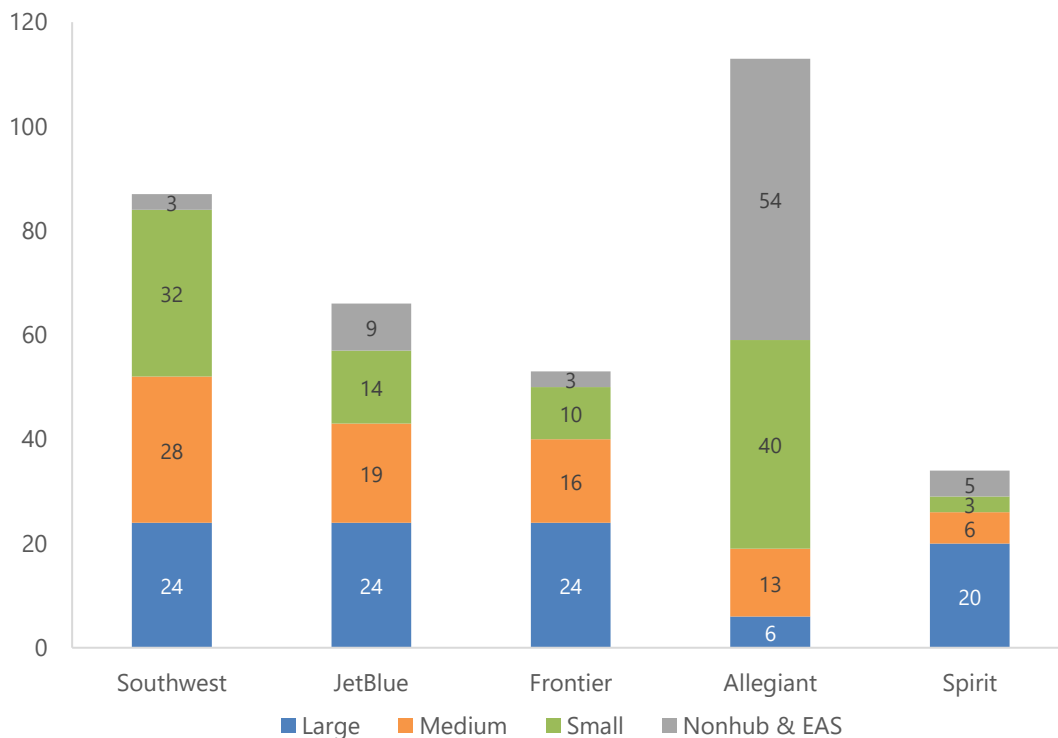
FIGURE 3-22
ULTRA LOW-COST CARRIERS DOMESTIC SEAT CAPACITY



Source: Innovata schedules

The product and services offered by the discount carriers have had a profound effect on the mix of competition and pricing in many markets. It should be noted that the competitive environment generated by this segment of the industry has not been enjoyed evenly by all markets across the U.S. from these carriers. As [Figure 3-23](#) illustrates, low-cost and ultra-low-cost carriers tend to serve Large Hub and Medium Hub airports. The Allegiant network offers a broader level of service in small and non-hub airport markets. However, these services are concentrated on providing point-to-point service to primarily Large Hub and Medium airports in markets such as Las Vegas, Los Angeles, South Florida and other leisure destination markets.

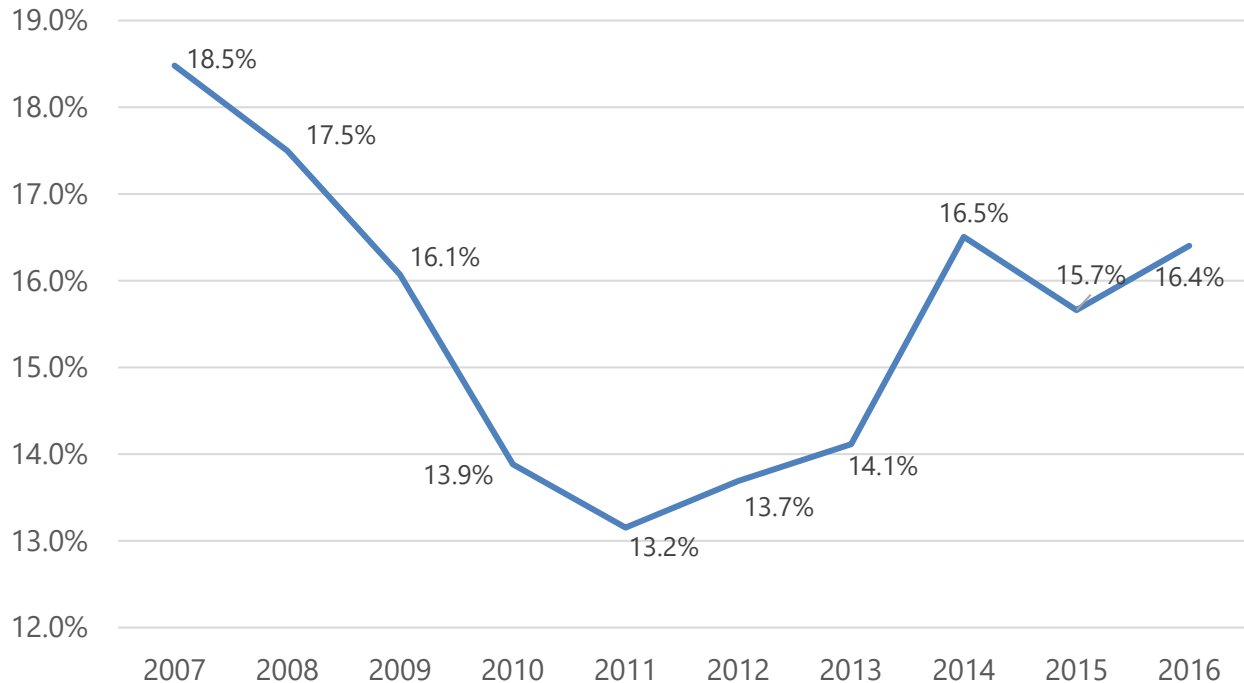
FIGURE 3-23
LOW-COST AND ULTRA-LOW-COST CARRIER POINTS SERVED BY HUB SIZE



Source: Innovata schedules, August 2016; InterVISTAS Consulting, Inc.

PNS benefits from service by Southwest Airlines to Nashville, Houston and seasonal service to Chicago, Dallas and Kansas City. Southwest entered the PNS market in November 2013, following its acquisition of AirTran Airways in May 2011. [Figure 3-24](#) illustrates how Southwest Airlines' capacity at PNS has expanded following the full integration of the AirTran system into Southwest Airlines as of January 1, 2014.

FIGURE 3-24
SOUTHWEST AIRLINES PERCENTAGE OF TOTAL PNS CAPACITY



Source: Innovata schedules

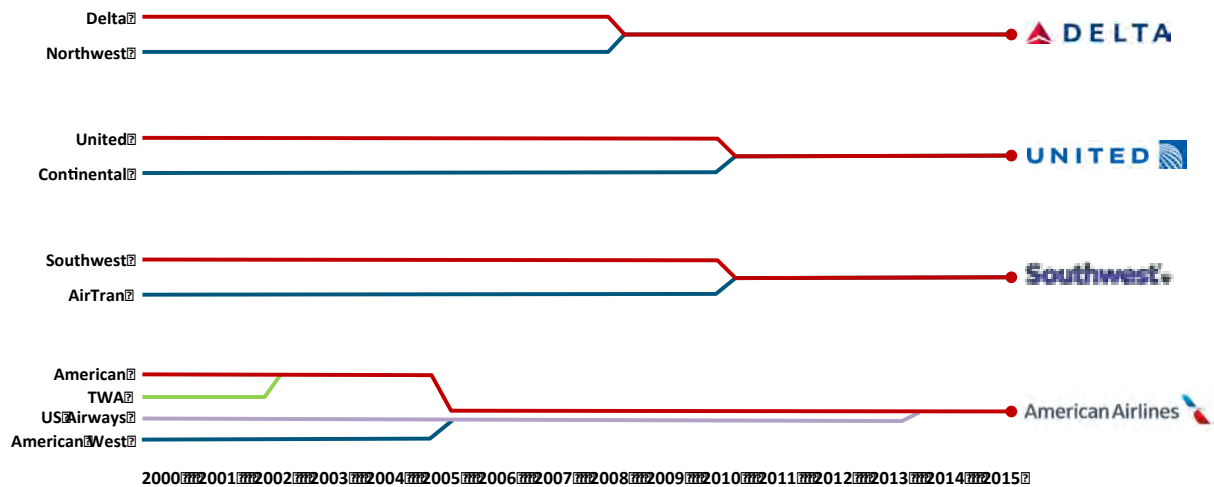
The low-cost and ultra-low-cost carrier segment of the industry is expected to continue to expand during the planning period as each of the air carriers in these segment of the industry are planning major fleet renewal and expansion programs.

Allegiant recently announced its first ever purchase of new aircraft with the acquisition of twelve Airbus A320s. Spirit plans to grow its fleet from 79 aircraft to 145 aircraft by 2021. As of the end of 2015, JetBlue had 115 aircraft on order for delivery through 2023. Southwest Airlines has orders and options totaling 533 Boeing 737 aircraft on its books for delivery through 2027. Many of these aircraft will be replacements for the 118 Boeing 737-300s that will be retired from the fleet by the end of 2016. Frontier Airlines announced in June 2015 that it had a backlog of 101 aircraft from the Airbus 320 family on order, almost double the privately held company's operating fleet of 55 aircraft at the time of the announcement.

3.11.2 Airline Consolidation

Airline consolidation has been one of the key developments in the airline industry over the last decade or two, along with association capacity discipline, lower fuel prices and unbundled airline pricing structures. Today the "Big Four" U.S. airlines – American, Delta, United and Southwest – control more than 80 percent of the U.S. domestic market, as shown in [Figure 3-25](#).

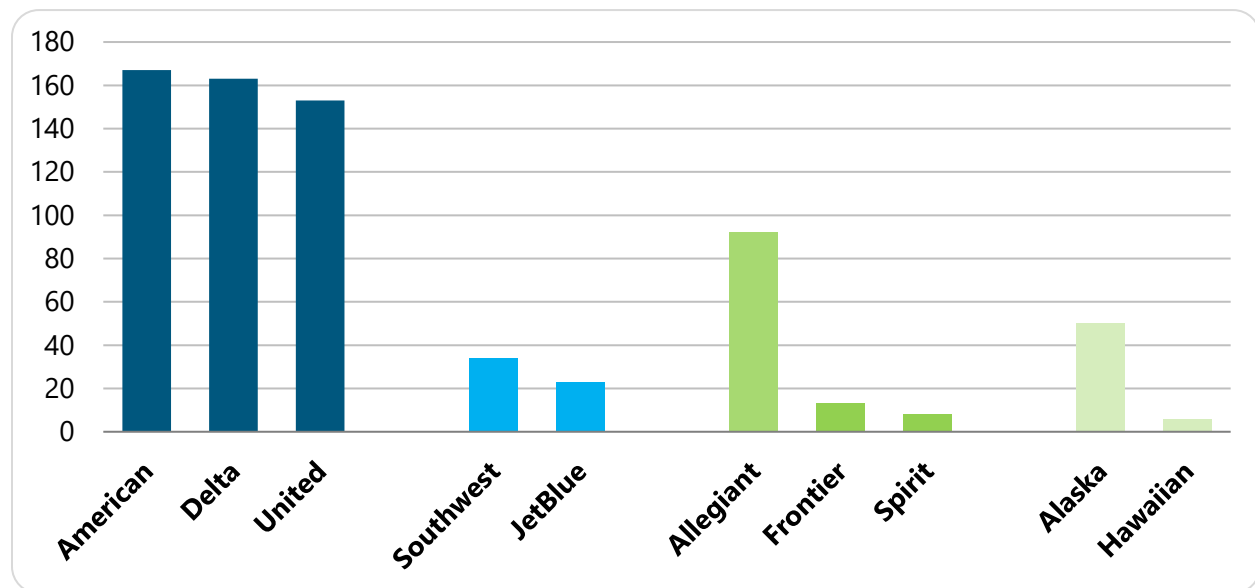
FIGURE 3-25
AIRLINE MERGER TIMELINE



Source: Innovata schedules, InterVISTAS Consulting, Inc. 2016

Airline consolidation has not led to widespread reductions in the number of airports served. The network carriers continue to keep smaller markets connected to the global air transportation network. The impact of airline consolidation on small hub markets is a greater reliance on fewer network carriers – American, Delta and United – to connect these markets to the global air transportation system, shown in [Figure 3-26](#). The service provided by U.S air carriers in the domestic market can be linked to demand levels. The 57 largest airport markets generate 83 percent of the domestic demand for passenger air service.

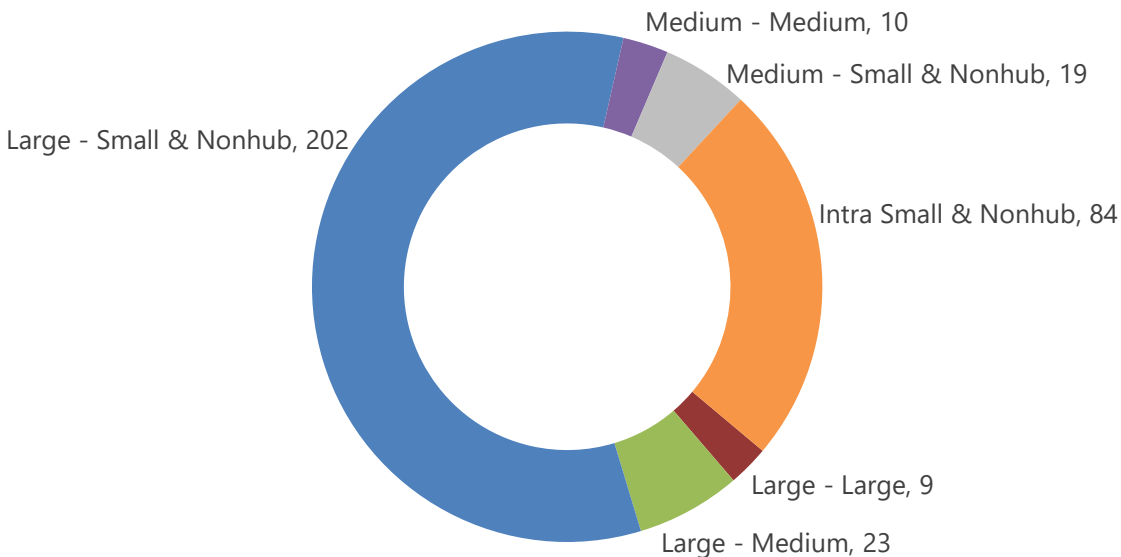
FIGURE 3-26
NUMBER OF POINTS WITH SERVICE TO SMALL AND NON-HUB AIRPORTS



Source: Innovata schedules, August 2016

The service pattern of low-cost and ultra-low-cost carriers is a reflection of the consolidation of the airline industry as well. These carriers have limited exposure in the small and non-hub markets. In fact, of the ultra-low-cost carriers, only Allegiant truly has a presence of any size in small and non-hub markets, as shown in [Figure 3-27](#).

FIGURE 3-27
CITY PAIR COMBINATIONS SERVED BY ALLEGiant (2016)



Source: Innovata schedules, January through September 2016

Note: Hub definition is based on the major metro airport; Allegiant may serve secondary airport

As opportunities in small and non-hub markets have not kept pace with the market expectations for Allegiant, its initial strategy to focus on moving travelers from these size markets has begun to shift. Allegiant is now entering medium hub markets when capacity is reduced or fares rise. Spirit and Frontier are now focused almost exclusively on expansion in larger hub markets, although Spirit's management has indicated it may be willing to consider service to medium and smaller markets in the future.

3.11.3 Economic Growth

The economies of the Pensacola Metropolitan Statistical Area (MSA) and the adjacent Daphne-Fairhope MSA are the major drivers of air travel demand at PNS. The combination of the Pensacola and Daphne-Fairhope MSAs creates the largest market northwest Florida and southern Alabama.

The Pensacola Gulf Coast market enjoys the benefits of a highly diversified economy. In 2015, the Gross Regional Product of Pensacola was estimated at \$21.5 billion, with a projected growth to \$24.3 billion by 2020. As the accompanying [Table 3-15](#) through [Table 3-17](#) illustrate below, the market is forecasted to experience continued growth GRP, population and income per capita on par with or exceeding the growth expected for the United States overall. These positive trends in key demographic and economic indicators are an essential element of the underlying basis for continued growth in air travel demand at PNS.

TABLE 3-15
GROSS DOMESTIC/STATE/REGIONAL PRODUCT
(in Millions of 2009 dollars)

Year	United States	Florida	Pensacola MSA
2000	12,306,432	591,175	12,537
2005	14,116,075	757,847	15,358
2010	14,620,949	716,756	15,241
2015	16,261,994	785,381	16,017
2016	16,632,973	806,335	16,367
2017	17,005,442	827,437	16,717
2018	17,382,455	848,837	17,069
2019	17,765,537	870,637	17,427
2020	18,155,067	892,857	17,790
2025	20,171,743	1,009,488	19,671
2030	22,268,693	1,133,797	21,636
2035	24,446,551	1,265,467	23,672
CAGR			
2000-2015	1.88%	1.91%	1.65%
2015-2016	2.28%	2.67%	2.18%
2015-2020	2.23%	2.60%	2.12%
2015-2025	2.18%	2.54%	2.08%
2015-2030	2.12%	2.48%	2.02%

Source: Woods & Poole Economics, Inc.

TABLE 3-16
US/STATE/MSA POPULATION
(In thousands)

Year	United States	Florida	Pensacola MSA
2000	282,162	16,048	413
2005	295,517	17,842	439
2010	309,326	18,846	451
2015	321,449	20,061	475
2016	324,392	20,335	480
2017	327,372	20,613	485
2018	330,383	20,895	490
2019	333,427	21,180	494
2020	336,500	21,469	499
2025	352,281	22,967	524
2030	368,462	24,534	549
2035	384,208	26,116	574
CAGR			
2000-2015	0.87%	1.50%	0.94%
2015-2016	0.92%	1.37%	0.99%
2015-2020	0.92%	1.37%	0.99%
2015-2025	0.92%	1.36%	0.98%
2015-2030	0.91%	1.35%	0.97%
2015-2035	0.90%	1.33%	0.94%

Source: Woods & Poole Economics, Inc.

TABLE 3-17
US/STATE/MSA PER CAPITA INCOME
(in 2009 Dollars)

Year	United States	Florida	Pensacola MSA
2000	36,794	35,571	29,783
2005	38,899	39,300	33,493
2010	39,492	37,853	34,883
2015	43,021	39,922	36,729
2016	43,653	40,525	37,266
2017	44,287	41,129	37,803
2018	44,935	41,748	38,352
2019	45,602	42,384	38,917
2020	46,291	43,042	39,500
2025	49,744	46,350	42,423
2030	52,952	49,423	45,103
2035	55,778	52,082	47,366
CAGR			
2000-2015	1.05%	0.77%	1.41%
2015-2016	1.47%	1.51%	1.46%
2015-2020	1.48%	1.52%	1.47%
2015-2025	1.46%	1.50%	1.45%
2015-2030	1.39%	1.43%	1.38%
2015-2035	1.31%	1.34%	1.28%

Source: Woods & Poole Economics, Inc.

The Pensacola Gulf Coast Market – Major Economic Sectors

The United States DOD is a major driver of the economy. An estimated \$8.4 billion in economic impact is derived from the four major military installations in the region:

- » Naval Air Station Pensacola - Flight training and home to multiple DOD Commands
- » Corry Station – Center for Information Dominance – DHS Cyber Warfare Unit
- » Saufley Field – Naval Education, Development, Technology and Training Center
- » Naval Air Station Whiting Field – Training Facility for Military Aviation

The key industry sectors in the market are:

- » Healthcare services
- » Aviation, aerospace, and defense
- » Homeland and cyber security
- » Financial and professional services
- » Tourism

As a major leisure and tourism market, the Pensacola Gulf Coast is experiencing continued growth in tourism demand, as shown by the increase in bed tax collections, a key metric of hospitality sector growth. The three counties of the Airport Service Area are seeing double digit increases in bed tax collections, which is indicative of a robust tourist market.

In the 21st century economy markets with a strong base to grow intellectual capital to support economic development will be well positioned for the future. In the Pensacola Gulf Coast market, the University of West Florida (UWF enrolls over 13,000 students per annum) is the major center for the development of the workforce to support the diversified industry sectors of the market. In addition, to UWF, Pensacola State College and a cluster of career and technical schools serve to meet the needs of employers for highly trained individuals that are the key to expanding their businesses.

The major private sector employers in the Pensacola MSA, as shown in [Table 3-18](#), are a diverse mix of healthcare, financial services, manufacturing and professional services companies.

TABLE 3-18
LARGEST PRIVATE SECTOR EMPLOYERS, PENSACOLA MSA

Employer	Employees	Industry Sector
Baptist Health Care	5,571	Healthcare
Sacred Heart HealthSystem	4,820	Healthcare
Navy Federal Credit Union	4,818	Financial
Gulf Power Company	1,774	Energy
West Florida Healthcare	1,200	Healthcare
Ascend Performance Materials	830	Manufacturing
West Corporation	800	Outsourcing
Santa Rosa Medical Center	521	Healthcare
Medical Center Clinic	500	Healthcare
International Paper	475	Manufacturing
CHCS Services/Capgemini	409	Customer Service
Blackwater Correction	348	Business Services
Hitachi Cable Florida	340	Manufacturing
Armstrong World Industries	300	Manufacturing
MediaCom	300	Communications
American Water	298	Customer Service
Regions Telemarketing	272	Customer Service
GE Wind Energy	257	Manufacturing
Danaher (Pall Corporation)	233	Manufacturing
Cox Communications	233	Communications
L-3 Communications	240	Aerospace & Defense
The Mundy Companies	225	Operations Support
Jupiter Composites	203	Manufacturing
Overhead Door	186	Manufacturing
Synergy Solutions	185	CRM

Source: Woods & Poole Economics, Inc.

Table 3-19 shows the Daphne-Fairhope MSA (Baldwin County, AL) economy key industry sectors: aerospace, advanced manufacturing, and distribution and logistics. These industries are driving the economy of the MSA, along with the tourism sector.

TABLE 3-19
LARGEST PRIVATE SECTOR EMPLOYERS, DAPHNE-FAIRHOPE MSA

Employer	Employees	Industry Sector
Thomas Hospital	1,000	Healthcare
UTC Aerospace	830	Aerospace Manufacturing
South Baldwin Regional Medical	800	Healthcare
Marriott Grand Hotel	800	Hospitality
Standard Furniture	650	Manufacturing
North Baldwin Infirmary	350	Healthcare
Vulcan, Inc	290	Manufacturing
Ace Hardware	255	Distribution Center
Quincy Compressors	220	Air Compressors
Bon Secour Fisheries	150	Seafood Processing
Segers Aerospace	130	Aerospace Manufacturing
Ascend Materials	120	Fibers and Resins
Dental EZ	100	Medical Instruments

Source: Woods & Poole Economics, Inc.

3.11.4 The Economic Outlook

The Pensacola GRP, a leading indicator economic activity, is expected to grow at rates on par with the United States, thus supporting the perspective of stable and continuing economic growth during the forecast period. As a diversified economy, not reliant on one economic sector, the Pensacola Gulf Coast Market is well positioned for the future. The stability provided by the major presence of DOD installations that are focused on military missions (cyber security, aviation training) offers a strong economic base for future growth.

3.11.5 Competition Among Airports

The competition among airports, particularly in areas where airports are clustered and easily accessible across multiple markets, has intensified as the airline industry has consolidated. Aircraft fleet decisions have been driving the industry to larger aircraft with more dense seating configurations. The traditional characteristics of market size driven by economic activity, location relative to other airports in the region, and accessibility are factors that do affect the service patterns in multiple airport regions.

A key aspect that defines competition in a region is how each airline perceives the distribution of traffic demand and the fit of the region within the airline's network/system. The varying airline business models dictate how a market could be served, and with what type of equipment. The three primary airline business models – network, low-cost/hybrid and ultra-low-cost – each evaluate regional markets in different ways.

The network carriers (American, Delta and United) are generally disposed to serving multiple airport markets and consider closely clustered airports as separate and distinct market entities. This is the case on the Gulf Coast near Pensacola, as the three network carriers all serve three of the four airports in the region. The exception is the Northwest Florida Beaches International Airport (ECP) that does not have service by American Airlines.

The Low Cost Carrier (LCC) model is defined by a focus on cost control to enable these carriers to offer customers lower fares than competitor airlines. The LCCs' major market segment continues to be the leisure traveler. LCC fleets are usually limited to one or two high-density single class narrow body aircraft types. Fleet simplicity is a key component of the approach taken to cost control by LCCs.

The LCC business model in multi-airport markets, such as the Gulf Coast, is predicated on serving the local market demand first but also attracting customers from adjacent market areas. The expectation is that lower fares will convince travelers to drive to a nearby airport in the region rather than use a Network carrier or other competitor's service at an airport closer to their home or business. The LCC model in multiple airport markets usually results in service at one to two airports in the region, not at every airport. This is the case on the Gulf Coast, where Southwest Airlines serves Pensacola International Airport and Northwest Florida Beaches International Airport.

The Ultra-Low-Cost Carrier (ULCC) business model is distinguished from other airline business models by pricing that can be characterized as an airfare plus model. Each service (such as checking a bag, seat assignments, etc.) involves a separate fee. This pricing scheme is designed to offer the lowest possible up-front airfare compared to other airline business models. As with the LCCs, ULCCs operate high-density single class aircraft. They focus on high-demand markets and/or markets with the potential for substantial traffic growth through price stimulation. Spirit, Frontier, and Allegiant are generally considered to be ULCCs.

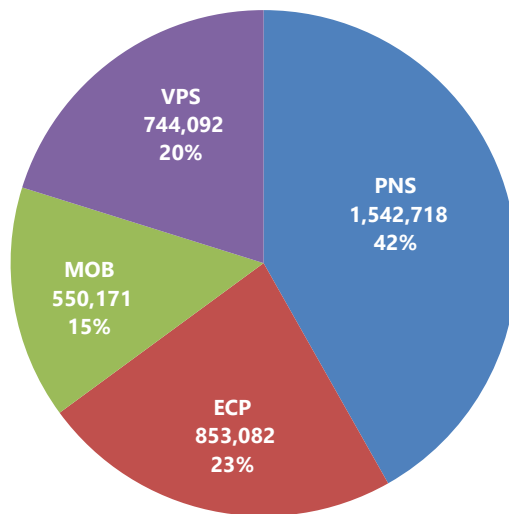
It should be noted that the ULCC model continues to evolve. The primary focus of Spirit and Frontier continues to be on serving high-fare and high-demand markets. High demand markets can generally be defined as those with local market demand at or above 200 passengers per day each way. A high level of market demand and above average fares are the primary market metrics to be evaluated when trying to determine what airports Spirit and Frontier might serve in the next few years. Today neither, Spirit or Frontier serves the Pensacola Gulf Coast regional market.

Allegiant's ULCC business model differs somewhat from Spirit and Frontier in that Allegiant's system is built on serving destination markets. Allegiant does not offer connecting services on its system. All of its customers fly point to point. Allegiant's business model is designed to generate discretionary traffic to leisure destination markets. Allegiant offers its service to destination markets on a less than daily basis and in many cases the service patterns are seasonal only. The destination markets served by Allegiant have until recently all been large in-bound tourist market. Recently Allegiant expanded its destination

focused business model by adding service to small and medium sized destination markets such as Myrtle Beach, SC, Punta Gorda, FL and most recently on the Gulf Coast – Destin-Ft. Walton Beach.

In the case of the Pensacola Gulf Coast region, PNS remains the largest airport market, with 42 percent of the region’s passenger traffic. [Figure 3-28](#) shows the distribution of the passenger traffic by airport for the region.

FIGURE 3-28
GULF COAST PASSENGER MARKET SHARE BY AIRLINE (2015)



Source: InterVISTAS Consulting, Inc. 2016

[Table 3-20](#) shows that the capacity growth at PNS for the year end September 30, 2016 is up 2.8% from the same prior period.

TABLE 3-20
PASSENGER SEAT DEPARTURES BY AIRPORT

	2015	2016	Difference	% Change
Pensacola (PNS)	954,433	981,386	26,953	2.8%
Panama City (ECP)	556,505	587,108	30,603	5.5%
Destin-Ft. Walton (VPS)	459,467	518,353	58,886	12.8%
Mobile (MOB)	378,170	377,300	-870	-0.2%
PNS Gulf Coast	2,348,575	2,464,147	115,572	4.9%
Small Hub	79,283,645	82,186,975	2,903,330	3.7%
Nonhub & EAS	37,696,366	38,447,964	751,598	2.0%
U.S. Domestic Total	855,764,999	891,609,384	35,844,385	4.2%

Source: InterVISTAS Consulting, Inc. 2016

The overall mix of airline services in the region can be characterized by the commonality of the services from the three network carriers offering non-stop service to Atlanta (ATL), Charlotte (CLT), Dallas/Ft. Worth (DFW), and Houston Intercontinental (IAH) from all four airports. This hub connectivity, as mentioned earlier, is the foundation for small and non-hub airports in the era of airline consolidation and capacity discipline. Among the four airports in the region, PNS and ECP are served by Southwest Airlines with year-round daily service to Nashville (BNA) and Houston-Hobby (HOU). Southwest offers seasonal weekend and seasonal daily service at both airports to markets such as Dallas-Love Field (DAL), St. Louis (STL), Baltimore (BWI), Kansas City (MCI), and Chicago-Midway (MDW). On a regional basis, Silver Airways offers intra-Florida service from PNS to Tampa (TPA) and Orlando (MCO).

The most recent development in the regional market is the introduction by Allegiant of seasonal service at VPS to seven markets. Allegiant will offer seasonal two times or three times weekly service to Belleville, IL (St. Louis) (BLV), Memphis (MEM), Ft. Lauderdale (FLL), Oklahoma City (OKC), Cincinnati (CVG), Knoxville (TYS), and Las Vegas (LAS).

Pensacola International Airport is the largest market between New Orleans and Tampa on the Gulf Coast, and offers customers the greatest diversity of service, based on non-stop markets served on a year-round and seasonal basis. As shown in [Table 3-21](#), PNS outpaces other airports in the region in the key metrics of: departures, seats, number of airlines serving the market, passenger load factor, traffic and revenue.

TABLE 3-21
REGIONAL PASSENGER TRAFFIC BY AIRPORT (2015)

Airport	Weekly Operations		Airlines	Nonstop Markets Served	Load Factors	Domestic Flights	
	Departures	Outbound Seats				Revenue (Millions)	Yield (CPM)
PNS	232	20,879	5	14	83.3%	\$293.8	22.1
ECP	113	13,486	4	9	75.1%	\$152.6	22.1
MOB	134	7,475	3	5	76.1%	\$120.9	26.7
VPS	162	13,019	4	11	81.3%	\$151.2	22.8

Source: InterVISTAS Consulting, Inc. 2016

Notes: Points served include seasonal services. The mileage for stage length adjustment is 1,000 miles. O&D traffic, fare, revenue, yield, and load factor data are for calendar year 2015. Operational data are based on July 2016 schedules. Silver Airways discontinued service at ECP in August 2016.

3.12 CRITICAL AIRCRAFT SELECTION

The critical aircraft decision at PNS takes into consideration the current and future airline fleet plans of all U.S. airlines, regardless of whether the air carriers operate at PNS today. During the forecasting process, current and future aircraft utilization at PNS was discussed with Delta, American, Southwest, United, and UPS. It was determined that the fleet mix at PNS is not expected to deviate substantially from national trends during the forecast period. Because Delta is the dominant carrier, its fleet plans were reviewed to assess any potential impacts on the critical aircraft recommendations for PNS.

The future fleets of network will rely on a mix of large regional jets and mainline equipment. Delta and Southwest anticipate operating only mainline aircraft at PNS. Air carriers not operating at PNS today have a similar mix of aircraft in operation and on order to the incumbent air carriers.

The critical aircraft recommendation is based on the forecast for PNS, market research of future passenger and air cargo demand, the anticipated composition of future airline fleets and discussions with air carriers.

The critical aircraft recommendation follows the guidance provided by the FAA Advisory Circular 150/5300-13a Change 1. Paragraph 102(ee) states, in part, "This aircraft can be a specific aircraft model or a composite of several aircraft using, expected, or intended to use the airport or part of the airport."

With more than 1,350 annual operations, Delta's operation of the B757-200 aircraft currently exceeds the threshold of at least 500 annual operations required to be considered the critical aircraft. Those operations are forecast to continue to exceed the threshold for more than 10 years.

It should be noted that the mix of aircraft at the airport may change beyond the 2025 time frame. Delta's 757 fleet has an average age of 20 years and is currently planned for renovation. Therefore, the 757 can be expected to remain in the Delta fleet for a minimum of the next 10 years, during which time forecast demand anticipates that it will continue to operate in the PNS market.

The A300 operated by UPS is also forecast to exceed the minimum operational thresholds, and the aircraft characteristics of the A300 dictate that it also be considered in the recommendation of a critical aircraft.

UPS is forecast to operate the A300 beyond the 10-year horizon. The average age of the UPS A300-600 fleet at the beginning of 2016 was approximately 13.5 years.

Both the 757 and the A300 are included in Aircraft Approach Category (AAC) C and Airplane Design Group (ADG) IV. The A300 is slightly more demanding on taxiway design, falling into Taxiway Design Group (TDG) 5, as shown in [Table 3-22](#). Therefore, the Composite Design Aircraft recommendation is C-IV with TDG 5.

TABLE 3-22
CRITICAL AIRCRAFT

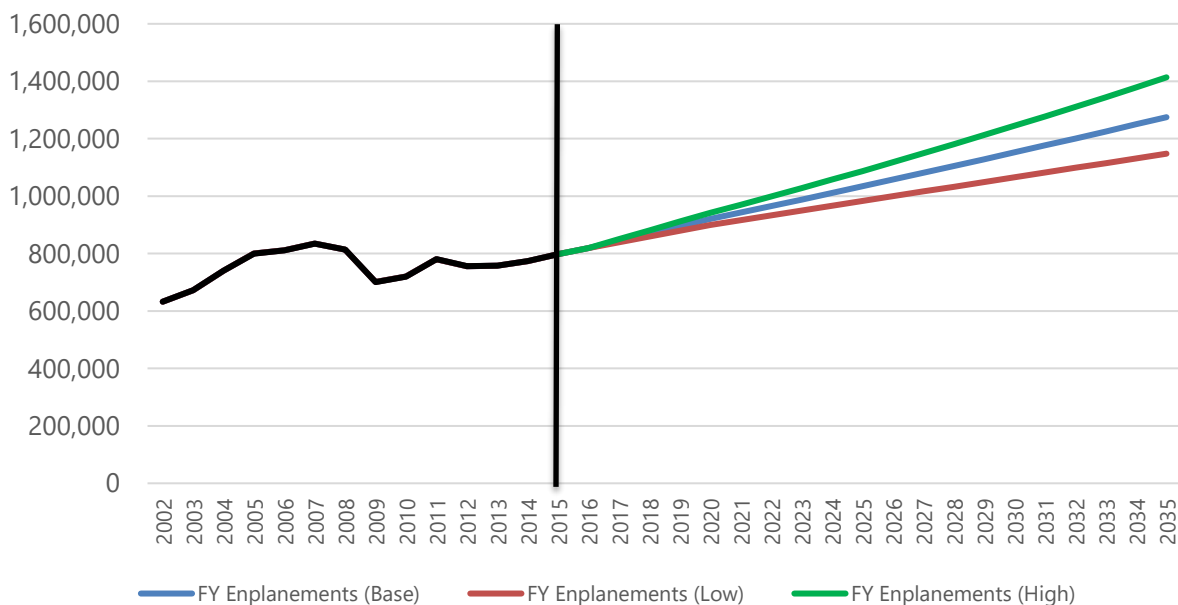
Aircraft	AAC	ADG	TDG	Annual Operations		
				Estimate 2016	Forecast 2020	Forecast 2025
Boeing 757-200	C	IV	4	1,407	1,359	1,486
Airbus 300-600	C	IV	5	505	517	530

Source: InterVISTAS Consulting, Inc. 2016

3.13 FORECAST SUMMARY

In summary, the forecasts presented should be considered the most probable unconstrained cases of airport activity at PNS, given the most recent data available. A compound annual growth rate of 2.37 percent for annual enplanements is expected over the forecast period. The PNS annual enplanements forecast summary is presented in [Figure 3-29](#).

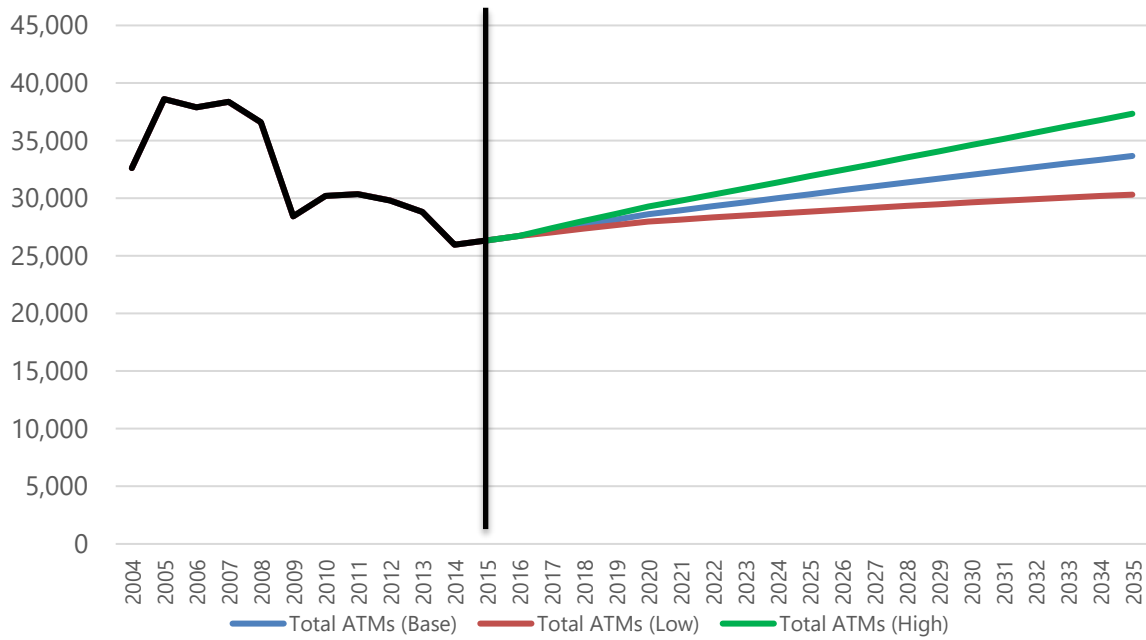
FIGURE 3-29
ANNUAL ENPLANEMENTS FORECAST SUMMARY (2002-2035)



Source: InterVISTAS Consulting, Inc. 2016

A compound annual growth rate of 1.23 percent for annual operations is expected over the forecast period. The PNS annual operations forecast summary is presented in [Figure 3-30](#).

FIGURE 3-30
ANNUAL OPERATIONS FORECAST SUMMARY (2002-2035)



Source: InterVISTAS Consulting, Inc. 2016

CHAPTER 4

FACILITY REQUIREMENTS

4.1 INTRODUCTION

The purpose of the facility requirements analysis is to determine the facility needs to accommodate the forecast aviation demand and incorporated into the FAA-approved forecast. This task assesses the ability of existing facilities to meet that demand. The requirements for new or improved facilities can be driven by a variety of circumstances that include the following:

- » Meet demonstrated capacity shortfalls
- » Comply with updated standards adopted by the FAA or other appropriate regulatory agency
- » Accommodate the strategic vision for Pensacola International Airport
- » Replace outdated or inefficient facilities

The analysis was conducted for each of the following components of the airport:

- » Airfield facilities
- » Landside facilities
- » Passenger terminal facility
- » General aviation
- » Air cargo
- » Aeronautical support facilities
- » Nonaeronautical support facilities

The existing conditions described in [Chapter 2](#), and the current and future demand described in [Chapter 3](#), were used as the basis for this analysis. [Chapter 3](#) described the current and forecast aviation demand for five increments, or planning activity levels, within the 20-year planning period.

4.2 AIRFIELD FACILITIES

This section describes the requirements for all major elements of the airport airside. The requirements of the airfield and airspace facilities are determined in part by the most demanding aircraft that routinely uses the airport (known as the critical or design aircraft). The airfield and airspace facilities and functions evaluated are as follows:

- » Airfield demand / capacity
- » Runways
- » Taxiways and taxilanes
- » Electronic and visual navigational aids
- » Airside perimeter road

4.2.1 Critical Aircraft

The critical aircraft (also referred to as the design aircraft) helps define the facilities required around the airside area of an airport. The critical aircraft are the most demanding aircraft with at least 500 annual operations that operates, or are expected to operate, at an airport according to FAA Advisory Circular

150/5070-6B – Change 2, *Airport Master Plans*. FAA Advisory Circular 150/5300-13A – Change 1, *Airport Design*, indicates the critical aircraft may be a single aircraft or composite of several different aircraft composed of the most demanding characteristics of each. Different parts of the airfield can be designed to different critical aircraft, depending on how operations are allocated to different areas.

The primary critical aircraft for Pensacola International Airport (referred to as “PNS”) are described in [Table 3-22](#) in [Chapter 3](#). The Boeing 757-200 (used for passenger operations) and Airbus A300-600 (used for cargo operations) represent the two largest aircraft that regularly operate at PNS. Additional critical aircraft were defined to identify the dimensional and operational requirements for other portions of the airside. The additional critical aircraft are described in [Table 4-1](#). Less demanding but key design aircraft are referenced throughout the document, as applicable.

The critical aircraft are classified into one of five use types – passenger, cargo, general aviation, military, and maintenance – based on prime user and operational type at PNS. Other pertinent dimensional and operational characteristics are described in the Table. Aircraft Approach Category (AAC) is a classification of aircraft based on a reference landing speed. Airplane Design Group (ADG) is a classification of aircraft based on wingspan and tail height. Taxiway Design Group (TDG) is a classification of airplanes based on the width of the landing gear and the distance from the cockpit to the main landing gear. Each of these classification types are used to determine the design standards that must be applied for the various facilities.

TABLE 4-1
CRITICAL AIRCRAFT

Aircraft	Boeing 737-700	Boeing 757-200	Airbus A300-600	Gulfstream III	Gulfstream G550
Use Type	Passenger	Passenger	Cargo	General Aviation	General Aviation
Operator	Southwest Airlines	Delta Air Lines	UPS	n/a	n/a
Time Period	Existing- Future	Existing- Future	Existing- Future	Existing- Future	Existing- Future
Aircraft Approach Category (AAC)	C	C	C	C	C
Airplane Design Group (ADG)	III	IV	IV	II	III
Taxiway Design Group (TDG)	3	4	5	3	2

Source: RS&H, 2017

4.2.2 Airfield Capacity

Airfield demand/capacity analyses help determine the number of aircraft that can be accommodated on an airport’s existing runway system. An airfield demand/capacity analysis was completed to update the

results of the similar analysis completed as part of the 1999 Master Plan. FAA Advisory Circular 150/5060-5, *Airport Capacity and Delay*, was used as the primary resource to complete this analysis.

The PNS fleet mix composition is one of the key components required to determine the runway demand/capacity. There are four aircraft classes defined based on maximum certified takeoff weight and number of engines. These characteristics correlate to the wake turbulence classification air traffic control (ATC) uses for in-trail aircraft separation to mitigate wake turbulence impacts. The characteristics of the four aircraft classifications are described in [Table 4-2](#).

The aircraft mix – a key component in the analysis – is the relative percentage of operations conducted by each of the four classes or aircraft. PNS operations were categorized into the aircraft classes based on the defining characteristics. The fleet mix composition is described in [Table 4-3](#).

TABLE 4-2
AIRCRAFT CLASSIFICATIONS

Aircraft Class	Maximum Certified Takeoff Weight (lbs.)	Number of Engines	Wake Turbulence Classification
A	12,500 or less	Single	Small
B	12,500 or less	Multi	Small
C	12,500 to 300,000	Multi	Large
D	Over 300,000	Multi	Heavy

Source: FAA Advisory Circular 150/5060-5, *Airport Capacity and Delay*, Table 1-1

TABLE 4-3
FLEET MIX

Aircraft Class	2016	2020	2025	2030	2035
A+B	66%	65%	64%	63%	62%
C	34%	35%	36%	36%	37%
D	1%	1%	1%	1%	1%

Source: RS&H, 2017

The runway hourly capacity was calculated for each runway use configuration based on the aircraft fleet mix, historical meteorological conditions, and runway use configurations. The runway hourly capacity is described in [Table 4-4](#).

The analysis indicates that runway capacity is sufficient to accommodate forecast demand throughout the planning period. Capacity enhancing airfield infrastructure is justified if demand/capacity ratio (forecast annual operations compared to Annual Service Volume) reaches 60 percent. The demand/capacity ratio will reach 46 percent at the end of the planning period, which indicates additional growth can be accommodated beyond the end of the planning period. The runway demand/capacity analysis results are summarized in [Table 4-5](#).

TABLE 4-4
RUNWAY HOURLY CAPACITY

	Runway 17	Runway 35	Runway 8	Runway 26
VFR Hourly Capacity	110	110	110	110
IFR Hourly Capacity	55	55	55	55

Source: RS&H, 2017 VFR=Visual Flight Rules. IFR=Instrument Flight Rules

TABLE 4-5
RUNWAY DEMAND/CAPACITY

	2016	2020	2025	2030	2035
Mix Index	36%	37%	38%	38%	39%
Annual Service Volume	249,000	249,000	249,000	249,000	249,000
Forecast Annual Operations	105,012	107,611	110,244	112,848	115,410
Demand Capacity	42%	43%	44%	45%	46%

Source: RS&H, 2017

4.2.3 Runway Requirements

Three factors are considered the primary influences on the runway requirements: runway orientation, runway utilization, and runway length. Each analysis requires attention to ensuring safe and efficient operations at PNS, along with providing appropriate facilities to accommodate the future operations as discussed in the FAA-approved forecast. In addition, some improvements may be identified for ultimate development that, while not justified by existing forecasts, may be warranted over the long term. Those improvements would not be programmed for implementation, but their space considerations are taken into account when developing the overall plan for Airport development.

The runway orientation is based on prevailing winds. FAA Advisory Circular 150/5300-13A – Change 1, *Airport Design*, indicates that the primary runway should be orientated in the direction of the prevailing wind. A crosswind runway is recommended when the primary orientation provides less than 95 percent wind coverage. The 95 percent wind coverage is computed based on the crosswind component not exceeding the allowable value determined by the Runway Design Code. However, other factors may also influence the need for a crosswind runway, including noise abatement, airspace compatibility with other airports, and operational flexibility.

The runway length analysis ensures the length is adequate for future forecast operations, taking into account aircraft types, instrument approach procedures, off-airport obstructions, and compatible land uses. The objective of the runway length analysis is to ensure the runways have sufficient length for long-term use without being so long that construction and maintenance dollars are wasted on unnecessary facilities.

4.2.3.1 Runway Orientation

The wind analysis examined 10 years of meteorological data (January 2007 through December 2016) from the National Climatic Data Center.

FAA Advisory Circular 150/5300-13A indicates that analyzing the wind data on less than a 24-hour observation period may be desirable as aircraft operations usually decline during nighttime hours. Therefore, the analysis methodology only considered the meteorological observations when the Airport Traffic Control Tower (ATCT) was operational because this aviation activity outside of this timeframe is minimal. The PNS ATCT is operational from 5:30am to 11:00pm daily.

The visual meteorological conditions (VMC) wind analysis indicates that Runway 17-35 provides sufficient wind coverage for all crosswind components in a single runway configuration in VMC. Runway 8-26 does not provide sufficient wind coverage for the 10.5-knot or 13-knot crosswind components in a single runway configuration in VMC. However, the combined runway configuration (i.e., dual runway) provides sufficient wind coverage for all crosswind components in VMC. The VMC wind coverage is described in [Table 4-6](#).

The instrument meteorological conditions (IMC) wind analysis indicates that Runway 17-35 does not provide sufficient wind coverage for the 10.5-knot component in a single runway configuration in IMC. Runway 8-26 also does not provide sufficient wind coverage for the 10.5-knot or 13-knot crosswind components in a single runway configuration in IMC. Therefore, sole use of either runway does not provide sufficient coverage for the 10.5-knot crosswind component in IMC. Both runways are required to provide sufficient wind coverage for all crosswind components in IMC. The IMC wind coverage is described in [Table 4-7](#).

The all-weather analysis indicates that Runway 17-35 provides sufficient wind coverage for all crosswind components in a single runway configuration when averaged for all weather conditions. Runway 8-26 does not provide sufficient wind coverage for the 10.5-knot or 13-knot crosswind components in a single runway configuration when averaged for all weather conditions. The all-weather wind coverage is described in [Table 4-8](#).

TABLE 4-6
VMC WIND ROSE

Runway	Crosswind Component (Knots)			
	10.5	13	16	20
Runway 17-35	96.30%	98.35%	99.64%	99.94%
Runway 8-26	86.93%	92.80%	98.50%	99.70%
Combined	99.30%	99.88%	99.98%	100.00%

Source: NCDC, 2017

Notes: Based on 70,929 observations between 0530-2300 when the ATCT is operational.

TABLE 4-7
IMC WIND ROSE

Runway	Crosswind Component (Knots)			
	10.5	13	16	20
Runway 17-35	94.11%	96.99%	98.92%	99.74%
Runway 8-26	84.87%	90.98%	96.93%	99.21%
Combined	98.49%	99.51%	99.86%	99.99%

Source: NCD, 2017

Notes: Based on 15,195 observations between 0530-2300 when the ATCT is operational.

TABLE 4-8
ALL-WEATHER WIND ROSE

Runway	Crosswind Component (Knots)			
	10.5	13	16	20
Runway 17-35	95.91%	98.11%	99.51%	99.90%
Runway 8-26	86.57%	92.48%	98.22%	99.61%
Combined	99.16%	99.81%	99.96%	100.00%

Source: NCD, 2017

Notes: Based on 86,124 observations between 0530-2300 when the ATCT is operational.

Based on this analysis, Runway 17-35 delivers acceptable wind coverage as a single runway configuration. However, other factors described below indicate that a more comprehensive analysis is useful in determining the optimal runway configuration.

4.2.3.2 Runway Utilization

While prevailing winds represent an important consideration in determining runway configuration, other factors also come into play. When winds are calm (below 5 knots), aircraft can use any runway available, at the discretion of Air Traffic Controllers and with the concurrence of pilots. This strategy increases operational flexibility.

Runway 8 is designated as the preferred departure runway for both noise compatibility and safety reasons, because it routes departing aircraft over Escambia Bay. Departures from Runway 17 and Runway 35 feature initial climbs over residential areas. Departures from Runway 26 feature initial climb over both commercial and residential areas.

As described in Section 2.13.12, the City of Pensacola's Code of Ordinances, Title XII, Chapter 12-11-3 sets forth provisions for sound level reduction for land uses proximate to PNS. The Land Development Code establishes noise zones (Zone A, Zone B, and Zone C) based on DNL thresholds determined in the Federal Aviation Regulations Part 150 noise analysis performed in 1990.

In addition, convective weather is common in the Pensacola area, and isolated thunderstorms frequently develop. Thunderstorms that develop along arrival and departure routes also dictate runway utilization.

For example, ATC may utilize Runway 26 for departures and Runway 17 for arrivals in the case of thunderstorms to the east of PNS.

Further, PNS often encounters strong wind conditions that restricts general aviation operations. Sustained wind gusts often predicate the use of both runways. This is particularly important because small general aviation aircraft comprise a large portion of the PNS fleet. Both PNS runways are also required to facilitate operation in coordination with other nearby airfields, such as Pensacola Naval Air Station.

The operational flow at Pensacola Naval Air Station (NAS) is also impactful to the runway utilization at PNS. Pensacola NAS is located approximately 10 nautical miles southwest of PNS. Pensacola NAS has three runways that are aligned similarly to PNS – two are parallel and oriented in the 7-25 direction; the third is oriented in the 1-19 direction. The PNS ATC reported that they often configure the PNS operations to match the flow at Pensacola NAS to minimize airspace conflicts and enhance efficiency.

Airspace conflicts are especially prevalent when Pensacola NAS has arrival streams on Runways 25L and 25R. Pensacola NAS controllers prefer use of Runway 7R-25L and Runway 7L-25R because those runways provide dual arrival/departure flows. In contrast, Runway 1-19 at Pensacola NAS only provides a single arrival/departure flow. Therefore, controllers at Pensacola NAS infrequently use Runway 1-19, unless strong crosswinds dictate its use.

When Pensacola NAS is arriving on Runways 25L and 25R, PNS ATC prefers to use Runway 8-26 for arrivals and departures so operations are in parallel with Pensacola NAS. Runway 8-26 is used in this condition with light or moderate crosswinds. PNS ATC switches to Runway 17-35 during conditions of stronger crosswinds; however, operational efficiency is reduced because PNS operations must be sequenced with 7-25 runway operations at Pensacola NAS. NAS Pensacola typically continues arriving on Runways 25L and 25R in strong crosswind conditions. Pensacola NAS uses a higher crosswind speed threshold before switching to operations on Runway 1-19 because military aircraft can typically operate in higher crosswinds than the civilian aircraft.

In summary, both PNS runways are integral to maintain the safe and efficient operation of the airfield. ATC regularly uses both runways to minimize impacts resulting from weather and airspace conflicts. It is recommended that both runways be retained throughout the planning horizon.

4.2.3.3 Runway Length

The runway length requirement was analyzed using the methodology identified in FAA Advisory Circular 150/5325-4B, *Runway Length Requirements for Airport Design*. The runway length requirements were evaluated for several aircraft because runway length requirements do not always correlate with aircraft size.

Flight distances were considered in the takeoff length calculations. Flight distances were set based on existing city pairs in the airline flight schedules and new destinations likely to be served within the planning period. Additional distance was added for each flight in the analysis to represent flight to diversion alternate destinations. Departing commercial service aircraft typically include sufficient fuel to reach the scheduled destination plus additional fuel to fly to an alternate destination in the case of a diversion. Destinations currently served by the airline are considered appropriate diversion alternates. Using currently served destinations for each airline ensures the airline's ground support staff is already in place (or can be mobilized quickly) to handle the diverted aircraft. This practice of using alternate

diversion airports in fuel planning was confirmed based on discussions with flight dispatch engineers for the airlines that operate at PNS. Therefore, the analysis considers distance to diversion alternate airports in the flight distances for fuel planning purposes.

Total fuel planning distances less than the aircraft's payload break point requires analysis based on an estimated takeoff weight; the Advisory Circular indicates that MTOW cannot be used in these cases. Therefore, operating takeoff weights were estimated based on total fuel planning distance and payload-range charts provided in the airframe manufacturers' airplane planning manuals.

The landing length for all aircraft was calculated based on the aircraft landing on a wet or contaminated runway surface at the operating landing weight. Operating landing weight represented the aircraft's maximum landing weight, except in cases where landing weight was limited by the operating takeoff weight. Other analysis considerations included the density altitude³⁰ at PNS, longitudinal runway grade, and mean maximum temperature of the hottest month in Pensacola.

Runway 17-35 is the longest runway at PNS with a length of 7,004 feet. The analysis results indicate that four city pairs require takeoff lengths that exceed 7,004 feet. These routes are as follows:

- » Boeing 737-700 to Denver
- » Embraer 145 to Chicago
- » Airbus A321 to Atlanta
- » Bombardier CRJ-900 to Dallas

The analysis indicates that payload is restricted (e.g., limit onboard persons, bags, or cargo) for these four routes based on insufficient runway length. This is anecdotally confirmed as carriers at PNS often report payload restricted departures on hot days. The analysis indicates that 7,700 feet of runway length is required to accommodate the existing and future service to Denver using the Boeing 737-700. The runway length requirements are described in [Table 4-9](#).

A runway length of 7,700 feet is recommended for implementation during the planning period. Previous airfield plans indicate and protect for an ultimate runway length of 8,000 feet. While current justification exists only for 7,700 feet, existing protections should remain in place in case operational changes or other events trigger the need for additional runway length.

³⁰ Density altitude is pressure altitude corrected for temperature (i.e., as temperature increases, air density decreases and vice versa). A higher density altitude results in decreased aircraft performance and therefore increased runway requirements.

TABLE 4-9
RUNWAY LENGTH REQUIREMENTS

	Airbus A320	Airbus A321	Airbus A300-600	Airbus A300-600	Boeing 717	Boeing MD-90	Boeing 737-700	Boeing 737-700	Boeing 737-700	Boeing 757-200	Bombardier CRJ-700	Bombardier CRJ-900	Embraer 145	Embraer 170	Embraer 175
Time Period	Existing /Future	Future	Existing	Future	Existing /Future	Existing /Future	Existing /Future	Existing /Future	Existing /Future	Existing /Future	Existing /Future	Existing /Future	Existing /Future	Existing /Future	Existing /Future
City Pair	ATL	ATL	n/a ²	SDF	ATL	ATL	HOU	MDW	DEN	ATL	CLT	DFW	ORD	DCA	DCA
Airline	Delta	Delta	UPS	UPS	Delta	Delta	Southwest	Southwest	Southwest	Delta	American	American	United	American	American
Total Fuel Planning Distance ¹ (nm)	310	310	170	470	310	310	550	750	1,330	310	490	610	750	740	740
Estimated Takeoff Weight (lbs.)	143,800	168,500	305,600	313,900	111,000	143,000	136,000	138,000	145,000	206,000	72,800	80,700	46,600	81,900	82,700
Maximum Landing Weight (lbs.)	143,800	168,500	305,600	313,900	110,000	142,000	129,200	129,200	129,200	206,000	67,000	73,500	42,500	72,300	75,000
Takeoff Length (ft.)	5,100	7,300	5,205	5,505	5,020	6,200	6,400	6,600	7,700	5,415	6,200	7,200	7,400	5,800	6,220
Landing Length (ft.)	5,700	6,325	5,600	5,600	5,700	6,300	5,600	5,600	5,600	5,900	5,900	6,300	4,600	4,700	5,300

Source: RS&H, 2017
Notes: 1 – Includes estimated flight distance to city pair destination and distance to nearest diversion alternate
2 – City pair not published at the request of UPS

4.2.3.4 Runway Design Standards

The runway design standards are defined by FAA regulations and best planning practices to optimize airfield safety. FAA Advisory Circular 150/5300-13A – Change 1, *Airport Design* is the primary tool that FAA uses to define runway design standards. The existing and future runway design standards at PNS are based on AAC-C and ADG-IV aircraft.

Design standards for both runways were evaluated for adherence to the following FAA design elements:

- » Runway Width
- » Shoulder Width
- » Blast Pad dimensions
- » Runway Safety Area (RSA) object clearance
- » Runway Object Free Area (ROFA) object clearance
- » Runway Obstacle Free Zone (ROFZ) object clearance
- » Precision Obstacle Free Zone (POFZ) object clearance
- » Runway Protection Zone (RPZ) object clearance
- » Runway Centerline to Parallel Runway Centerline separation
- » Runway Centerline Holding Position separation
- » Runway Centerline to Parallel Taxiway Centerline separation
- » Runway Centerline to Aircraft Parking Area separation
- » Runway Centerline to Helicopter Touchdown Pad separation
- » Runway Visibility Zone object clearance

The analysis results indicate that Runway 17-35 satisfies all existing design standards for existing critical aircraft.

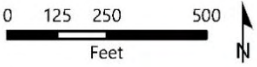
There is one existing nonstandard conditions associated with Runway 8-26. The general aviation apron, adjacent to Taxiway D, is closer to Runway 8-26 than permitted. A minimum of 500 feet is required between the Runway 8-26 centerline and aircraft parking areas, per the Advisory Circular. The existing separation is 466 feet measured from the Runway 8-26 centerline.

The nonstandard runway design condition is depicted in [Figure 4-1](#). The detailed runway design standards and existing dimensions are described in [Appendix B](#).

FIGURE 4-1
NONSTANDARD RUNWAY CONDITIONS

Legend

1 - RUNWAY TO AIRCRAFT PARKING AREA



RS&H

PENSACOLA
International Airport

Source: Esri Imagery, 2017; RS&H, 2017

4.2.3.5 Runway Pavement Strength

Pavement Classification Number (PCN) is a number that expresses the load-carrying capacity of a pavement for unrestricted operations. The Aircraft Classification Number (ACN) is the value that expresses the relative effect of an aircraft at a given configuration on a pavement structure for a specified standard subgrade strength. Comparison of PNS' PCN and ACN helps determine if the existing runways can accommodate the load of the aircraft forecast to operate at PNS.

The PNS runway PCN data was obtained from *2015 Pensacola International Airport PCN Evaluation Report* published by the Florida Department of Transportation. The PCN values for both runways are described in [Table 4-10](#).

The Airplane Classification Numbers were obtained from airport planning manuals from airframe manufacturers (i.e., Boeing, Airbus, and Lockheed Martin). ACN values consider the operating takeoff weights for each critical aircraft as described in [Section 4.2.3.2](#). ACN values also consider the pavement type and subgrade category of each runway. The ACN values for the critical aircraft area described in [Table 4-11](#).

The analysis results indicate that the existing runway load-carrying capacity is sufficient to accommodate the critical aircraft expected to operate at PNS throughout the planning period.

TABLE 4-10
PAVEMENT CLASSIFICATION NUMBERS

	Runway 8-26	Runway 17-35
Pavement Classification Number	65 ¹	74 ²
Pavement Type	Flexible	Rigid
Subgrade Category	B - Medium	B - Medium
Allowable Tire Pressure	W - Unlimited	W - Unlimited
Determination Method	Technical	Technical

Source: 2015 Pensacola International Airport PCN Evaluation Report

Notes: 1-CBR; 2-MN/m3

TABLE 4-11
AIRPLANE CLASSIFICATION NUMBERS

Aircraft	Aircraft Classification Number	
	Flexible Pavement	Rigid Pavement
Boeing 737-700	30	34
Boeing 757-200	24	29
Airbus A300-600	39	43
Lockheed Martin C-130	34	36

Sources: Boeing Airplane Characteristics, 2016; Airbus Aircraft Characteristics, 2016; Lockheed Martin C-130 Brochure, 2016.

4.2.4 Taxiway and Taxilane Requirements

4.2.4.1 Taxiway and Taxilane Design Standards

The taxiway and taxilane design standards are defined by FAA regulations to enhance airfield safety. FAA Advisory Circular 150/5300-13A – Change 1, *Airport Design* is the primary tool that FAA uses to define taxiway and taxilane design standards.

Different dimensional standards were used to evaluate the taxiway and taxilane design based on the most demanding critical aircraft forecast to operate in each area of the airfield. The critical aircraft for each taxiway and taxilane is described in [Table 4-12](#).

TABLE 4-12
CRITICAL AIRCRAFT TAXIWAYS/TAXILANES

Critical Aircraft	Dimensional Standards	General Area	Associated Taxiways/Taxilanes
Airbus A300-600	ADG-IV TDG 5	NW, NE, SW Quadrants	Twy A, Twy A1, Tln A2, Twy A2, Twy A3, Twy A4, Twy A5, Twy A6, Twy B, Twy B1, Twy B2, Twy B3, Twy B4, Twy B5, Twy B6, Twy C, Twy D
Boeing 757-200	ADG-IV TDG 4	Passenger Terminal Area	Twy A7, Twy B2, Terminal Tln
Gulfstream III/ Gulfstream G550	ADG-III TDG 3 ¹	SE Quadrant	Twy C, Tln C1, Twy C2, Tln C2
Cessna Citation II	ADG-II TDG 2	SE Quadrant	Twy D, Twy D1, Twy D2, Tln D2, Twy D3, Twy D4, Twy D5, Tln D5
Airbus Helicopters H135	n/a	NW Quadrant GA Aprons	Tln B7, Tln B8

Source: RS&H, 2017

Notes: Twy = Taxiway; Tln = Taxilane; 1 – The composite dimensional standards from the Gulfstream III and Gulfstream G550 aircraft used as the basis of evaluating the taxiway and taxilane design standards

Design standards for the taxiways and taxilanes were evaluated for adherence to the following FAA design elements:

- » Taxiway/Taxilane Width
- » Shoulder Width
- » Taxiway Safety Area (TSA) object clearance
- » Taxilane Object Free Area (TOFA) object clearance
- » Taxiway Centerline to Parallel Taxiway/Taxilane Centerline separation
- » Taxilane Centerline to Parallel Taxilane Centerline separation
- » Taxilane Centerline to Fixed or Movable Object separation
- » Taxiway/Taxilane Centerline to Parallel Taxiway/Taxilane Centerline with/ 180-degree Turn separation

The analysis indicates that many of the taxiways/taxilanes at PNS are nonstandard because they do not have paved shoulders. The Advisory Circular indicates that paved shoulders are required for taxiways, taxilanes, and aprons accommodating ADG-IV and higher aircraft. All of the taxiways and taxilanes in the northwest, northeast, and southwest quadrants are forecast to accommodate ADG-IV aircraft except for Taxilane B7 and Taxilane B8. Taxilane B7 and Taxilane B8 are planned to accommodate the Airbus Helicopters H135 helicopter. Construction of paved shoulders on the applicable taxiways and taxilanes is recommended to satisfy FAA design standards.

The taxiways and taxilanes in the southeast quadrant are incapable of accommodating aircraft larger than TDG 2 due to insufficient taxiway pavement width. Many of these taxiways and taxilanes are also incapable of accommodating aircraft larger than ADG-II due to insufficient object clearing separations. Taxiway upgrade to accommodate ADG-III and TDG 3 aircraft (e.g., the Gulfstream III and Gulfstream G550) is recommended. However, upgrading all taxiways and taxilanes in the southeast quadrant is infeasible. Therefore, two taxiways and two taxilanes have been identified as nonstandard and recommended for upgrade – Taxiway C, Taxiway C2, Taxilane C1, and Taxilane C2. Aircraft larger than ADG-II and TDG 2 would be restricted to operation on these taxiways and taxilanes while in the southeast quadrant. These pavement areas were identified for upgrade to allow taxi access to the Pensacola Aviation Center aircraft parking apron. This parking area has been identified by PNS to accommodate large general aviation and military aircraft. Upgrade of these taxiways and taxilanes are described in [Chapter 5](#).

The nonstandard taxiway and taxilane design conditions are depicted in [Figure 4-2](#). The detailed taxiway and taxilane design standards and existing dimensions are described in [Table B-3](#).

The Lockheed Martin C-130 is not a designated critical aircraft; however, it commonly operates at PNS. The C-130 poses airfield challenges because its wingspan is too significant for the southeast quadrant airfield. However, its operation at PNS is integral to support the military mission in the region. Therefore, it is recommended that appropriate object clearing standards be implemented along key taxiway and taxilane routes in the southeast quadrant, as feasible. Upgrade of these taxiways and taxilanes are described in [Chapter 5](#).

4.2.4.2 Taxiway and Taxilane Pavement Strength

All taxiways and taxilanes in the southeast quadrant are restricted to aircraft with operational weights of 100,000 pounds or less. An aircraft movement study completed in 2011 evaluated the feasibility of ADG-III aircraft operating on the existing ADG-II taxiways in the southeast quadrant. The study found that Taxiway C and Taxiway D are only capable of accommodating Gulfstream V aircraft (and aircraft of similar weight) at 24 annual departures. The Gulfstream V aircraft maximum takeoff weight is approximately 90,500 pounds. Heavier aircraft have a greater impact on pavement distress. Operations of these heavier aircraft must be limited to minimize damage to taxiway pavement. Aircraft that exceed 100,000 pounds are required to park at an alternate location at PNS, such as the remain overnight parking apron near the terminal building. This includes the Lockheed Martin C-130 whose operational weight can reach 155,000 pounds when full-loaded. This results in operational inefficiencies and a low level of service for the aircraft operator.

Therefore, taxiway and taxilane reconstruction is recommended to accommodate these large aircraft. However, reconstruction of all taxiways in the southeast quadrant is infeasible and reconstruction of a few key taxi routes may be more viable. Reconstruction of Taxiway C, Taxiway C2, Taxilane C1, and Taxilane C2 may be most feasible based on similar to the recommendations as described in [Section 4.2.4.1](#). Reconstruction of these taxiways and taxilanes are described in [Chapter 5](#).

FIGURE 4-2
NONSTANDARD TAXIWAY CONDITIONS

Legend

- 1 - TAXIWAY C WIDTH
- 2 - TAXIWAY C TOFA
- 3 - TAXIWAY C PAVEMENT STRENGTH
- 4 - TAXILANE C1 WIDTH
- 5 - TAXILANE C1 TOFA
- 6 - TAXILANE C1 PAVEMENT STRENGTH
- 7 - TAXIWAY/TAXILANE C2 WIDTH
- 8 - TAXIWAY/TAXILANE C2 TOFA
- 9 - TAXIWAY/TAXILANE C2 PAVEMENT STRENGTH
- * - ALL TWYS/TLNS IN NW, NE, AND SW QUADRANTS - PAVED SHOULDER REQUIRED (EXCEPT TLNS B7 AND B8) - *Not Depicted*



4.2.4.3 Taxiway and Taxilane Design Principles

Taxiway and taxilane best practices are based on FAA guidance and best planning practices to enhance overall airfield safety. The PNS taxiways and taxilanes were evaluated based on six best practice design principles as described in FAA Advisory Circular 150/5300-13A – Change 1, *Airport Design*:

- » Three-Node Concept
- » Expansive Pavement Avoidance
- » Runway Crossings Limitations
- » High Energy Intersection Avoidance
- » Perpendicular Intersections
- » Direct Access Avoidance

The following is a description of the non-compliant taxiways and associated design principles. The PNS airfield adheres to the Expansive Pavement Avoidance principle; therefore, this principle is not discussed below.

The Three-Node Concept means that a pilot is presented with no more than three choices at an intersection. Using the Three-Node Concept simplifies taxiway intersections, allowing for consistent placement of airfield markings, signage and lighting, and increases pilot situational awareness. Complex intersections increase the possibility of pilot error. Taxiway A7 does not adhere to this principle as pilots are given four turn options (i.e., northbound Taxiway A, southbound Taxiway A, westbound Taxiway B, and eastbound Taxiway B) upon exiting the terminal apron area. This may lead to pilot confusion and loss of situational awareness. Reconfiguration of these taxiway intersections should be considered.

Limiting runway crossings can reduce the opportunity for human error by reducing the need for runway crossings. The Advisory Circular also indicates that reducing the number of runway crossings reduces ATC workload. Taxiway B4 and Taxiway D2 provide a redundant runway crossing. Therefore, removal of this runway crossing should be considered.

Avoid “high energy” intersections. These are intersections in the middle third of the runways. The middle third of a runway is the portion of the runway where a pilot can least maneuver to avoid a collision is kept clear. The Advisory Circular recommends limiting runway crossings to the outer third of runways. Taxiway B3 and Taxiway D1 crosses Runway 8-26 within the high-energy zone. This taxiway crossing is redundant to Taxiway C and does not provide an integral taxi link. Therefore, the removal of this taxiway intersection is recommended to enhance runway safety. Taxiway B crosses Runway 17-35 within the high-energy zone and Taxiway C crosses Runway 8-26 within the high-energy zone. However, both taxiways are integral to the efficient movement of aircraft about the airfield and reconfiguration of either taxiway is not feasible. These intersections should be monitored for runway incursions. Should runway incursions propagate at these locations, further action may be warranted to increase situational awareness.

The Perpendicular Intersections principle supports the idea that right angle intersections, both between taxiways and between taxiways and runways, provide the best visibility to the left and right for a pilot. Taxiway A7 and Taxiway B2 do not adhere to this principle as both taxiways intersect with Taxiway B at an acute angle. Reconfiguration of these taxiway intersections should be considered.

The Direct Access Avoidance principle is intended to reduce runway incursions. The Advisory Circular indicates that taxiways should not lead directly from an apron to a runway without a turn. Such configurations can lead to confusion as pilots typically expect to encounter a parallel taxiway but instead accidentally enter a runway. Taxiway A2, Taxiway A3, and Taxiway C2 all provide a direct connection between aircraft parking aprons and Runway 17-35. Similarly, Taxiway D2 provides a direct connection between the general aviation apron and Runway 8-26. Reconfiguration or elimination of these taxiway-runway intersections should be considered to enhance runway safety.

It should be noted that some of the aforementioned taxiways currently play an integral role in the airfield operation. Airport ATC uses intersection departures to segregate the air carrier aircraft departure queue from the general aviation aircraft departure queue and limit runway crossings. Separate departure queues enhance flexibility for departure sequencing, which supports efficient departure flow and overall airfield operations.

Commercial service aircraft use Taxiways A and B. ATC prefers that general aviation aircraft use Taxiways C and D. However, Runway 8, Runway 17, and Runway 35 are not accessible from Taxiway C or D. Therefore, the following intersection departures from these runways are assigned by default for general aviation aircraft:

- » Runway 17 at Taxiway B
- » Runway 8 at Taxiway A
- » Runway 35 at Taxiway C2

ATC also permits intersection departures from the following secondary intersection points, at the request of pilots:

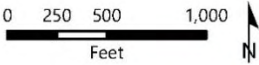
- » Runway 26 at Taxiway D1
- » Runway 26 at Taxiway D2
- » Runway 17 at Taxiway A2
- » Runway 17 at Taxiway A3
- » Runway 8 at Taxiway B

However, intersection departures are not optimal for airfield safety. Therefore, construction of full-length, parallel taxiways east of Runway 17-35 and south of Runway 8-26 is recommended. This would allow ATC to assign full-length departures for general aviation aircraft and segregate departure queues without the need for runway crossings; thereby eliminating the need for intersection departures. Construction of the full-length parallel taxiways would support the removal of the aforementioned taxiways without impact to airfield functionality while also enhancing airfield safety. The non-compliant taxiway and taxiway design conditions are depicted in [Figure 4-3](#). A more detailed description of the non-compliant taxiway and taxiway design conditions is included in [Table B-3](#).

FIGURE 4-3
NON-COMPLIANT TAXIWAY DESIGN

Legend

- 1 - TAXIWAY A2 DIRECT ACCESS
- 2 - TAXIWAY A3 DIRECT ACCESS
- 3 - TAXIWAY A7 3-NODE CONCEPT
- 4 - TAXIWAY A7 PERPENDICULAR INTERSECTION
- 5 - TAXIWAY B2 PERPENDICULAR INTERSECTION
- 6 - TAXIWAY B3/D1 HIGH ENERGY ZONE
- 7 - TAXIWAY B4/D2 RUNWAY CROSSING
- 8 - TAXIWAY D2 DIRECT ACCESS
- 9 - TAXIWAY C2 DIRECT ACCESS



RS&H

PENSACOLA
International Airport

Source: Esri Imagery, 2017; RS&H, 2017

4.2.5 Navigational Aids and Approaches

Navigational Aids (NAVAID) provide pilots and ATC with information to assist during takeoff, landing, and surface movement on runways and taxiways, and safely guide aircraft within the terminal airspace. NAVAID systems can be visual or instrument-based.

4.2.5.1 Electronic Approach Navigational Aids

The following is a description of the requirements associated with each major electronic navigational aid.

The Airport Surveillance Radar (ASR) is located in the northeast quadrant, north of Taxiway B3. FAA Advisory Circular 150/5300-13A – Change 1, *Airport Design*, indicates that ASR antennas should be located at least 1,500 feet from buildings or objects that might cause signal reflections. The tree line on the edge of Airport property and an off-Airport residential area are located within the 1,500-foot clear area. However, the ASR is elevated such that the trees and homes do not affect line-of-sight clearance. The ASR meets FAA siting criteria and is properly sited; no changes are required or recommended. Tree growth should be monitored to ensure that the trees do not affect ASR signal integrity in the future. Based on facility condition assessment described in [Section 2.12](#), the associated ASR storage building is in poor condition. However, the storage building is owned by the FAA and disposition regarding the rehabilitation or replacement of this facility falls outside the purview of PNS.

The Saufley VOR (NUN) is located at Saufley Field Naval Outlying Field. Saufley Field Naval Outlying Field is located approximately eight nautical miles west of PNS. The Field is owned and operated by the U. S. Navy and the VOR is owned and operated by the FAA. Therefore, the VOR is beyond the jurisdictional control of PNS though there are no known plans that affect the VOR equipment or VOR approach procedure.

The ASOS is located in the northeast quadrant, east of Taxiway A3. FAA siting criteria require that ASOS equipment be located at least 500 feet from objects that may affect its ability to accurately observe and record meteorological conditions. No objects are located within the 500-foot critical area. The ASOS meets FAA siting criteria and is properly sited; no changes are required or recommended.

An Instrument Landing System (ILS) requires two components – a glideslope antenna that broadcasts vertical guidance and a localizer antenna that transmits lateral guidance. Only Runway 17 is equipped with an ILS at PNS. Localizers are not fixed by function within the RSA or ROFA. The Runway 17 localizer is located 2,051 feet south of the Runway 35 end. This is outside of the Runway Safety Area and Runway Object Free Area. The localizer critical area is also clear of objects and obstructions. The localizer meets FAA siting criteria and is properly sited; no changes are required or recommended.

Glideslope antenna are also not fixed by function within the RSA or ROFA. The Runway 17 glideslope and equipment shelter is located 400 feet east of the Runway 17-35 centerline, just outside of the Runway Object Free Area boundary. Additionally, the glideslope critical area is clear of permanent object and obstructions that would affect signal integrity. Aircraft taxiing on the new taxiway that connects to the VT Mobile Aerospace Engineering (VTMAE) Maintenance, Repair, and Overhaul (MRO) site temporarily affects the glideslope critical area; however, this is allowable since movement on this taxiway is coordinated with air traffic controllers to avoid signal impacts for landing aircraft. The glideslope meets FAA siting criteria and is properly sited; no changes are required or recommended.

Runway Visual Range (RVR) equipment measures visibility in the runway environ and transmits the information to air traffic users. RVRs are used to supplement an ILS by supporting increased landing capability. RVRs are fixed-by-function in the ROFA but they are not permitted within the RSA. Touchdown RVR sensors are to be located within 2,500 feet from runway threshold, behind glideslope antenna or PAPI. Runway 17-35 is equipped with a Touchdown RVR at near both ends. They act as touchdown and rollout RVR visibility sensors for operations in both directions on Runway 17-35. The Runway 17 RVR is located approximately 1,100 feet from Runway 17 threshold, adjacent to the Runway 17 glideslope antenna and Precision Approach Path Indicator (PAPI). The Runway 35 RVR is located approximately 875 feet from Runway 35 threshold, proximate to Runway 35 PAPI. The Runway 17-35 RVR visibility sensors are not required for the existing ILS RWY 17 approach; nonetheless, they meet FAA siting criteria and are properly sited. No changes are required or recommended.

Instrument approach procedures are published maneuvers to guide landing aircraft under Instrument Meteorological Conditions (IMC). IMC exists whenever visibility falls below three statute miles or the ceiling drops below 1,000 feet above ground level. Several classifications of instrument approaches are available depending on the meteorological conditions typically present at the airport. [Table 4-13](#) describes the characteristics associated with the different instrument approach classifications.

Runway 17 is the only runway at PNS that has precision instrument approach capabilities during poor weather conditions. Runway 17 is equipped with a Category (CAT) I Instrument Landing System (ILS) and CAT-I Area Navigation (RNAV) Localizer Performance with Vertical Guidance (LPV) system. All other runway ends at PNS are equipped with approach procedure with vertical guidance and non-precision approaches.

TABLE 4-13
INSTRUMENT APPROACH CLASSIFICATION

	Instrument Guidance	Ceiling Minimum	Visibility Minimum
Non-Precision Approach	Lateral Only	-	3/4 mi
Approach Procedure with Vertical Guidance	Lateral and Vertical	250 ft.	3/4 mi
Precision Approach	Lateral and Vertical	<250 ft.	<3/4 mi
Category-I (CAT-I)	Lateral and Vertical	200 ft.	1/2 mi
Category-II (CAT-II)	Lateral and Vertical	100 ft.	1,200 ft.
Category-III (CAT-III)	Lateral and Vertical	<100 ft.	<1,200 ft.

Source: FAA Advisory Circular 150/5300-13A – Change 1, *Airport Design*

Arriving aircraft are unable to land at PNS when meteorological conditions fall below CAT-I minima. An analysis was conducted to determine the frequency of occurrence when PNS is unavailable to arriving aircraft due to weather. The analysis considered the hourly meteorological data for a 10-year period (January 2006 through December 2015). The data was collected using the ASOS accessible from the National Climatic Data Center (NCDC).

The analysis results indicate that meteorological conditions fall below CAT-I minima 2.5 percent of the time, which is equal to 20 percent of time during IMC. Implementing reduced ILS minima is not justifiable

given the low occurrence rate of meteorological conditions fall below CAT-I minima. Therefore, there is no recommendation for additional approach capability. [Table 4-14](#) describes the occurrence of IMC at PNS.

TABLE 4-14
OCCURRENCE OF POOR WEATHER CONDITIONS

Year	IMC	CAT-I Conditions		CAT-II Conditions		CAT-III Conditions	
2000	1,579	1,287	81.5%	176	11.1%	116	7.3%
2001	1,235	975	78.9%	131	10.6%	129	10.4%
2002	1,791	1,509	84.3%	199	11.1%	83	4.6%
2003	1,163	1,100	94.6%	59	5.1%	4	0.3%
2004	1,727	1,424	82.5%	258	14.9%	45	2.6%
2005	1,627	1,316	80.9%	305	18.7%	6	0.4%
2006	1,437	1,171	81.5%	255	17.7%	11	0.8%
2007	1,616	1,269	78.5%	343	21.2%	4	0.2%
2008	2,037	1,587	77.9%	441	21.6%	9	0.4%
2009	1,734	1,461	84.3%	264	15.2%	9	0.5%
2010	1,372	1,206	87.9%	161	11.7%	5	0.4%
2011	1,768	1,442	81.6%	323	18.3%	3	0.2%
2012	1,738	1,453	83.6%	268	15.4%	17	1.0%
2013	983	904	92.0%	77	7.8%	2	0.2%
2014	291	170	58.4%	116	39.9%	5	1.7%
2015	257	142	55.3%	109	42.4%	6	2.3%
Total	22,355	18,416	-	3,485	-	454	-
Average	1,397	1,151	80.2%	218	17.7%	28	2.1%

Source: NCDC, 2016; RS&H, 2017

Notes: IMC=Instrument Meteorological Conditions; CAT-I=Category-I; CAT-II=Category-II, CAT-III=Category-III

An additional analysis was conducted to assess the need for additional CAT-I ILS approaches at PNS. PNS has only one runway equipped with precision vertical guidance instrument approach capability. PNS ATC reported that a secondary ILS capable runway would be advantageous. ATC anecdotally reported that it is common for winds to favor use of other runways during IMC. It is common for fog and strong Runway 17 tailwinds (as high as 25 knots) to occur between December and March. In these cases, aircraft must land with a strong tailwind if conditions or pilot preference dictates the use of the ILS.

The analysis methodology evaluated hourly meteorological data for a 10-year period (January 2006 through December 2015). Meteorological conditions were compared the following FAA Air Traffic Control runway use guidelines:

- » Runway use should aligned most nearly with wind direction when wind speed is 5 knots or more (except when a runway use policy is in effect) – FAA Joint Order 7110.65W, *Air Traffic Control*
- » Maximum tailwind (dry runway with anemometers) of 7 knots – FAA Order 8400.9, *National Safety and Operational Criteria for Runway Use Programs*
- » Maximum crosswind of 20 knots for dry runway for ADG-IV and larger aircraft

Wind speed and direction were evaluated during IMC to determine the percent occurrence when Runway 17 was not a viable ILS runway based on the three FAA guidelines described above.

[Table 4-15](#) describes the percent occurrence when Runway 17 is not a viable ILS runway and when an alternate ILS runway is ideal. There are significant amounts of time that winds favor an alternate runway at PNS during IMC. As indicated in FAA Joint Order 7110.65W, controllers are advised to align runway use to the runway with wind direction when wind speed is 5 knots or more. The analysis shows that there is a combined 63 percent of the time when the wind speeds are equal to or greater than five knots but do not align with arrival to Runway 17. FAA Order 8400.9 indicates that when tailwinds exceed speeds of seven knots, alternate runway selection is advised. The analysis shows that the maximum tailwind velocity is exceeded 20 percent of the time during IMC. Additionally, there is combined 34 percent of the time during IMC that the maximum crosswind velocity is exceeded. In summary, a secondary CAT-I precision approach capable runway should be considered to provide an alternate landing runway and enhanced landing capability during poor weather conditions.

Furthermore, a secondary ILS runway may reduce airspace dependencies between PNS and Pensacola Naval Air Station (NAS). Pensacola NAS has two precision instrument approach procedures, both are ILS for Runway 7L. During poor weather conditions, aircraft arriving at Pensacola NAS land on Runway 7L and aircraft arriving at PNS land on Runway 17. This orientation results in potential conflict for missed approach and departure operations which results in airspace dependencies. An alternate CAT-I precision approach capable runway at PNS may resolve these airspace dependencies.

A follow-on analysis was conducted to determine which runway is most favored by wind direction during IMC to support decision-making regarding a secondary CAT-I precision approach. [Table 4-16](#) describes associated runway to which the wind is most closely aligned during IMC based on hourly meteorological conditions from 2000-2015. The wind direction aligns with Runway 17 during IMC most often with an occurrence of 33 percent. The wind direction aligns with Runway 8 during IMC 32 percent of the time. The analysis indicates that Runway 8 is the most favored based on meteorological conditions; however, the feasibility of implementing a CAT-I precision approach to Runway 8 is discussed in [Chapter 5](#).

TABLE 4-15
OCCURRENCE OF WINDS FAVORING ALTERNATE ILS RUNWAY

Guidelines	Criteria	Occurrence
Alternate Runway Selection Advised	≥ 5 knots	63%
Maximum Tailwind Exceeded	≥ 7 knots	20%
Maximum Crosswind Exceeded	≥ 20 knots	34%

Source: NCDC, 2016; RS&H, 2017

Note: Based on Hourly Meteorological Conditions from 2000-2015

TABLE 4-16
OCCURRENCE OF WINDS FAVORING SPECIFIC RUNWAY DURING IMC

Runway	Occurrence
8	32%
17	33%
26	12%
35	23%

Source: NCDC, 2016; RS&H, 2017

Note: Based on Hourly Meteorological Conditions from 2000-2015

4.2.5.2 Remote Transmitter/Receivers

Remote Transmitter/Receiver (RTR) are air-to-ground communications systems having transmitters and/or receivers and other ancillary equipment serving a terminal facility. PNS has three RTR sites on-Airport, each occupying approximately one-half acre.

The RTR site north of the passenger terminal building includes five towers, with six antennae on each tower. This location accommodates 10 very high frequency (VHF) transmitters and 18 ultra-high frequency (UHF) transmitters. The RTR site southeast of the Airport Surveillance Radar location includes six towers, with six antennae on each tower. This location accommodates receivers for 14 VHF frequencies and 23 UHF frequencies. The antennae at each of these locations are connected to the ATCT and the TRACON by underground fiber optic cables. The RTR site adjacent to the ATCT and TRACON building includes four towers with five antennae each. This site accommodates seven VHF transmitters, four UHF transmitters, two VHF receivers, and one UHF receiver.

All of these facilities lack space to accommodate additional radio equipment capacity, which is compounded by the fact that the TRACON facility provides Approach Control services to four US Navy facilities in addition to PNS. Any additional demand from military users cannot be accommodated at the existing facilities.

In addition, the RTR sites affect large amounts of Airport property that could otherwise be developed to support the needs of PNS because radio signals can be blocked or reflected by buildings. Relocation of one or more of the sites should be considered to allow greater flexibility for future airport development. However, the RTR facilities are owned and operated by the FAA, and include a large number of transmitters/receivers for both civilian and military use, so relocation and the determination of such is solely within the purview of the FAA.

Should relocation of one or more of the RTRs be pursued, the FAA would need to perform a spectrum analysis to assess the electromagnetic compatibility of the proposed new site(s) with the existing requirements. This would include an assessment of the type and number of radios, the number of towers, tower height, frequencies, and how they are used. The FAA analysis results would support the decision-making regarding the potential for relocation of any of the RTR sites.

The feasibility of relocating is explored further in [Chapter 5](#).

4.2.5.3 Visual Navigational Aids

A Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) is a 2,400-foot medium intensity approach light system with sequenced flashing runway alignment indicator lights. It is an approach light system approved for CAT-I precision approaches. Runway 17 is equipped with MALSR systems. The Runway 17 MALSR systems is properly located and provide the sufficient visual capability for the ILS instrument approaches. No changes are required or recommended.

Precision Approach Path Indicator (PAPI) systems are light arrays positioned beside the runway that provide a visual indication of an aircraft's vertical position relative to the designated visual glide path for the runway. Each runway is equipped with a PAPI system. No changes are required or recommended for the PAPI system.

Airport rotating beacons are required for any airport with runway edge lights and should be located within 5,000 feet of a runway. Beacon lights should also not be blocked by any object and should not interfere with ATCT controller vision. The PNS rotating beacon is located atop the ATCT cab in the southwest quadrant. The location does not interfere with ATCT controller vision and is elevated above all nearby objects. The rotating beacon is also located within 1,000 feet of both runways. The PNS rotating beacon is properly sited; no changes are required or recommended.

The segmented circle is located just north of Taxiway B and east of Runway 17-35 – it is collocated with the primary wind cone. FAA Advisory Circular 150/5340-5D, *Segmented Circle Airport Marker System*, indicates that segmented circles should be located such that it is readily visible from a great distance. Additionally, segmented circles should be located such that it is easily accessible for ground operations. Similarly, FAA Advisory Circular 150/5340-30H, *Design and Installation Details for Airport Visual Aids*, indicates that the primary wind cone should be readily visible to pilots and should not conflict with airport design criteria requirements. The segmented circle and wind cone are located outside of Runway Object Free Area and Taxiway Object Free Area. The segmented circle and primary wind cone are properly sited; no changes are required or recommended.

4.2.6 Airside Perimeter Road

An airside perimeter road is a vehicle service road that provides safe and efficient circulation around the airport airside for airport personnel.

The PNS airside perimeter road is not contiguous. The perimeter road is detached in the southwest quadrant and the southeast quadrant. Therefore, airside vehicles attempting to travel from the general aviation facilities in the southeast quadrant to any facility in the southwest or northwest quadrant would need to use the unpaved paths, public roads, or aircraft movement area pavement. FAA Advisory Circular 150/5300-13A – Change 1, *Airport Design*, indicates that proper layout of service roads on an airfield contributes to airport safety and the reduction in runway incursions.

An airside perimeter road extension should be considered. Fuel truck operators would be among the users that would benefit from a contiguous airside perimeter road. Currently, fuel trucks and other airside vehicles must use on-Airport, Airport-use public roadways to travel from the southeast quadrant to the terminal area and fuel farm in the northwest quadrant. This results in operational inefficiencies, congests public roads, and increases the potential for conflict between private vehicles and airside vehicles on

public roadways. Extension of the airside perimeter road is recommended to provide a contiguous, paved pathway around the airfield.

4.3 PASSENGER TERMINAL FACILITY

This section describes the facility requirements for the passenger terminal facility. Analyses were conducted to determine the existing and future facility needs to accommodate forecast demand throughout the planning period for each major component of the terminal.

The *2006 Terminal Program and Concept Design* report prepared by Gresham, Smith, and Partners was the primary resource in preparation of the passenger terminal facility requirements for this Master Plan Update. The PNS terminal expansion completed in 2011 was based on the results and findings of the *2006 Terminal Program and Concept Design* report. Therefore, many passenger terminal functional areas are sufficient and this analysis validated the analysis methodologies used in the 2006 report. This analysis determined the capacity of the existing terminal and identified additional areas that are required to meet the long-term forecast demand described in [Chapter 3](#).

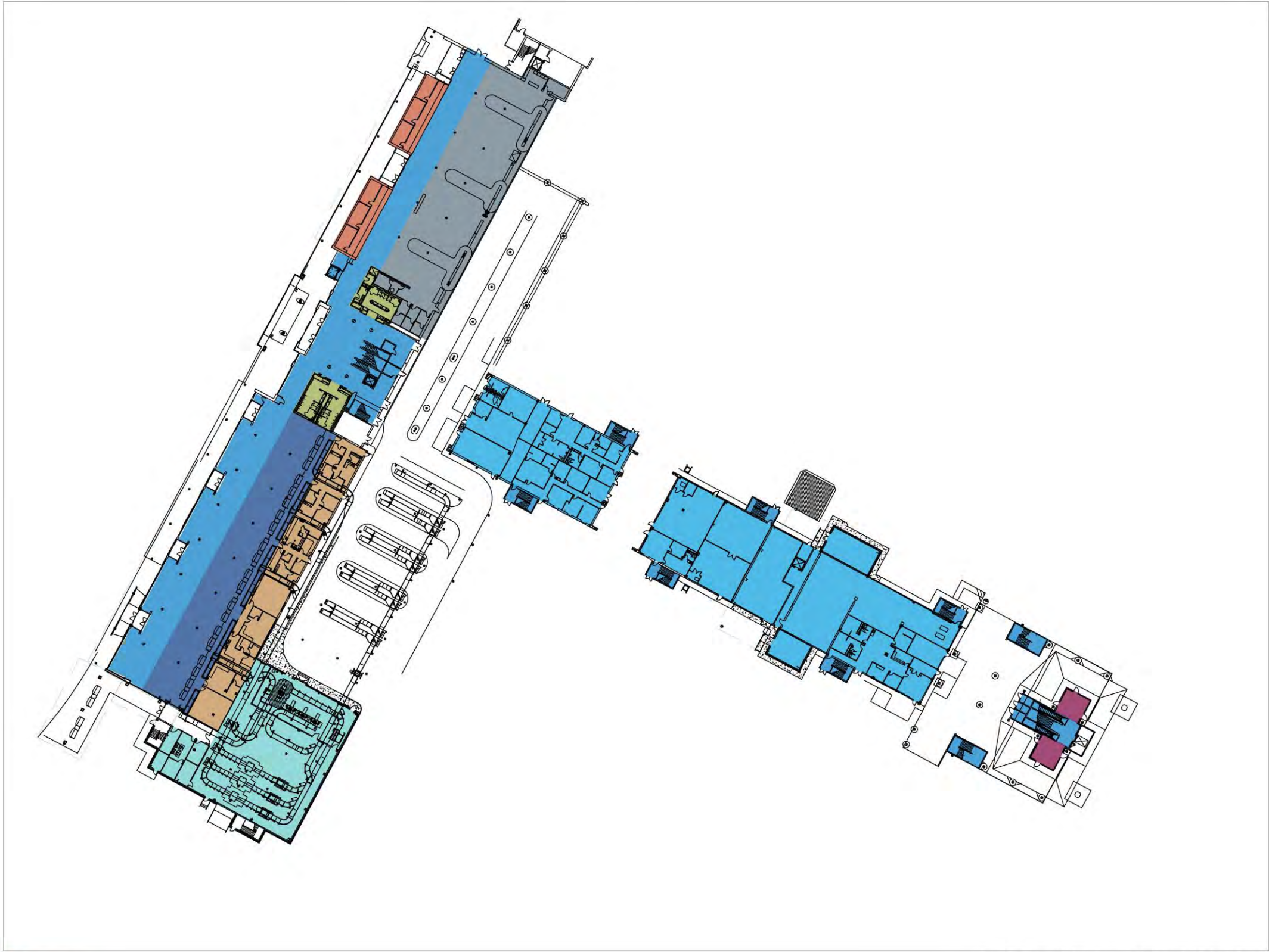
4.3.1 Passenger Terminal Building Requirements

The passenger terminal building methodology used the 2006 Gresham, Smith and Partners terminal study and Airport Cooperative Research Program (ACRP) Report 25, *Airport Passenger Terminal Planning and Design* as the basis of the analysis. The existing terminal layout is depicted in [Figure 4-4](#) and [Figure 4-5](#) for reference.

FIGURE 4-4
TERMINAL FLOORPLAN - LOWER LEVEL

Legend

- Circulation
- Ticketing Lobby
- Outbound Bag Screening
- Bag Claim Lobby
- Holdroom
- Rental Car
- Airline Offices
- Offices/Support
- Restroom



0 50 100
Feet

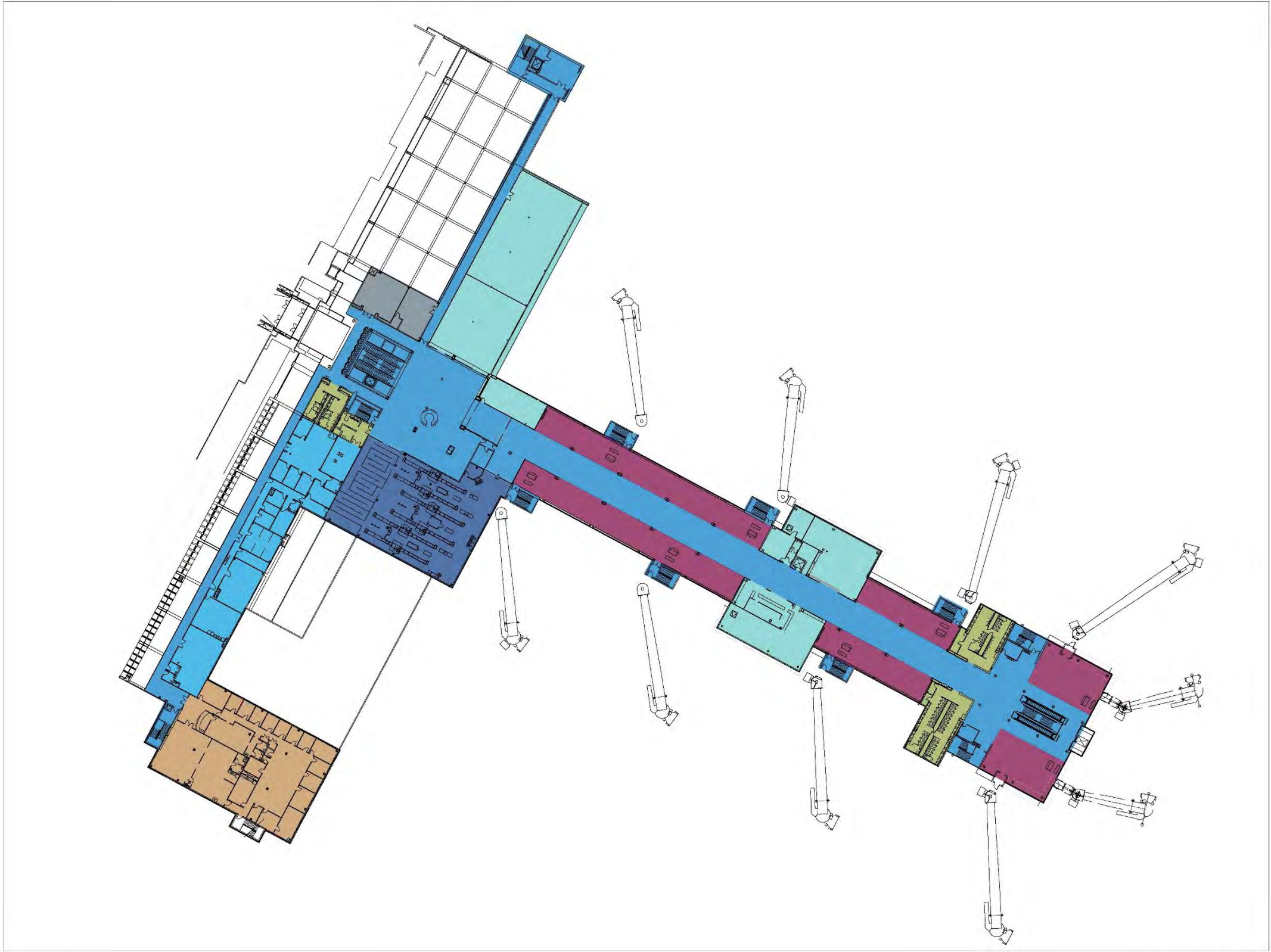
N

Source: Pensacola International Airport, 2011; RS&H, 2016

FIGURE 4-5
TERMINAL FLOORPLAN - UPPER LEVEL

Legend

- Circulation
- Security Checkpoint
- Concessions
- Holdroom
- USO
- Airport Administration
- Offices/Support
- Restroom



0 50 100
Feet

N

Source: Pensacola International Airport, 2011; RS&H, 2016

4.3.1.1 Airline Ticketing

Airline ticketing is the area where passengers check-in, obtain boarding documentation, and check bags. It includes airline ticket counters, self-service kiosks, queue area, and airline ticket offices. The analysis validated and updated the ticketing requirements using the Gresham, Smith, and Partners model while also updating the forecast using the peak hour departure information as described in [Chapter 3](#).

The required airline ticketing area was calculated by determining the required number of check-in positions. The analysis considers the industry trend that more passengers will interact primarily with automated ticket kiosks as passenger interaction with airline ticket agents decreases throughout the planning period. This results in increased demand in automated ticket kiosks and declining demand for ticket agent positions throughout the planning period. The planning factors and assumptions used in the analysis methodology are as follows:

- » Ticket agent position dimensions – 5 feet long and 10 feet deep
- » Kiosk dimensions – 4.5 feet long and 3 feet deep
- » Ticket counter queuing – 20 feet deep
- » Airline ticket office area – 25 feet deep and length matches total counter length

The ticket counter queuing area is in front of the ticket counter (i.e., the side on which the passengers are processed) and represents the area in which passengers congregate while waiting to perform a transaction at the ticket counter or kiosk. The airline ticket office area is the administrative and support area used by airline ticket agents. It is located behind the ticket counters.

The analysis indicates that the airline ticketing area is sufficient to accommodate forecast demand through the near- and mid-term. The near-term surplus of space is reflective and representative of the existing vacant ticket counters. Additional ticketing space will be required to accommodate demand by 2035. The airline ticketing requirements are provided in [Table 4-17](#).

TABLE 4-17
AIRLINE TICKETING

	Existing	2016	2020	2025	2030	2035
Ticket Agent Positions		6	6	5	4	5
Ticketing Kiosks		12	13	15	17	19
Ticket Counter ¹ Length (lf)		105	115	125	130	145
Ticket Counter Area (sf)		1,200	1,300	1,400	1,500	1,700
Ticket Counter Queueing Area (sf)		2,900	3,200	3,500	3,700	4,100
Airline Ticket Office Area (sf)		2,700	2,900	3,100	3,300	3,600
Ticket Lobby Area (sf)		5,400	5,800	6,200	6,500	7,200
Total Ticketing Area (sf)	15,400	12,200	13,200	14,200	15,000	16,600
Total Ticketing Area Surplus (Deficit) (sf)	-	3,200	2,200	1,200	400	(1,200)

Source: RS&H, 2017

Notes: Totals may not sum due to rounding. 1- Sum of total length of ticket agent positions and kiosks.

4.3.1.2 Outbound Baggage Handling

The outbound baggage handling functional area is composed of two components – outbound bag screening and outbound bag make up. The analysis is based on Gresham, Smith, and Partners model.

Outbound bag screening is where the Transportation Security Administration (TSA) officials screen checked bags prior to the bags being loaded onto aircraft. The outbound bag make up area is the area in which bags are segregated into different areas based on outbound flight. In addition, the make up area is where airline personnel collect checked bags to be loaded onto outbound flights.

Outbound bag screening analysis considers area required for primary screening, secondary screening, and other support areas. Primary screening area includes space for the screening machines, conveying system, catwalks, and circulation. Secondary screening area includes the screening station area, conveying system, and general circulation. The support areas include a TSA support area (e.g., administrative space) and a bomb containment area. The analysis considers that the screening throughput rate is 765 bags per hour.

The analysis indicates that there is sufficient space to accommodate forecast demand for outbound baggage screening throughout the planning period. The outbound baggage screening requirements are described in [Table 4-18](#).

TABLE 4-18
OUTBOUND BAGGAGE SCREENING

	Existing	2016	2020	2025	2030	2035
Primary Screening Area (sf)		1,000	1,000	1,000	1,000	1,000
Secondary Screening Area (sf)		3,500	3,500	4,600	5,800	5,800
Bomb Containment Area (sf)		120	120	120	120	120
TSA Support Area (sf)		3,000	3,000	3,000	3,000	3,000
Total Area (sf)	10,800	7,620	7,620	8,720	9,920	9,920
Total Area Surplus (Deficit) (sf)	-	3,180	3,180	2,080	880	880

Source: RS&H, 2017

Note: Totals may not sum due to rounding.

The analysis for outbound baggage make up area is based on ACRP Report 25 methodology. The methodology uses the Equivalent Aircraft (EQA) Index, which is calculated by determining the gates in use during the peak departure period. The concept of EQA is a way to look at the capacity of a gate. The EQA Index normalizes each gate based on the seating capacity of the aircraft that can be accommodated. The basis of 1.0 EQA is 145 seats based on the Group III narrowbody jet, since it represents the majority of commercial aircraft fleet. The EQA Index and the associated aircraft types is described in [Table 4-19](#). The peak departure EQA Index considers the terminal gate demand for peak hour departures.

TABLE 4-19
EQA INDEX

Airplane Design Group	Aircraft Class	Typical Aircraft	EQA Typical Seats	Index
I.	Small Regional	(Metro, B99, J31)	25	0.2
II.	Medium Regional	(SF340, CRJ)	50	0.4
III.	Large Regional	(DHC8, E175)	75	0.5
III.	Narrowbody	(A320, B737, MD80)	145	1.0
IV.	757	(B757, B757 w/Winglets)	185	1.3
IV.	Widebody	(MD-11, B767)	280	1.9
V.	Jumbo	(B747, B777, B787, A330, A340)	400	2.8
VI.	A380	(A380, B747-8)	525	3.6

Source: ACRP Report 25, *Passenger Terminal Planning and Design - Volume 1: Guidebook*, Table V-8, 2010

Note: Totals may not sum due to rounding.

The number of baggage carts per flight staged at any one time is the primary factor that influences the baggage make up area. ACRP Report 25 indicates that although checked baggage ratios are a consideration these ratios generally affect the total number of baggage carts/containers in use rather than the size of the make-up area.

The analysis estimates there are two departures per gate during a three-hour staging period to determine the number of staged baggage carts. Three staged baggage carts are allocated for each peak departure EQA. Additional analysis planning factors and assumptions include the following:

- » 475 square feet per cart/container
- » 15 percent additional allowance for baggage cart train circulation

The analysis results indicate that the existing outbound baggage make up area is sufficient to accommodate the near- and mid-term demand. The near-term surplus of space is reflective and representative of the unused baggage make up pier. Additional space is required to accommodate the forecast 2025 demand. The outbound baggage make up area requirements are described in [Table 4-20](#).

TABLE 4-20
OUTBOUND BAGGAGE MAKE UP

	Existing	2016	2020	2025	2030	2035
Make Up Area (sf)		8,400	9,800	10,900	13,900	15,000
Bag Cart Train Circulation (sf)		1,500	1,700	1,900	2,500	2,700
Total Area (sf)	11,700	9,900	11,500	12,800	16,400	17,700
Total Area Surplus (Deficit) (sf)	-	1,800	200	(1,100)	(4,700)	(6,000)

Source: RS&H, 2017

Note: Totals may not sum due to rounding.

4.3.1.3 Passenger Security Screening Checkpoint

The passenger security screening checkpoint is the area where TSA officials screen passengers prior to entry into the sterile area of the terminal building. The passenger security screening checkpoint separates the public portion of the terminal building and the sterile area. The passenger security screening checkpoint consists of the screening area and administrative area.

The analysis considers the number of enplaned passengers during the peak period. The analysis also assumes no transfer passengers and all enplaning passengers are originating passengers that need to be screened. A throughput rate of 180 passengers per hour per lane was used to determine the size of the security checkpoint area.

The administrative area accounts for TSA administrative offices, private passenger screening areas, support/file storage/break room/toilets, and internal circulation corridors.

The analysis results indicate that the passenger security screening checkpoint has sufficient space to accommodate forecast demand throughout the planning horizon. The security screening checkpoint requirements are described in [Table 4-21](#).

TABLE 4-21
PASSENGER SECURITY SCREENING CHECKPOINT

	Existing	2016	2020	2025	2030	2035
Security Checkpoint (sf)		3,900	3,900	5,800	5,800	5,800
TSA Administration (sf)		1,200	1,200	1,200	1,200	1,200
Total SSCP (sf)	8,700	5,100	5,100	7,000	7,000	7,000
SSCP Surplus (Deficit) (sf)	-	3,600	3,600	1,700	1,700	1,700

Source: RS&H, 2017

Note: Totals may not sum due to rounding.

4.3.1.4 Gate and Holdroom

The gate requirements are based on the forecast peak hour passenger aircraft arrivals throughout the planning horizon, as described in [Table 3-6](#) in [Chapter 3](#). The analysis also considers departures that occur during the peak hour. All aircraft that arrive within the peak hour are expected to depart within an hour of arrival. Review of the 2016 flight schedule indicates that nominal turn times are 40 minutes. The analysis assumes that the existing turn time will remain constant throughout the planning period.

The analysis results indicate that the number of terminal gates are sufficient to accommodate demand throughout the planning period. The terminal gate requirements are described in [Table 4-22](#).

TABLE 4-22
TERMINAL GATE REQUIREMENTS

	Existing	2016	2020	2025	2030	2035
Total Terminal Gates	12	6	7	8	9	9
Terminal Gate Surplus (Deficit)	-	6	5	4	3	3

Source: RS&H, 2017

The holdroom area is the area where passengers congregate on the sterile side of the terminal to await aircraft boarding. These areas include seating area, standing area, an airline boarding podium, and queue area.

The holdroom analysis based on methodology identified in ACRP Report 25, *Airport Passenger Terminal Planning and Design*. The analysis estimates the amount of space sufficient to accommodate passengers sitting and standing in the boarding area awaiting departure. The number of seats and standing area is determined based on the aircraft expected to use each gate. The analysis also considers space required for airline staff podiums and associated support area. The analysis did not consider specific allocation of gates to airlines but instead focused on aggregate required holdroom space. This is to allow for the greatest flexibility for PNS and airlines to determine use of gates and holdrooms as demand dictate

The analysis uses 83 percent load factor based on average forecast load factor, as described in [Table 3-8](#) in [Chapter 3](#). The analysis accounts for the following space for seated and standing passengers, which both represent Level of Service B/C:

- » Seated passenger area – 15 square feet
- » Standing passenger area – 10 square feet

The analysis assumes 80 percent of passengers are seated and 20 percent of passengers are standing. The analysis includes a general allowance for amenities such as children's play areas, work areas, electronics charging stations. This reflects a higher/increased level of service passengers have come to expect from airport terminal facilities. This represents an additional 10 percent of space allocation.

The following holdroom dimensions were considered in the analysis based on the existing layout:

- » Podium Width – 8 feet
- » Depth to Back Wall – 13 feet
- » Podium Queue Depth – 7 feet
- » Boarding/Egress Corridor Width – 6 feet
- » Depth of Holdroom – 20 feet

The analysis indicates that the existing terminal has a sufficient number of holdrooms to accommodate demand throughout planning period. There is requirement for eight holdrooms at the end of the planning period, and there are 10 existing terminal holdrooms. As an aggregate, existing holdroom space is sufficient to accommodate the forecast demand throughout planning period. However, existing individual holdrooms are insufficient to accommodate departures by aircraft with 180 seats and larger. This includes the Airbus A321 and Boeing 757. These aircraft require at least 2,600 square feet to accommodate departing passengers, given the parameters described above. The largest existing holdrooms (Gates 2, 3 and 4) range from approximately 2,390 to 2,410 square feet. The Boeing MD-90 is the largest aircraft that can be accommodated in these gates.

Fortunately, Gates 2, 3, and 4 share holdroom space with the adjacent gate, so passengers can spill over into the adjacent holdroom. Insufficient holdroom space only becomes a problem when aircraft at adjacent gates have similar departure times. Therefore, individual holdrooms may need expansion depending on future fleet mix and airline schedules. The individual holdroom requirements based on aircraft type are described in [Table 4-23](#). The total holdroom requirement is described in [Table 4-24](#).

TABLE 4-23
HOLDROOM SIZE BY AIRCRAFT

Aircraft Type	Seats on Aircraft	Est. Seated Passengers	Est. Standing Passengers	Holdroom Size (sf)
Bombardier 700	63	42	10	1,100
Airbus 319	128	85	21	1,900
Airbus 320	150	100	25	2,200
Airbus 321	192	127	32	2,700
Boeing 717	110	73	18	1,700
Boeing 737	143	95	24	2,100
Boeing 88	149	99	25	2,200
Boeing 90	160	106	27	2,300
Bombardier 900	76	50	13	1,300
Embraer 170	70	46	12	1,200
Embraer 175	78	52	13	1,300
Boeing 757	180	120	30	2,600
Embraer 145	50	33	8	900
Saab 340	34	23	6	700

Source: RS&H, 2017

TABLE 4-24
HOLDROOM REQUIREMENTS

	Existing	2016	2020	2025	2030	2035
Peak Hour Departures	-	5	5	6	7	8
Peak Hour Enplaned Passengers	-	374	420	471	525	581
Total Holdroom Area	16,300	7,100	8,000	9,100	12,100	13,200
Holdroom Surplus (Deficit) (sf)		9,200	8,300	7,200	4,200	3,100

Source: RS&H, 2017

4.3.1.5 Inbound Baggage Handling

The analysis methodology uses the peak hour arriving passengers and assumes that 70 percent of arriving passengers collect checked baggage. The analysis also assumes a checked bag ratio of 1.4 bags per passenger and bag size of 1.3 linear feet per bag. These metrics are used to determine the number of devices required to accommodate the peak hour demand. The bag claim lobby space is calculated based the amount of total space needed to accommodate the required number of claim devices. It also provides space for passengers to wait to retrieve their bags and circulation around the claim device frontage.

The analysis indicates the existing number of bag claim devices and total claim device frontage length are both sufficient to accommodate demand throughout the planning period. However, there is insufficient space to accommodate the existing and future forecast demand for the baggage claim lobby. Additional lobby space is required to accommodate demand throughout the planning period. The baggage claim requirements are described in [Table 4-25](#).

TABLE 4-25
BAGGAGE CLAIM

	Existing	2016	2020	2025	2030	2035
Bag Claim Devices	3	2	2	2	3	3
Total Claim Device Frontage (lf)	1,050	680	760	850	950	1,050
Claim Device Frontage Surplus (Deficit) (lf)	-	370	290	200	100	0
Bag Claim Lobby (sf)	11,800	13,000	14,600	16,400	18,300	20,200
Bag Claim Lobby Surplus (Deficit) (sf)	-	(1,200)	(2,800)	(4,600)	(6,500)	(8,400)

Source: RS&H, 2017

Note: Totals may not sum due to rounding.

4.3.1.6 Rental Car Lobby

The requirements for the rental car lobby were determined based on the assumption that the existing lobby is at capacity based on existing demand.

This is a high traffic area given the proximity to the bag claim lobby and curbside egress.

The rental car lobby is located proximate to the bag claim devices on the Lower Level of the terminal building. The demand for the rental car lobby is dependent on the number of passengers arriving during the peak hour. The existing ratio of existing rental car lobby space to peak hour arriving passengers was used to determine the future requirements. This methodology assumes that the existing rental car lobby is at capacity today based on observation and that passenger growth will require additional space to accommodate the forecast demand.

The rental car market at PNS is concentrated on leisure travelers, who are as a group less likely to be high-status members of the rental car companies' affinity programs. Therefore, users are less likely to be frequent renters with access to the express rental delivery systems many rental car companies have developed. Therefore, they must deal with the agents at the counter inside the building.

Rental car kiosks inside the parking garages, such as found at many airports, would require functional changes to the parking garage at PNS because the rental car companies will only leave keys in the car if the location is secure. Because the ready lot at PNS is not secure, each renter must interface with an agent at some point, regardless of whether that point is inside or outside the passenger terminal building.

The analysis indicates that the existing space is sufficient to accommodate the existing demand. Additional space is required to accommodate forecast demand in the near-term and throughout the planning period. The rental car lobby requirements are described in [Table 4-26](#).

TABLE 4-26
RENTAL CAR LOBBY REQUIREMENTS

	Existing	2016	2020	2025	2030	2035
Rental Car Lobby (sf)	2,400	2,400	2,700	3,000	3,400	3,700
Rental Car Lobby Surplus (Deficit) (sf)	-	0	(300)	(600)	(1,000)	(1,300)

Source: RS&H, 2017

Note: Totals may not sum due to rounding.

4.3.1.7 Concessions

The concessions analysis includes the space required to accommodate the two concession types – food and beverage concessions as well as news and gift. The analysis considered the demand for concessions on the public and sterile side of the terminal.

The food and beverage analysis considers the number of peak hour departing passengers and the number of accompanying well-wishers. For the purposes of the analysis, well-wishers represent five percent of the peak hour departing passengers. The demand for well-wishers is only considered for concessions on the public side of the terminal, as non-ticketed persons are not permitted on the sterile side. The analysis assumes that arriving passengers do not patronize food and beverage concessions upon arrival. However, meeters/greeters are accounted for in the analysis. For the purposes of the analysis, meeters/greeters represent five percent of the peak hour arriving passengers. Meeters/greeters were only considered for concessions on the public side of the terminal, as non-ticketed persons are not permitted on the sterile side.

Percentage splits were applied to the estimated number of people consuming the food and beverage concessions within the restaurant or designated eating area on the public and sterile side. The percentage splits reflect that a number of passengers purchase food as “to-go” and eat outside of the food and beverage establishment (e.g., at the gate or on the plane).

- » Public side
 - o 10 percent using food concessions
 - o 5 percent using beverage concessions
- » Sterile side
 - o 12 percent using food concessions
 - o 10 percent using beverage concessions

The analysis allocated 50 square feet of space for each patron using the food concession. An area of 40 square feet of space was allocated for each patron using the beverage concessions. Less space was allocated for beverage concession because the analysis assumed that beverage patrons would use the bar area, which occupies less space than tables used by food patrons. The percentage of total people identified as concessions patrons and beverage patrons are described above.

The news and gift concessions area is calculated based on a space ratio between food and beverage space compared to news and gift space. The analysis allocates 12 percent of additional space to accommodate news and gift concessions on the public side of the terminal. Fifty percent of additional space was allocated to accommodate news and gift on the sterile side of the terminal.

The analysis indicates that the existing concessions area is sufficient to accommodate existing and future demand for terminal concessions throughout the planning period. The concessions requirements are described in [Table 4-27](#). The table describes the public and sterile side totals for each concession type.

TABLE 4-27
CONCESSIONS REQUIREMENTS

	Existing	2016	2020	2025	2030	2035
Public Side Food and Beverage (sf)	-	3,000	3,400	3,800	4,200	4,400
Sterile Side Food and Beverage (sf)	-	3,700	4,200	4,700	5,300	5,800
Public Side News and Gift (sf)	-	400	400	500	500	500
Sterile Side News and Gift (sf)	-	1,900	2,100	2,400	2,600	2,900
Total Concessions (sf)	16,400	9,000	10,100	11,400	12,500	13,700
Concessions Surplus (Deficit) (sf)	-	7,400	6,300	5,000	3,900	2,700

Source: RS&H, 2017

Note: Totals may not sum due to rounding.

4.3.1.8 Administrative and Support Areas

This section describes the spaced required for the administrative and support areas located in the terminal building. This includes airport administration space, miscellaneous administration space, and support/utilities areas.

Airport administration requirements were determined based on the link to the forecast annual operations levels. Annual operations level is a representation of the overall airport activity level and would correspond to the greatest demand for airport administration staff and space. The historic ratio of administrative space to 2011 annual operations was used to determine the future requirements because 2011 had the greatest annual operations since the terminal expansion that created the existing airport administration space.

The analysis indicates that the airport administration space is sufficient to accommodate demand throughout the planning period. The airport administration requirements are described in [Table 4-28](#).

TABLE 4-28
AIRPORT ADMINISTRATION REQUIREMENTS

	Existing	2016	2020	2025	2030	2035
Airport Administration (sf)	9,800	8,800	9,000	9,200	9,400	9,700
Airport Administration Surplus (Deficit) (sf)	-	1,000	800	600	400	100

Source: RS&H, 2017

The miscellaneous office space represents the administrative and operational space on the Lower Level of the terminal building that cannot otherwise be associated with the abovementioned functional areas. For example, this includes public conference rooms on the second level and leased airline operation space on the apron level of the terminal concourse.

The analysis methodology is based on the existing ratio between existing miscellaneous administration space and annual operations levels. Operations levels is used as a surrogate representation of the level of business for the airport and the related amount of miscellaneous office space that is required to accommodate this demand. The analysis also considers that approximately 2,300 square feet of leasable miscellaneous administrative space is unleased based on 2015 leasing data provided by Airport staff.

The analysis results indicate that the miscellaneous administration space is sufficient to accommodate demand throughout the planning period. The miscellaneous administration requirements are described in [Table 4-29](#).

TABLE 4-29
MISCELLANEOUS ADMINISTRATIVE REQUIREMENTS

	Existing	2016	2020	2025	2030	2035
Offices (sf)	16,600	14,400	14,700	15,100	15,400	15,800
Offices Surplus (Deficit) (sf)	-	2,200	1,900	1,500	1,200	800

Source: RS&H, 2017

The support/utilities areas represents the functions that support the function of the building. The analysis for determining the support/utilities areas is based on the existing ratio of support/utility space and the total building area. The existing ratio between support/utilities space and the total is 10 percent. The demand for support/utilities area increases as the total building space required to accommodate the forecast demand increases.

Note that this assumes that the support/utilities ratio will remain the same throughout the planning period. For example, relocating utility infrastructure to/from usable space within the terminal building will affect the existing support/utilities ratio and further analysis would be required.

The analysis indicates that the existing support/utilities area is sufficient to accommodate forecast demand throughout the planning period. The support/utilities area requirements are described in [Table 4-30](#).

TABLE 4-30
SUPPORT/UTILITIES AREAS REQUIREMENTS

	Existing	2016	2020	2025	2030	2035
Support Area (sf)	17,900	12,000	13,200	14,500	16,000	16,900
Support Area Surplus (Deficit) (sf)	-	5,900	4,700	3,400	1,900	1,000

Source: RS&H, 2017

4.3.1.9 Circulation

Analysis was performed to determine the amount of circulation space within the terminal building. The circulation analysis was completed for secure areas, non-public areas, and general public areas.

Secure Circulation represents the secure concourse area. This is defined as circulation area accessible to passengers beyond the passenger security screening checkpoint. The secure circulation analysis used methodology described in ACRP Report 25. The analysis methodology is based on estimating the required

length and apron frontage of the concourse using the planned gate mix as expressed in narrowbody equivalent gate (NBEG). The analysis also determines the suggested circulation corridor width.

The analysis considered there is no “hubbing” activity at PNS and there are no transfer passengers (i.e., all passengers are originating or terminating). The analysis considered that the PNS concourse has gates on both sides and there are no moving walkways. The analysis uses that 20-foot wingtip separation is used between aircraft parking positions.

The analysis indicates that the overall secure circulation area is sufficient to accommodate forecast demand throughout the planning period. The secure circulation requirements are described in [Table 4-31](#). ACRP recommends a circulation corridor with of 30 feet for a double-loaded concourse without a moving walkway. The circulation corridor is the space between holdroom areas. The existing concourse circulation corridor is 22.5 feet wide. This indicates that slight congestion may occur in the concourse circulation area resulting in a slightly lower passenger level of service. The analysis determined that a moving walkway is not required given the existing length of the terminal concourse. ACRP recommends that moving walkways when passenger walking distances exceed 1,000 feet to promote higher LOS. The exiting concourse is 493 feet long.

Non-public circulation provides access to airline operations, concession support, (and back-of-house access) and other areas typically not used by the traveling public. The non-public circulation requirement was determined based on the existing space allocation ratio. The analysis considered the following functional areas of the non-public portion of the terminal building:

- » Airport Administration
- » Miscellaneous Administration
- » Support/Utilities Area

ACRP recommends that non-public circulation represent 10-15 percent of the other non-public areas in the terminal. The calculated existing ratio of non-public circulation is 12 percent of non-public areas in the terminal building. The 12 percent metric was used to determine the non-public circulation area required throughout the planning period.

The analysis results indicate that there is sufficient non-public circulation space to accommodate demand throughout the planning period. The non-public circulation requirements are described in [Table 4-31](#).

General public circulation is used to access the public functional elements of the terminal building. General public circulation is located pre-security on the Lower and Upper Level of the terminal building. The general public circulation requirement was determined based on existing space allocation ratio. The analysis considered the following functional areas of the public portion of the terminal building:

- » Ticket lobby
- » Bag claim lobby
- » Rental car lobby
- » Passenger Security Screening Checkpoint
- » Concessions
- » Restrooms

The existing proportional ratio between the total public functional space (space used for ticket lobby, space used for bag claim lobby, etc.) and the existing circulation area used to access these functional areas was identified. The calculated existing ratio of general public circulation space is 45 percent of publically accessible areas in the terminal building. The 45 percent metric was used to determine the general public circulation area required throughout the planning period. Therefore, as the space required to accommodate demand for functional areas (such as the rental car lobby) increases, then the dedicated general public circulation area will increase proportionally.

The analysis indicates that there is sufficient circulation to accommodate demand through the near- and mid-term. Additional general public circulation space is required by 2035 to accommodate forecast demand at the end of the planning period. The general public circulation requirements are described in [Table 4-31](#).

TABLE 4-31
TERMINAL BUILDING CIRCULATION

	Existing	2016	2020	2025	2030	2035
Secure Circulation (sf)	23,700	11,400	15,000	15,300	17,100	17,100
Secure Circulation Surplus (Deficit) (sf)	-	12,300	8,700	8,400	6,600	6,600
Non-Public Circulation (sf)	6,000	3,600	3,800	4,000	4,100	4,300
Non-Public Circulation Surplus (Deficit) (sf)	-	2,400	2,200	2,000	1,800	1,600
General Public Circulation (sf)	22,900	17,500	18,800	21,200	22,500	24,300
General Public Circulation Surplus (Deficit) (sf)	-	5,400	4,000	1,700	300	(1,400)

Source: RS&H, 2017

4.3.1.10 Building Requirements Summary

This section summarizes the space required for each functional area of the terminal building throughout the planning period. The terminal building requirements are summarized in [Table 4-32](#).

TABLE 4-32
TERMINAL BUILDING REQUIREMENTS SUMMARY

	Existing	2016	2020	2025	2030	2035
Ticketing Area	15,400	12,200	13,200	14,200	15,000	16,600
Outbound Bag Screening	10,800	7,620	7,620	8,720	9,920	9,920
Outbound Bag Make-Up	11,700	9,900	11,500	12,800	16,400	17,700
Bag Claim Lobby	11,800	13,000	14,600	16,400	18,300	20,200
Rental Car	2,400	1,800	1,800	1,800	1,800	1,800
Holdrooms	16,300	7,100	8,000	9,100	12,100	13,200
Airport Administration	9,800	8,800	9,000	9,200	9,400	9,700
Concessions	16,400	9,000	10,100	11,400	12,500	13,700
Security Checkpoint	8,700	5,100	5,100	7,000	7,000	7,000
General Public Circulation	30,800	17,500	18,900	21,200	22,600	24,300
Non-Public Circulation	6,000	3,600	3,800	4,000	4,100	4,300
Secure Circulation	23,700	11,400	15,000	15,300	17,100	17,100
Offices	16,600	14,400	14,700	15,100	15,400	15,800
Support	17,900	12,000	13,200	14,500	16,000	16,900

Source: RS&H, 2017

The terminal building capacity summary is described in [Table 4-33](#), which provides a description of the demand peak hour and annual demand metrics that correlate to when each functional area reaches capacity. This Table provides the point at which each area reaches capacity, making it useful to monitor facility needs throughout the planning period as aviation activity grows.

TABLE 4-33
TERMINAL BUILDING CAPACITY SUMMARY

	Peak Hour Enplanements	Annual Enplanements	Peak Hour Deplanements	Annual Deplanements	Annual Operations
Ticketing Area	560	1,220,000	-	-	-
Outbound Bag Screening	630	1,370,000	-	-	-
Outbound Bag Make-Up	430	930,000	-	-	-
Bag Claim Frontage	-	-	825	1,790,000	-
Bag Claim Lobby	-	-	480	1,040,000	-
Rental Car	-	-	-	-	-
Holdrooms	720	1,570,000	-	-	-
Airport Administration	-	-	-	-	125,000
Concessions	685	1,490,000	-	-	-
Security Checkpoint	630	1,370,000	-	-	-
General Public Circulation	700	1,520,000	-	-	-
Non-Public Circulation	630	1,380,000	-	-	-
Secure Circulation	720	1,560,000	-	-	-
Offices	620	1,340,000	-	-	-
Support Area	620	1,350,000	-	-	-

Source: RS&H, 2017

4.3.2 Passenger Terminal Airside Requirements

This section describes the requirements for the two components of the passenger terminal airside – terminal apron aircraft parking and remain overnight aircraft parking.

4.3.2.1 Terminal Apron Aircraft Parking

The terminal apron aircraft parking requirements were determined using the peak hour passenger aircraft arrivals throughout the planning period, as described in [Table 3-6](#) in [Chapter 3](#). The analysis considers departures that occur during the peak hour. All aircraft that arrive within the peak hour are expected to depart within an hour of arrival. Review of the 2016 flight schedule indicates that nominal turn times are 40 minutes. The analysis assumes that the existing turn time will remain constant throughout the planning period. In practice, greater or fewer aircraft parking positions may be used if arrival/departure block times change within the peak hour. In that case, coordination with airlines would be required to facilitate modification of the terminal parking positions as necessary.

The analysis also considers fleet mix and gates capable of accommodating the different size aircraft forecast to operate at PNS throughout the planning period. However, the analysis does not consider current airline gate allocations.

The analysis indicates that the existing terminal apron parking positions are sufficient to accommodate the peak hour terminal parking demand throughout the planning period. The terminal apron parking positions requirements are described in [Table 4-34](#).

TABLE 4-34
TERMINAL APRON PARKING POSITIONS

Aircraft Design Group	Existing	2016	2020	2025	2030	2035
I	-	0	0	0	0	0
II	1	2	2	1	1	0
III	3	3	4	7	8	9
IV	6	1	1	0	0	0
V	-	0	0	0	0	0
VI	-	0	0	0	0	0
Total Parking Positions	10	6	7	8	9	9
Parking Positions Surplus (Deficit)	-	4	3	2	1	1

Source: RS&H, 2017; InterVISTAS, 2017

Note: 1- Existing positions are not compliant for all ADG-IV aircraft. Can accommodate aircraft up to Boeing 757-200W.

4.3.2.2 Remain Overnight (RON) Aircraft Parking

The terminal remain overnight (RON) aircraft parking analysis was conducted to determine if there is sufficient parking positions to accommodate RON aircraft. RON aircraft are accommodated at the terminal parking positions and overflow parking space is available on the RON apron located southwest of the terminal building. The terminal apron can accommodate 10 RON aircraft, as described in [Section 4.3.2.1](#).

The analysis included review of the existing RON apron striping plan to assess the number of aircraft that could be accommodated. There are six lead-in lines for aircraft ranging from Bombardier CRJ-200 to the Boeing 757-200W. Up to four aircraft can park simultaneously, given the location of the lead-in lines and

the size of the aircraft. A maximum of 14 RON aircraft can be accommodated at the terminal and RON apron.

The RON demand was determined by assessing the passenger operations activity at the end of each day. This was accomplished using the 2016 flight schedule and extrapolated to determine RON demand throughout the planning period. The RON aircraft count represents late evening arriving aircraft that do not depart until the subsequent morning.

The analysis indicates that the terminal RON apron is sufficient to accommodate the RON demand throughout the planning period. The terminal RON parking requirements are described in [Table 4-35](#).

TABLE 4-35
TERMINAL REMAIN OVERNIGHT PARKING

Aircraft Design Group	Existing	2016	2020	2025	2030	2035
I	-	0	0	0	0	0
II	2	3	2	1	0	0
III	6	5	7	8	10	10
IV	6	0	0	0	0	0
V	-	0	0	0	0	0
VI	-	0	0	0	0	0
Total Parking Positions	14	8	9	9	10	10
Parking Positions Surplus (Deficit)	-	6	5	5	4	4

Source: InterVISTAS, 2017; RS&H, 2017

4.4 LANDSIDE FACILITIES

Landside facility requirements include all elements that provide access/egress for the airport, circulation within the public portions of the airport, and storage of vehicles at the airport: the regional roadway and transit system, on-airport roadways, the terminal curb roadway, public and employee parking, rental car facilities, and commercial ground transportation facilities. Each of these is addressed in the subsequent subsections.

The determination of the landside requirements varied slightly depending on the type of facility, but the analysis generally followed this process:

- » The data gathered from the airport, its landside tenants, and by the Master Plan staff in the field were used to determine the current capacity and level of service using procedures appropriate to the available data and the standards of the profession.
- » The base case (typically, peak hour of the peak day of the peak month of July 2016) passenger activity levels were related to the landside activity levels assembled for the capacity and level of service analyses.

- » The future passenger activity levels from the aviation forecasts (found in [Chapter 3](#)) were then used to forecast landside activity for each planning year using the relationships determined in the previous step.
- » Using the same procedures that analyzed current capacity and level of service, the future capacity and level of service was estimated for each planning year.
- » If either capacity or level of service did not meet targeted levels, these same procedures were then run again to determine the characteristics of the future facility (size, etc.) that would be required to provide the target level of service and/or capacity.

It should be noted that for some facilities, (e.g., parking and rental car, which are spatial in nature), this process is similar to that used for terminal facilities, and provides an independent estimate of requirements. For roadways of all types, the future requirements are not only a function of size (e.g., number of lanes, or length of curb), but also of the physical arrangement, and of the manner in which they are operated. Thus, the requirements provided herein reflect the current physical arrangement of roads and curbs, and their current manner of operation. The text explains the trade-offs that can be explored in the development and analysis of future improvements that could include either changes to physical plant or to roadway or curb operation in order to achieve desired capacity and/or level of service.

4.4.1 Roadways

The general low density of the Pensacola region leads to the airport being totally dependent on roadways for regional access, whether by private auto, commercial transport, or public transit. The regional roadway system providing access to the airport operates at adequate levels of service under current volumes. Based upon discussions with an input from a variety of regional transportation agencies³¹, the Master Plan team has concluded that neither the growth of passenger activity nor the general growth of the region are anticipated to create issues for continued quality access to the airport. However, PNS will need to ensure that Airport Boulevard is maintained for quality operation if this conclusion is to prove true.

Airport Boulevard, which connects PNS to I-110, is the primary roadway for access to PNS. It passes through a moderately dense area of typical urban/suburban commercial and retail development, including strip malls and big box retail. On the two-mile distance between the interstate and the terminal, there are eight traffic signals, a typical density for such an arterial. While the two miles can be traveled in 10 minutes in the off-peak, signal delays and congestion make for somewhat slower times during commuter peaks, and especially in the PM peaks during the busy retail shopping season late in the calendar year. This route is the chief concern of PNS staff, as it is their primary signed path from the interstate highway system.

In the past several years, Florida DOT (FDOT) prepared the SR 750 (Airport Boulevard) Action Plan. This proposal was prepared by FDOT District 3 to "define and recommend improvements to bring the corridor into compliance with the Strategic Intermodal System Standards of the FDOT as well as to analyze alternatives to preserve the traffic level of service." Stated otherwise, this Action Plan was developed

³¹ Contact was made with City of Pensacola Planning Services, Escambia County Public Works, Florida Department of Transportation (FDOT), Escambia County Area Transit (ECAT), and the Florida – Alabama Transportation Planning Organization (part of the West Florida Regional Planning Council).

because Airport Boulevard provides the intermodal connection between the interstate system and PNS. The report recommended both short- and long-term actions to meet the objectives, adapted from aspects of two of the three alternatives that were considered. Short-term plans deal chiefly with multi-modal (transit, pedestrian, and cycling), safety issues, and improved signal coordination. The long-term plan calls for construction of a raised median in the existing right-of-way, and an eastbound left-turn lane at 12th Avenue, across from PNS entrance/exit. The short-term improvements are moving forward. To ensure continued adequate access, The Airport and other City representatives should focus their attention on coordination and cooperation with FDOT in the implementation of the SR 750 Action Plan, both the short-term and long-term improvements. These offer the best opportunity to provide, through the planning horizon, a quality route for regional interstate connectivity.

The review of on-airport access and circulation roadways focused on the most heavily used road that provides movement for the traveling public to/from the terminal –Airport Boulevard. Airport Boulevard enters and exits the airport at a signalized intersection with North 12th Avenue. Except for the westernmost 480 feet (the eastern leg of the intersection with North 12th Avenue), Airport Boulevard is a one-way, two-lane loop roadway. It provides direct user access/egress for all public parking except Economy Lot 2, for rental car ready and return, for the terminal and its curbs, and for the hotel. Eleven critical locations along Airport Boulevard inside the airport were analyzed for capacity and level of service under base and future conditions. The locations are shown in [Figure 4-6](#) and the results are shown in [Table 4-36](#). They show that all roadway segments currently operate at very good to excellent levels of service (LOS A or B). All roadways will continue to operate at very good or excellent service levels during peak hours out to 2035 (and beyond). Stated otherwise, the current roadways provide the necessary requirements for the forecast future activity levels, and no additional roadway capacity is necessary. This does not mean there is no need for any minor roadway improvements through the planning period. There may be minor operational, safety, or signing improvements that would improve the roadway environment, but there is no anticipated need for more capacity.

FIGURE 4-6
AIRPORT CIRCULATION ROADWAY
ANALYSIS LOCATIONS

Legend

➡ Directional Flow of Traffic

NOTE: * Stations 6 and 7 analyzed
as terminal curb roadways



TABLE 4-36
AIRPORT CIRCULATION ROADWAY ANALYSIS RESULTS

Location	Name	Analysis Type	Count	Location	Peak Hour	Free Flow Speed (mph)	Lanes	Base Case	Volumes				Level of Service				
									2020	2025	2030	2035	Base Case	2020	2025	2030	2035
1	Inbound Airport Blvd	uninterrupted flow	1 + 3		1430 - 1530	25	2	335	412	425	474	524	A	A	A	A	B
2	Outbound Airport Blvd	uninterrupted flow	3		1500 - 1600	25	2	415	505	521	581	643	A	B	B	B	B
3	Inbound Airport Blvd appr. to roundabout	uninterrupted flow	9 + 10		1430 - 1530	25	2	330	401	413	461	510	A	A	A	A	B
4	Outbound Airport Blvd from roundabout	uninterrupted flow	1, 2, 3		1745 - 1845	25	2	395	482	497	554	613	A	A	A	B	B
5	Terminal approach weave	weave	9, 1 + 3		1430 - 1530	25	2	490	601	620	692	765	A	A	A	A	B
8	Rental car return	uninterrupted flow			1430 - 1530	15	1	90	113	116	129	143	A	A	A	A	A
9	Rental car exit	STOP			1515 - 1615	n/a	1	115	139	143	160	177	A	A	A	A	A
10	Entrance from SB Service Drive	STOP			1600 - 1700	n/a	1	80	99	102	114	126	B	B	B	B	B
11	Outbound College Blvd	uninterrupted flow			1500 - 1600	25	1	30	38	39	44	48	A	A	A	A	A
12	Inbound College Blvd	STOP			1700 - 1800	n/a	1	25	28	29	32	35	A	A	B	B	B
13	Outbound Airport Blvd appr. to roundabout	uninterrupted flow			1500 - 1600	25	2	510	621	641	715	790	B	B	B	B	B

Source: Curtis Transportation Consulting LLC analysis, 2017

4.4.2 Terminal Curb Roadways

The key intermodal transfer between ground-mode and aviation-mode takes place at the terminal curb. At PNS, this transfer, for dropping off departing passengers at ticketing/check-in, or picking up arriving passengers at bag claim, takes place on two parallel roadways. Adjacent to the terminal is the inner curb roadway, three lanes wide³², with “active loading/unloading only” designated in both the right curb lane (adjacent the terminal) and the left curb lane (adjacent to the outer island that separates the inner and outer curbs). This curb is predominantly used by privately owned vehicles (POVs), though commercial modes may drop passengers off at ticketing/check-in. The first 70 feet of inner curb is assigned to transportation network companies (e.g., Uber, Lyft) for passenger service. The total curb length set aside for active loading/unloading is 515 feet at Ticketing and 640 feet at Baggage Claim.

The outer curb roadway (nominally three lanes, though with a single lane across the center crosswalk) is reserved for the commercial modes, predominantly for pick-up. Spaces are designated for taxis, limousines, motor coaches (buses), courtesy shuttles, and hotel and motel shuttles. The commercial vehicles wait in these zones in addition to actively loading passengers. All staging/loading areas are against the right curb of the outer roadway, adjacent the outer island.

Terminal curb roadway requirements are a function of the physical characteristics of the curbs (lengths, number and arrangement of lanes, number and width of crosswalks) and of the operational characteristics of the curb. Operational characteristics actually have a higher degree of influence on capacity, level of service, and therefore facility requirements, than do the physical characteristics of the curb. Key operational influences include the volume and location of pedestrians crossing the curb, the nature of traffic control (e.g., presence of STOP signs) on the curb, and especially, the volume and characteristics of the demand of vehicles, and how they are managed by airport staff or, at some airports, by police. The greater the number of vehicles, and/or the longer they dwell at the curb to service passengers, the lower the capacity and level of service of the curb roadway.

4.4.2.1 Inner Curb Roadway

[Table 4-37](#) and [Table 4-38](#) present the results of the analysis of the inner curb roadway at PNS under current (peak hour of the peak day of the peak month – PHPDPM) conditions, and under the similar condition for each five year increment of the planning period. The analytic technique that generate the data in the table takes into account a variety of critical factors:

- » The length of the curb for passenger service (loading/unloading only). At PNS, this includes both the right and left side loading/unloading zones. Pedestrian crossings are not included.
- » The number of lanes (three).
- » The volumes of vehicles (per hour), both those which stop to serve (drop-off or pick-up) a passenger, and those which pass by a curb as a “thru” vehicle. As is true for any linear curb at a single-level terminal, all vehicles stopping to drop off at departures are thru vehicles on the downstream arrivals curb, and all vehicles stopping to pick up at arrivals are thru vehicles on the upstream departures curb. As well, a small number of thru vehicles on both curbs are those, which

³² Except at the center crosswalk, where only the center lane is continuous.

are recirculating on Airport Boulevard while waiting to pick up an arriving passenger. The more occupied the arrivals curb, the higher the number of such unnecessary thru vehicles. Thru vehicles reduce capacity, though not as much as stopped vehicles. The curb is analyzed both with and without the thru volumes, and an overall level of service is estimated, which is the value shown in the table.

- » The length of time the vehicles stop to serve passengers, called dwell time. The degree to which “active loading and unloading only” is managed is the principal determinant of how long vehicles wait at airport curbs, and that dwell time is the principal determinant of the capacity of the curb. The longer vehicles wait, the fewer are the vehicles that can be served in any given time period. Notable at PNS was the high dwell times, especially on the arrivals curb. Privately owned vehicles (POVs), which make up more than 90 percent of the vehicles on the inner curb, dwell on average 20 percent longer than national average at ticketing, and 85 percent longer than the upper end of national norms at baggage claim. These long dwell times greatly reduce the effective capacity of the PNS curb.

TABLE 4-37
OBSERVED DWELL TIMES

Function	Vehicle Class	Lane	Mean Dwell Time	National Norm
Drop Off	POV	All lanes	2:25	1:30 - 2:30
	Taxi	All lanes	1:15	1:00 - 2:00
	Hotel shuttles	All lanes	0:58	1:00 - 2:00
	Other shuttles	All lanes	0:58	1:00 - 2:00
Pick Up	POV	All lanes	7:21	2:30 - 4:00
	Taxi	All lanes	6:05	1:00 - 3:00
	Hotel shuttles	All lanes	1:40	1:00 - 3:00
	Other shuttles	All lanes	22:41	1:00 - 3:00

Source: Curtis Transportation Consulting LLC analysis, 2017

All of these factors go into a calculation of the volume using the curb, and the capacity to both serve passengers (while the vehicle is stopped), and the capacity to move vehicles onto and away from the curb roadway.

TABLE 4-38
TERMINAL INNER CURB ROADWAY ANALYSIS RESULTS

Condition	Curb	Level of Service				
		2016	2020	2025	2030	2035
Peak Hour PDPM with Current Dwell Times	Check-in /Departures	B	C	C	D	E
	Bag Claim / Arrivals	F	F	F	F	F
Peak Hour PDPM with National Norm Dwell Times	Check-in /Departures	B	C	C	D	E
	Bag Claim / Arrivals	D	D	F	F	F

Source: Curtis Transportation Consulting LLC analysis, 2017

The ratio of volume/capacity (V/C) is translated into an alpha character that designates the LOS on the curb. Above $V/C = 0.70$, congestion and delay grow exponentially. Thus, the target during the peak hour (PDPM) for $V/C \leq 0.70$, the lower threshold of LOS C. This implies that even during the busiest holiday peaks, the curb will still operate with tolerable congestion and delay.

Today, with the current dwell times, the arrival curb suffers major congestion and an unacceptable LOS. That will only get worse with growth in passenger activity. The lower two rows of [Table 4-38](#) show how much better the LOS would be if the curb were managed to reduce arrivals curb average dwell time from more than seven minutes to only four minutes, the upper end of the typical range of airport dwell times. While that is a necessary step toward better curb operation, it will not be enough. The data in the table show that with the current configuration, additional capacity is needed moderately in the short run, and significantly in the longer run.

The amount of additional curb required is shown in [Table 4-39](#), assuming that major changes to the curb configuration are not developed. PNS has a distinctive curb arrangement, with the loading and unloading on both sides of a three-lane roadway. This works best under a low-demand scenario. However, only the center lane can be used for thru movements, or for the movement of cars to or from a loading/unloading space. It takes only one stopped vehicle in the center lane to shut down the capacity of the system for as long as that vehicle remains stopped. In addition to developing and evaluating curb concepts that provide the additional length shown in [Table 4-39](#), the Master Plan Team will consider alternatives that revise the current configuration to single-side loading/unloading, and/or which add a fourth lane to the inner curb.

Other management options can be considered to improve the curb operations and reduce or postpone the need for physical expansion of the inner curb. Solutions that have proven effective at other airports include:

- » Improvements at the cell phone lot to encourage its use.
- » Use of true hourly parking pricing structure for the most convenient portions of the parking garage, which would apply to the more than 60 percent of PNS parkers who stay less than two hours.
- » Creation of a grace period within short-term parking to encourage its use rather than the use of the curb. This option could have the added benefit of increasing airport revenues from those customers who choose to stay in the parking lot longer than the allowed grace period.

These alternatives can be considered to formulate a recommended strategy to meet the future inner curb requirements without curb expansion.

TABLE 4-39
TERMINAL INNER CURB ROADWAY REQUIREMENTS

	Existing	2016	2020	2025	2030	2035	Comments
Departures	515	515	540	550	610	680	Incl. of R and L side of inner curb as currently used by customers
Arrivals	640	710	820	830	940	1,040	Assumes national norm dwell times and both R & L side use of inner curb
Commercial Vehicles	190	180	210	210	240	270	Right side of outer curb signed for limos, shuttles, taxis.

Source: Curtis Transportation Consulting LLC analysis, 2017

4.4.3 Parking

A variety of parking is provided at PNS. Requirements were determined for the following:

- » Public parking, walkable and directly across the curb roadways at the terminal, which includes the garage and the surface parking lot. These requirements were determined independently of each other.
- » Public parking more remote from the terminal, though still considered walkable. This includes both the economy parking lots 1 and 2. These requirements were initially determined independently, but were then added together due to the lack of distinction in how they are used.
- » Employee parking. Most employee parking is provided in two locations that serve a variety of employees, both airport and tenant, who work in or at the terminal. Given that the employees assigned to the two lots represent different employers, these requirements were determined independently of each other.

In addition to these parking areas, other parking areas exist where on-site parking for users, employees, and others is provided for a specific building or land use. Examples of these include the FAA Air Traffic Control Tower, the FBO buildings, GA hangar areas, *et al.* Parking requirements were not developed for these locations.

4.4.3.1 Public Parking

For the four public parking facilities, the parking revenue control system (PRCS) provided the data on which requirements were based. Key data included:

- » The PRCS provided lot occupancy counts of the number of occupied spaces in each facility at 2 a.m. during their busy week of June 2015 (Monday June 8 – Sunday June 14), their busiest parking month. Starting with those counts (which served as the baseline), the number of entries (ins), and the number of exits (outs), were added, by facility. While it is true that with hourly parkers some of these were in and out more quickly than this process would capture, nonetheless, this provides a reasonable estimate of occupancy for each hour of each day of that week. The peak occupancy during that week became the basis for June 2015 parking demand for each facility. These values were factored up to July 2016 based on parking revenue growth. Lastly, monthly enplanement forecasts for 2020 -2035, were used to extrapolate these demands (estimates of peak hour facility occupancy) for each planning year. A comparison of the estimated future demand with the available (current) space count leads to the available surplus, or the deficit that must be made up.
- » The PRCCS also provided data on the duration of parking for each facility. To utilize this data for an alternative estimate of current and future demand, all of the hourly parkers, defined as those who stayed 4 hours or less³³, were subtracted from the distribution of parking durations. Sixty percent of all parking transaction at PNS are of this duration, with a mean duration of only 50 minutes, indicative that they are parking to serve a passenger. To get the number of spaces these parkers would require, the peak volume of entries for those who park less than 4 hours is multiplied by their mean duration. For all other parkers, for whom the mean duration was 3.5 days in the garage and surface lot, and 6.5 – 6.75 days in economy, the peak day entry volume was multiplied by the mean duration to get required spaces. Entry volumes from the PRCS were factored up from June 2015 to July 2016, and then up to all future planning years using the same process as with the previous estimation technique.

The resulting parking requirements were compared, with the difference between them of less than one percent.

Parking demand grows with the growth in passenger activity. Parking demand for those who park less than four hours is related to the peak-hour passenger activity, while the balance of parking demand reflects daily passenger activity. The current demand for parking has been factored to the future years using the peak-hour passenger data for the short-term (four hours or less) parking, and the daily passenger data for long-term parking (more than four hours).

Parking requirements reflect an airport's goals of how well to serve its passengers relative to making parking readily available for them. In the US, there are two logical and commonly used ways to decide how much parking an airport wants to provide:

³³ One cannot park, check in, board, and fly somewhere from Pensacola, and return and leave a parking facility in four hours or less. Thus, those who park for such short durations either are meter-greeters, well-wishers, or have other airport-related reasons for a short visit.

- » To provide enough parking that no customer is ever turned away from the lot, even on the busiest hour of the busiest time of the year.
- » To provide enough parking based on a quality-of-service standard, which is defined by the difficulty of finding a space. In an economy lot, many airports use the standard that when the lot is 90 percent occupied, the lot is effectively full. Stated otherwise, that is the upper limit on the ease of finding a space, i.e., customers do not want to track down the last 10 percent of spaces in a large economy lot. At PNS, the lots are not large. Therefore, a higher degree of occupancy, say 95 percent, might be an appropriate threshold. For garages, with multiple levels, many airports say that 80 - 85 percent occupied is effectively full, meaning that the airport wants the search for spaces to be very easy. For this report, the data reflect the standard that lot is not full until 100 percent occupied. At PNS, this is close to how the garage is operated, as the parking operator does not close a level until there are five or fewer spaces left.

The public parking requirements are shown in [Table 4-40](#). To meet future needs, the public parking needs to increase from a total of 2,801 spaces (combined for all facilities) to a total of 3,306, an increase of 505 spaces (18 percent). However, the future deficits are not spread equally across all parking products. Today, the garage is essentially at capacity, as indicated by its occasional closure mid-week. Conversely, the economy lots are underutilized, being only 36 percent occupied. By 2035, the net deficit of 505 spaces includes a real deficit between garage and surface lot of nearly 1,000 spaces, while the two economy lots would still have a surplus of nearly 500 spaces. This indicates that PNS can rightsize the public parking facilities to reflect the relative desirability of parking products to its customer base and achieve a more balanced set of demands that could avoid adding capacity to the structure parking.

TABLE 4-40
PUBLIC PARKING REQUIREMENTS BY PARKING FACILITY

	Existing	2015 ¹	2016 ²	2020	2025	2030	2035
Garage							
Spaces ³	961	946	954	1,109	1,245	1,388	1,536
Space Surplus (Deficit)	-	15	7	(148)	(284)	(427)	(575)
% Utilization	-	98%	99%	115%	130%	144%	160%
Surface							
Spaces ³	822	727	733	852	957	1,067	1,180
Space Surplus (Deficit)	-	95	89	(30)	(135)	(245)	(358)
% Utilization	-	88%	89%	104%	116%	130%	144%
Economy 1							
Spaces ³	541	207	209	243	273	304	336
Space Surplus (Deficit)	-	334	332	298	268	237	205
% Utilization	-	38%	39%	45%	50%	56%	62%
Economy 2							
Spaces ³	477	157	158	184	207	230	255
Space Surplus (Deficit)	-	320	319	293	270	247	222
% Utilization	-	33%	33%	39%	43%	48%	53%
TOTAL							
Spaces ³	2,801	2,037	2,055	2,388	2,682	2,988	3,306
Space Surplus (Deficit)	-	764	746	413	119	(187)	(505)
% Utilization	-	73%	73%	85%	96%	107%	118%

Source: Curtis Transportation Consulting LLC analysis, 2017

Notes: Totals may not add due to rounding. 1 - 2015 values represent June demand. 2 - 2016 values represent July demand. 3 - 2015-2035 space requirement based on peak occupancy

4.4.3.2 Employee Parking

There are four locations where employees park in the vicinity of the terminal, though only the first two are truly relevant:

- » In the employee lot north of the terminal at the end of Francis Taylor Boulevard. This lot is used for tenants of all kinds – airline staff (ramp and terminal, not flight crews), TSA, concessionaires, terminal-based RAC employees, etc. Employees gain entry through the gate by use of their badge. The lot is currently provided via leases for free, though the airport reserves the right to

unilaterally implement paid parking in those leases. There are 1,204 employees who have badge access to the lot. They are not permitted to use the lot for parking while traveling; it is only for their use while at work. Overflow for the rare occasion when this lot is full is in other locations.

- » Airport employees park in the Heliworks parking area south of the terminal (between the Heliworks hangar and Col. Jones Drive). Heliworks has some employees in this lot, as does the FAA. Hang tags are used to denote vehicles with permission to park here.
- » Flight crews can obtain a permit from Republic to park in the Economy lots. Their demand was factored in to the requirements for those lots, so is not included here.
- » There is a former employee lot developed for TSA when TSA had much larger staffing. It is next to the fuel farm, and is currently unused, though could be used again for employees. Today, it is reserved for special events parking.

Requirements were only estimated for the main employee lot and for the Heliworks lot.

Data on the level of utilization of the two main employee parking lots was estimated based on observations in the field, analysis of aerial photography, and input from staff. The busier of the two lots is the Employee Lot north of the terminal. The hard data (counts of occupied spaces) did not always capture the busiest hour, nor the busiest month of the year. Thus, the data were adjusted to normalize them to the planning scenario, which is the peak hour of the facility's use for the average day of the peak month.

The number of employees at airports similar to PNS tends to increase with the number of operations at the airport. Thus, the normalized current employee parking demand was grown at the rate of growth of operations out through the four planning years. This parking demand was then compared to the available supply to determine the adequacy of the two lots.

The data in [Table 4-41](#) show that while the lots are currently adequate, PNS will need a modest increase in tenant employee parking in the out years (beyond 2025). Prior to then, they can expect the number of overflow users to increase until more employee parking spaces are provided. However, the increase is small enough that there are some reasonable options for providing them.

TABLE 4-41
EMPLOYEE PARKING REQUIREMENTS

	Existing	2016	2020	2025	2030	2035
Employee Lot (N of Terminal)						
Spaces	194	155	166	176	186	195
Surplus (Deficit)	-	39	28	18	8	(1)
Percent Occupied	-	80%	86%	91%	96%	101%
Percent Available	-	20%	14%	9%	4%	-1%
Heliworks Lot (S of Terminal)						
Spaces	45	30	32	34	36	38
Surplus (Deficit)	-	15	13	11	9	7
Percent Occupied	-	67%	71%	76%	80%	84%
Percent Available	-	33%	29%	24%	20%	16%

Source: Curtis Transportation Consulting LLC analysis, 2017

4.4.4 Rental Cars

The rental car industry has two locations on-airport that they use for storage and servicing of cars:

- » The ready-return lot on the ground floor of the garage across the curb roadway from the terminal, which has 342 spaces, with each rental car company having its own section of assigned spaces based upon their market share.³⁴
- » The service area located less than 1,000 feet north of the garage. This area is divided into five actively used parcels. The service areas have some office space and fueling, vacuuming, and washing equipment on each parcel, as well as paved areas that collectively can store 700 – 900 cars, depending on how the storage is managed.

In discussions with rental car station managers and with Airport staff, there was general agreement that the ready-return lot was somewhere between “essentially fully used” and “really at capacity.” The service areas are newer and more generously sized, and readily meet current requirements.

In the rental car industry, the requirement for physical space to store cars is best viewed in the aggregate. The size of the ready-return lot, while important, is not the only critical requirement. The key for the industry is to have cars available when customers need them, which speaks to their overall fleet size, not just the number that are in the ready lot. If the ready-return lot is somewhat small, the spaces turn over a greater number of times in the peak hour (or over the course of the peak day), typically implying the need

³⁴ It is not relevant to the Master Plan what portion of the facilities are used by which company. All analysis of the rental car industry in the Master Plan is aggregate for the entire industry. In general, with little cost, adjustments can be made in the boundaries of adjacent portions of rental car facilities to reflect changing needs by companies.

for more personnel to shuttle the cars out to service and back into the ready lot. While there can be a trade-off between ready-return lot size and operating strategy, in the aggregate, the industry needs to be able to store the cars in its fleet on-airport on the days when the fewest of them are out being rented. The requirements analysis examined both leased elements – ready-return and service areas – as well as their sum. The requirements reflect the idea that the facilities should be sized to meet:

- » The overall space needs for storage of cars not being rented on the slow days of the summer peak months (May – July) when fleet sizes are largest.
- » The needs of the peak hour of the peak day of the peak rental month (May) for ready-return lot sizing.

Future demand for rental cars was estimated from current peak hour demand using growth rates in peak hour passenger activity. Data were developed for the peak month of revenue activity, which is May³⁵. Consideration was made that customers returning cars to individual stalls do not like to have to search for empty spaces, so the ready-return area was defined as being “effectively full” when it is 90 percent occupied. Similarly, for the service areas, efficiency in moving cars around to, within, and from the service area implies that it is effectively full at 95 percent capacity.

The data for the evaluation of facility requirements and the projection to the four future planning years are shown in [Table 4-42](#). The demand basis for utilization in 2016 estimates that the ready-return lot was 90 percent occupied today in the peak hour, and the service areas collectively were 70 percent full. Today, the airport is short 26 ready-return spaces, yet has a surplus in the service area. By 2035, the need for additional ready-return spaces will grow to more than 200 additional stalls, and the surplus space in the service area will be gone, requiring 152 additional spaces to be added by reconfiguration of existing paved areas, or the addition of more paved area.

TABLE 4-42
RENTAL CAR REQUIREMENTS

	Existing	2016	2020	2025	2030	2035
Rental Car Ready-Return Requirements						
Spaces	342	368	442	455	503	553
Effective Capacity	308	334	408	421	469	519
Space Surplus (Deficit)	-	(26)	(100)	(113)	(161)	(211)
Rental Car Service Area Requirements						
Spaces	700	560	677	697	773	852
Effective Capacity	665	525	642	662	738	817
Space Surplus (Deficit)	-	140	23	3	(73)	(152)

Source: Curtis Transportation Consulting LLC analysis, 2017

³⁵ Gross monthly revenue was used as a surrogate for monthly transactions.

4.5 GENERAL AVIATION FACILITIES

This section describes the facility requirements for general aviation facilities at PNS. Analyses were performed for general aviation hangars, airside, and landside functional areas.

4.5.1 Aircraft Storage Considerations

The general aviation requirements were determined using a set of underlying aircraft storage assumptions and considerations. The analysis considers that there are three general aviation aircraft storage areas at PNS – T-hangars, conventional hangars, apron areas.

T-hangars are located north of the Pensacola Aviation Center (PAC) facility in the southeast quadrant. T-hangars accommodate small general aviation aircraft. There are several conventional hangars at PNS, located in the northwest quadrant and the southeast quadrant. Conventional hangars accommodate small and large general aviation aircraft. The general aviation apron areas are located in the northwest quadrant and the southeast quadrant. Apron areas accommodate small and large general aviation aircraft. The general aviation apron areas in the northwest quadrant only accommodate helicopters.

Observations of general aviation aircraft storage allocations and input from the general aviation users at PNS was used to determine aircraft parking allocation trends for the analysis. Additionally, the analysis reflects industry trends and assumes that there is a positive correlation between the financial worth of the aircraft and likelihood of indoor storage. For example, it is assumed that it is highly likely that based jet aircraft are stored indoors because jet aircraft are high-value assets. Alternatively, single-engine piston aircraft are slightly less likely to be stored indoors because the value of the aircraft tends to be lower than other aircraft types.

4.5.2 Based Aircraft Considerations

The based aircraft analysis considers that based aircraft area stored in each of the aircraft parking locations on-Airport.

The analysis assumes that 65 percent of the based single-engine aircraft are stored in T-hangars. This is representative of the large majority of single-engine aircraft owners being private owners as opposed to airport tenants (i.e., companies). Five percent are stored in conventional hangars. The remaining 30 percent of based single-engine aircraft are stored on the apron. This considers that the SkyWarrior the Navy Flying Club store their aircraft on the apron.

The analysis assumes that 60 percent of based multi-engine aircraft are stored on the apron. This considers that SkyWarrior the Navy Flying Club store their aircraft on the apron. The analysis assumes the remaining based multi- engine aircraft are evenly distributed between the apron and T-hangar storage.

The analysis assumes that all based jet aircraft are stored in conventional hangars. This considers the industry trend for high-value aircraft storage. The analysis assumes that all based helicopters are stored in conventional hangars. This considers that Heliworks stores its aircraft in a hangar.

The based aircraft parking allocation splits are summarized in [Table 4-43](#).

TABLE 4-43
BASED AIRCRAFT ALLOCATIONS

Aircraft Type	Apron	T Hangar	Conv Hangar
Single Engine	30%	65%	5%
Multi-Engine	60%	20%	20%
Jet	0%	0%	100%
Helicopter	0%	0%	100%

Source: RS&H, 2017

4.5.3 Transient Aircraft Considerations

Transient aircraft activity at PNS includes general aviation and military operations. PNS regularly accommodates military operations as an influx are military aviators continue flight training at PNS on the weekends when military bases in the region are closed. Therefore, the transient aircraft storage requirements considers demand from both general aviation and military users.

The analysis assumes that transient aircraft are only parked on the apron. Average Day Peak Month (ADPM) transient operations were calculated based on forecast annual itinerant operations using historic ADPM ratios. Historic ADPM ratios were calculated using data from the FAA Air Traffic Activity System (ATADS). ATADS data from 2005 – 2016 was analyzed to determine ADPM operations levels relative to the annual general aviation and military operations at PNS for the respective years. The 2016 ADPM ratio was used to calculate the ADPM itinerant operations for each forecast planning activity level.

The analysis assumed that 30 percent of itinerant operations were transient operations during the ADPM. The remaining 70 percent of itinerant operations was assumed to be local operations that are not indicative of aircraft storage demand. ATADS data was also used to calculate transient fixed-wing and transient helicopter operations for the ADPM for both general aviation and military.

4.5.4 General Aviation Buildings

4.5.4.1 Conventional Hangars

Conventional hangars are used by based single-engine, multi-engine, and jet aircraft owners. Based aircraft allocated to conventional hangars for each planning year based on splits described in [Table 4-43](#). This is used to determine number of aircraft accommodated in conventional hangars. The aircraft count considers that owners of two based single-engine aircraft that are currently stored in conventional hangars have expressed preference for T-hangars.

Storage space was associated with aircraft counts based on aircraft sizes. The Piper Meridian was used as the design aircraft for single- and multi- engine aircraft area requirements. Average size of several medium-sized corporate jets was used for the jet aircraft storage requirements. This is based on most common jets based at PNS. This includes the Citation III, Citation V, Lear 45, and Embraer Phenom 100. The space generally equates to Citation V. The Airbus Helicopters H135 was used as the representative helicopter based on input from airport tenants. The following planning factors were used for the analysis:

- » Single- and multi-engine aircraft – 2,125 square feet
- » Jet aircraft – 3,600 square feet
- » Helicopter – 4,050 square feet

The planning factors include space appropriate for wingtip, nose, tail, and rotor buffers.

The analysis results indicate that there is sufficient conventional hangar space to accommodate near-term demand for based aircraft. Additional space will be needed by 2025 to accommodate future demand. The conventional hangar space requirement is described in [Table 4-44](#).

The facility condition assessment described in [Section 2.12](#) indicates that three general aviation building are in poor condition – Heliworks Hub Administration, Heliworks Hangar 1, and Heliworks Hangar 2. Therefore, rehabilitation or replacement of these facilities should be considered.

TABLE 4-44
CONVENTIONAL HANGAR REQUIREMENTS

	2015	2016	2020	2025	2030	2035
Single-Engine Aircraft Count	-	0	0	1	1	1
Single-Engine Aircraft Area (sf)	-	0	0	2,120	2,120	2,120
Multi-Engine Aircraft Count	-	1	1	2	3	4
Multi-Engine Aircraft Area (sf)	-	2,120	2,120	4,230	6,350	8,460
Jet Aircraft Count	-	19	22	25	30	36
Jet Aircraft Area (sf)	-	68,590	79,420	90,250	108,300	129,960
Helicopter Count	-	3	3	3	3	3
Helicopter Area (sf)	-	12,165	12,165	12,165	12,165	12,165
Total Box Hangar Area (sf)	103,144	82,880	93,710	108,770	128,940	152,710
Total Box Hangar Area Surplus (Deficit) (sf)	-	20,260	9,430	(5,630)	(25,800)	(49,570)

Source: RS&H, 2017

4.5.4.2 T-Hangars

There are 43 T-hangars at PNS and all T-hangars are occupied. The T-hangar waitlist (dated May 2017) has approximately 72 people, as reported by the fixed-base operator (FBO). The waitlist includes people that were added to the list as early as 2014. Two people on the waitlist currently lease conventional hangar space on-Airport but prefer a T-hangar, as described in [Section 4.5.4.1](#).

A T-hangar waiting list is not directly correlated to actual demand for additional of T-hangars. Review of several general aviation airports and tenant input indicates that maintaining a list of applicants for T-hangars is common. Prospective T-hangar lessees often place their name on waitlists at multiple airports within a local region and lease a T-hangar the airport with the first available vacancy. FBO personnel report that it is common for people on the waitlist to reject T-hangar lease offers when contacted about T-hangar availability. The analysis considers that only a portion of the persons on the waitlist still have

interest in a T-hangar at PNS. The analysis assumes that there is a reverse correlation between length of time on the waitlist and likelihood of continued interest in a T-hangar. Therefore, the analysis assumes that the actual T-hangar demand is 20 percent for persons added to the waitlist in 2014 and 2015; while it is 80 percent for persons added in 2016 and 2017.

T-hangars are primarily used by based, single- and multi-engine general aviation aircraft. Based aircraft allocated to T-hangars for each planning year based on splits described in [Table 4-43](#). This is used to determine number of T-hangar units required.

The analysis indicates that there are insufficient T-hangar units to accommodate existing demand for T-hangar aircraft storage. Additional T-hangar units are required to accommodate demand throughout the planning period. T-hangar aircraft storage requirements are described in [Table 4-45](#).

TABLE 4-45
T-HANGAR REQUIREMENTS

Based Aircraft	Existing	2016	2020	2025	2030	2035
Single-Engine Aircraft Units	33	79	82	86	90	94
Multi-Engine Aircraft Units	10	4	4	5	6	7
Jet Aircraft Units	-	0	0	0	0	0
Total Units (sf)	43	83	86	91	96	101
Total Units Surplus (Deficit)	-	(40)	(43)	(48)	(53)	(58)

Source: RS&H, 2017

4.5.4.3 General Aviation Aircraft Maintenance Hangars

The general aviation aircraft maintenance hangar analysis assumes that the following operational types are correlated to the space required to general aviation maintenance:

- » Local general aviation (scheduled and unscheduled maintenance activity)
- » Transient helicopter (scheduled and unscheduled maintenance activity)
- » Commercial operations (unscheduled maintenance activity)
- » Schedule maintenance not associated with aviation activity forecast

In addition to the maintenance activity associated with forecast aviation demand, the maintenance facility performs work on aircraft that are brought to the facility via trucks. These are either aircraft that are not airworthy or aircraft components. This represents a significant portion of the maintenance activity for some tenants at PNS. Therefore, an additional 15 percent factor was considered in the analysis to account for this maintenance activity that is not represented in the forecast of aviation activity.

The analysis used ratio of existing space to operational type to determine the space required throughout the planning period based on forecast demand.

The analysis results indicate that there is sufficient space to accommodate aircraft maintenance activity throughout the planning period. The aircraft maintenance requirements are described in [Table 4-46](#).

TABLE 4-46
AIRCRAFT MAINTENANCE REQUIREMENTS

Annual Operations	2015	2016	2020	2025	2030	2035
Hangar Area (sf)	58,600	41,600	43,100	44,600	46,000	47,400
Hangar Area Surplus (Deficit) (sf)	-	17,000	15,500	14,000	12,600	11,200

Source: RS&H, 2017

4.5.5 General Aviation Airside

Based aircraft area allocated to the apron for each planning year based on splits described in [Table 4-43](#). This allocation is used to determine number of aircraft accommodated on the apron. All transient aircraft are also allocated to the apron. The analysis assumed that the number of fixed-wing and helicopter apron parking positions correlate to the number of itinerant operations.

Storage space was associated with based and transient aircraft counts based on aircraft sizes.

For based aircraft, the Piper Meridian was used as the design aircraft for single- and multi- engine aircraft area requirements. An area of 2,125 square feet was used as the planning factor. This space includes wingtip, nose, and tail buffers.

The Gulfstream G550 was used to represent all transient general aviation fixed-wing aircraft. There was an insignificant amount of itinerant non-military general aviation helicopter operations; therefore, parking for that aircraft type was not considered in the analysis. An area of 11,025 square feet was used as the planning factor. This space includes wingtip, nose, and tail buffers.

The need to accommodate a total of 19 fixed-wing military aircraft was determined based on the ATADS methodology. This is composed of two C-130 and 17 Beechcraft T-6. The T-6 is the common aircraft type used for military flight training. As referenced earlier, weekend military flight training represents the largest portion of military operations at PNS. The C-130 activity occurs less frequently but regularly enough to justify its accommodation. It is important to note that fully loaded C-130 aircraft cannot be accommodated on the general aviation apron due to pavement strength limitations. The general aviation apron is limited to aircraft with operating weight less than 100,000 pounds. C-130 aircraft (and aircraft that exceed 100,000 pounds park on the remain overnight parking apron near the terminal building). The Airbus Helicopters H135 was used to represent transient military helicopters. The following planning factors were used for the analysis:

- » Lockheed Martin C-130 – 14,400 square feet
- » Beechcraft T-6 – 1,875 square feet
- » Military Helicopter – 4,050 square feet

The planning factors include space appropriate for wingtip, nose, tail, and rotor buffers.

A 40 percent circulation factor was added to the total apron area to account for taxilanes and circulation areas around the parking positions.

The analysis indicates that there is sufficient apron space to accommodate existing and future demand for based and transient aircraft storage. The general aviation apron requirements are described in [Table 4-47](#).

The general aviation apron pavement strength is insufficient to accommodate use by larger general aviation and military aircraft. Additionally, anecdotal and qualitative review of the existing pavement conditions indicates that the general aviation apron is near the end of its useful life and is in need of rehabilitation. Therefore, reconstruction of the general aviation apron is recommended.

Relocation of the helicopter parking apron to the southeast quadrant should be considered to increase level of service for helicopter operators. Helicopter refueling is time-consuming because the fuel trucks are stored in the southeast quadrant and must use the circuitous combination of on-Airport, Airport-use public roadways to travel to the northwest quadrant. Helicopter operators can sometimes wait 45 minutes for refueling. Apron relocation to the southeast quadrant would simplify the fueling process and result in more efficient fueling operations. Relocation of the helicopter apron would also facilitate terminal expansion on that site in the future.

TABLE 4-47
APRON REQUIREMENTS

	Existing	2016	2020	2025	2030	2035
Based Aircraft						
Single-Engine Aircraft Count	-	20	21	23	24	26
Single-Engine Aircraft Area (sy)	-	4,700	5,000	5,500	5,700	6,200
Multi-Engine Aircraft Count	-	3	4	6	9	13
Multi-Engine Aircraft Area (sy)	-	800	1,000	1,500	2,200	3,100
Jet Aircraft Count	-	0	0	0	0	0
Jet Aircraft Area (sy)	-	0	0	0	0	0
Based Aircraft Total Area (sy)		5,500	6,000	7,000	7,900	9,300
Transient Aircraft						
GA Fixed Wing Aircraft Count	-	26	30	30	31	31
GA Fixed Wing Aircraft Parking Area (sy)	-	31,500	36,600	37,100	37,700	38,200
Military Fixed Wing Aircraft Count	-	19	19	19	19	19
Military Fixed Wing Aircraft Parking Area (sy)	-	6,700	6,700	6,700	6,700	6,700
Military Helicopter Count	-	4	4	4	4	4
Military Helicopter Parking Area (sy)	-	1,900	1,900	1,900	1,900	1,900
Apron Total						
Total Aircraft Parking Area (sy)		45,600	51,200	52,700	54,200	56,100
Apron Circulation Area (sy)		18,300	20,500	21,100	21,700	22,500
Total Apron Area (sy)	118,000	63,900	71,700	73,800	75,900	78,600
Total Area Surplus (Deficit)	-	54,100	46,300	44,200	42,100	39,400

Source: RS&H, 2017

4.5.6 General Aviation Landside

This section describes the general aviation landside requirements. The analysis considers the number of vehicle parking stalls required to support the different general aviation uses. The methodology and planning factors are based on ACRP Report 113, *Guidebook on General Aviation Facility Planning*.

The following planning factors were used to determine the landside stall counts:

- » 2.5 stalls per peak transient operations for FBO
- » 1 stall per 1,000 square feet of private box hangars
- » 1 stall per 2 T-hangar units
- » 1 stall per 2 tie downs
- » 1 stall per 200 square feet of office
- » 1 stall per 750 square feet of maintenance space

An area of 425 square feet was allocated to the total stall count to determine the landside space requirement. This planning factor ratio is based on existing conditions and includes circulation space.

The analysis indicates that there are sufficient stalls and landside area to accommodate the forecast general aviation demand through the mid-term. Additional vehicle parking stalls and landside area are required by 2025 to accommodate the forecast demand. The general aviation landside requirements are described in [Table 4-48](#).

TABLE 4-48
LANDSIDE REQUIREMENTS

	2015	2016	2020	2025	2030	2035
Parking Space Count						
FBO	50	122	132	133	134	135
Private Box Hangars	72	39	42	46	52	59
T-Hangars	27	42	43	46	48	51
Based Aircraft Apron	43	12	13	15	17	20
Administrative/Office	63	73	81	91	105	121
Aircraft Maintenance	127	55	57	59	61	63
Total Space Count	383	342	368	390	417	449
Total Space Count Surplus (Deficit)	-	41	15	(7)	(34)	(66)
Total Landside Area (sf)	164,100	145,300	156,200	165,800	177,300	190,700
Total Landside Area Surplus (Deficit) (sf)	-	18,800	7,900	(1,700)	(13,200)	(26,600)

Source: RS&H, 2017

4.6 AIR CARGO FACILITIES

The air cargo facilities support cargo operations at PNS. This section evaluates the air cargo building, apron, and landside requirements.

4.6.1 Air Cargo Building

The air cargo building analysis used building utilization ratio methodology in which the area per annual ton ratio represents the amount of processed cargo per unit of cargo space. The building utilization ratio followed the industry standard planning factor of one-square-foot/annual metric ton (square feet per annual ton) of cargo. According to ARCP Report 143, *Guidebook for Air Cargo Facility Planning and Development* and Airports Council International – North American (ACI-NA) Air Cargo Guide, 1.2 square feet per annual ton is the necessary space to accommodate forecast demand for domestic integrated express cargo operations. Therefore, a ratio of one square feet/annual ton of cargo indicates a storage facility that is well utilized, while still allowing for the possibility that some expansion that may be required in the near future, and a ratio greater than 2.6 square feet per annual ton indicates there is ample space in the facility.

The existing air cargo building encompasses 10,100 square feet, of which approximately 48 percent is leased. Currently, Delta Air Lines uses the building for belly cargo operations, and UPS uses the building for integrated cargo carrier operations. To analyze the cargo building requirements accurately, the building utilization ratio was calculated for each of the carriers based on operational type.

4.6.1.1 Belly Cargo

Delta Air Lines leases 2,040 sf of the total air cargo building to support its belly cargo operations. The historic average utilization ratio for Delta Air Lines was calculated using the leased area and historic annual cargo volume from 2011-2015. The building utilization rates during this time ranged from 6.9-9.5 square feet/annual ton with an average of 8.6 square feet per annual ton. These historic building utilization rates indicate that there is a surplus of space, and that Delta could still perform its belly cargo operations efficiently with even less space. Therefore, a lower utilization ratio was used to determine the amount of building space required to accommodate the forecast belly cargo operation. A combined warehouse and office area planning factor of 1.56 square feet per annual ton for belly cargo operations was selected based on ACRP Report 143.

The analysis showed that the existing air cargo building space is sufficient to accommodate forecast belly cargo demand throughout the planning period. Approximately 56 percent of the leased area is required to accommodate the demand at the end of the planning period. This underutilized space has the potential to be reallocated to support the spatial needs of other cargo tenants. The belly cargo carrier building requirements are described in [Table 4-49](#).

TABLE 4-49
BELLY CARGO CARRIER BUILDING REQUIREMENTS

	Existing	2016	2020	2025	2030	2035
Annual Cargo Volume (million lbs.)		0.56	0.60	0.75	0.92	1.12
Annual Cargo Volume (tons)	-	280	300	375	460	560
Warehouse/Office Space (sf)	2,040	450	450	600	700	900
Warehouse/Office Surplus (Deficit) (sf)	-	1,590	1,590	1,440	1,340	1,140

Source: RS&H, 2017

Note: Totals may not sum due to rounding.

4.6.1.2 Integrated Express Cargo

UPS leases 2,770 sf of the total air cargo building to support its integrated cargo carrier operations. The historic average utilization ratio for UPS was calculated using the leased area and historic annual cargo volume from 2012-2015. The building utilization rate during this time ranged from 0.43-0.48 square feet per annual ton with an average of 0.45 square feet per annual ton. These historic utilization rates indicate that the leased area is over-utilized and additional space may be required to operate more efficiently. However, UPS' operation is unconventional compared to other integrated cargo carriers. UPS primarily processes its cargo at an off-airport facility and the on-Airport air cargo building serves a limited role in the carrier's cargo processing activities. A combined warehouse and office area planning factor of 1.09 square feet per annual ton for integrated cargo carrier operations was selected based on ACRP Report 143; however, the historic average utilization ratio of 0.45 square feet per annual ton was used to determine space requirements.

The existing leased space is insufficient to accommodate forecast integrated cargo carrier demand in the near-term and additional space will be required throughout the planning period. The integrated cargo carrier building requirements are described in [Table 4-50](#).

TABLE 4-50
INTEGRATED CARGO CARRIER BUILDING REQUIREMENTS

	Existing	2016	2020	2025	2030	2035
Annual Cargo Volume (million lbs.)		13.44	14.26	15.27	15.94	16.64
Annual Cargo Volume (tons)		6,725	7,130	7,635	7,970	8,320
Warehouse/Office Space (sf)	2,770	3,050	3,200	3,450	3,600	3,750
Warehouse/Office Surplus (Deficit) (sf)	-	(280)	(430)	(680)	(830)	(980)

Source: RS&H, 2017

Note: Totals may not sum due to rounding.

4.6.1.3 Air Cargo Building Summary

The total air cargo building requirements for the forecast demand throughout the planning period is described in [Table 4-51](#). There is sufficient space to accommodate forecast demand throughout the planning period.

TABLE 4-51
TOTAL CARGO BUILDING REQUIREMENT

	Existing	2016	2020	2025	2030	2035
Belly Cargo Warehouse/Office Space (sf)	-	450	450	600	700	900
Integrated Cargo Warehouse/Office Space (sf)	-	3,050	3,200	3,450	3,600	3,750
Total Warehouse/Office Space (sf)	10,100	3,500	3,650	4,050	4,300	4,650
Total Warehouse/Office Surplus (Deficit) (sf)	-	6,600	6,450	6,050	5,800	5,450

Source: RS&H, 2017

4.6.2 Air Cargo Apron

The methodology used for analyzing the air cargo apron used ARCP Report 143, *Guidebook for Air Cargo Facility Planning and Development*. The air cargo apron currently is composed of 14,950 square yards that is used for cargo aircraft parking, ground service equipment (GSE) storage and circulation space. Currently, the air cargo apron is used by three aircraft types, which are forecast to continue to provide daily cargo service throughout the planning period. These aircraft include a Cessna Caravan 208, Beech 1900C, and Airbus A300-600.

To simulate a time of peak usage, this apron analysis assumes that one of each aircraft will simultaneously occupy the apron during peak periods. Therefore, the cargo apron should simultaneously accommodate all three aircraft to meet forecast demand.

It is necessary to consider buffer space when determining the needed space for the parking of air cargo aircraft. Buffers provide define sufficient space for parking aircraft adjacent to one another, aircraft servicing, cargo loading, and tug circulation around the aircraft for loading purposes. For this analysis, the necessary buffer space assumes cargo loading will take place on the side door of the aircraft, not through the nose. The space required by each aircraft on the air cargo apron was determined using the following parking position buffers per the ACRP Report:

- » Wingtip to wingtip/object distance – 25 feet
- » Turboprop nose to structure distance – 25 feet
- » Jet nose to structure distance – 55 feet
- » Jet tail to taxilane edge distance – 75 feet
- » Buffers provide sufficient space for parking aircraft adjacent to one another, aircraft servicing, cargo loading, and tug circulation around aircraft
- » Buffers assume cargo loading via aircraft side door, not nose loading

There is a significant difference in the GSE area utilization rate between passenger belly cargo aircraft, and freighter belly cargo aircraft. The GSE area for passenger belly aircraft is 2.78 square feet per annual ton, and the GSE area for freighter belly aircraft is 0.90 square feet per annual ton.

Based on this analysis, the cargo apron is sufficient to accommodate the forecast demand for aircraft parking and GSE storage throughout the planning horizon. The cargo apron requirements are described in [Table 4-52](#).

TABLE 4-52
CARGO APRON REQUIREMENTS

	Existing	2016	2020	2025	2030	2035
Cessna Caravan 208 Area (sy)	-	600	600	600	600	600
Beech 1900C Area (sy)	-	800	800	800	800	800
Airbus A300-600 Area (sy)	-	5,900	5,900	5,900	5,900	5,900
Total Aircraft Area (sy)	-	7,300	7,300	7,300	7,300	7,300
GSE Storage Space (sy)	-	1,400	1,500	1,600	1,700	1,800
Total Apron Area (sy)	14,950	8,700	8,800	8,900	9,000	9,100
Total Apron Area Surplus (Deficit) (sy)	-	6,250	6,150	6,050	5,950	5,850

Source: RS&H, 2017

4.6.3 Air Cargo Landside

The requirements for the Air Cargo facility landside includes employee and customer vehicle parking along with cargo truck parking. Based on ACI Air Cargo (Chapter 4 – Facility Analysis), there should be 4 employee parking spaces and 1 customer parking spaces per 1,000 square feet of warehouse and office. There should be 1.8 square feet of truck parking per square foot of warehouse and office space per the ACRP report.

Based on these requirements, there is sufficient vehicle parking stalls to accommodate forecast demand throughout the planning horizon. The truck parking area is also sufficient to accommodate the forecast demand throughout the planning horizon. The cargo landside requirement is described in [Table 4-53](#).

TABLE 4-53
CARGO LANDSIDE REQUIREMENTS

	Existing	2016	2020	2025	2030	2035
Vehicle Parking Spaces	25	20	20	20	20	25
Vehicle Space Surplus (Deficit)	-	5	5	5	5	0
Truck Parking Area (sf)	9,500	6,300	6,570	7,290	7,740	8,370
Truck Parking Area Surplus (Deficit) (sf)	-	3,200	2,950	2,200	1,750	1,150

Source: RS&H, 2017

4.6.4 New Integrated Express Cargo Scenario

A hypothetical cargo scenario was prepared and evaluated to understand the facility impacts that could result with a new integrated express cargo carrier initiated operation at PNS. It is reasonable to assume that a new cargo tenant may relocate to PNS by the end of the planning period. This new facility would likely resemble a typical midsize package distribution, which is the typical size to support new entrant integrated express cargo tenants.

Such a facility would be capable of processing up to 15,000 packages per hour. The approximate sizing of a potential distribution center is as follows:

- » Building – 25,000 square feet
- » Apron Parking Positions – 3 ADG-IV aircraft positions + 3 regional turboprop positions
- » Apron Area– 17,850 square yards
- » Landside Vehicle Parking Stalls – 212 stalls
- » Landside Vehicle Parking Area – 82,450 square feet
- » Landside Truck Parking Area – 127,350 square feet
- » Total Site Area – 403,350 square feet

For planning purposes, PNS should preserve land for potential use as a dedicated cargo facility.

The hypothetical scenario indicates that the building, landside, and apron would need significant capacity enhancement to accommodate this new cargo tenant and forecast demand at the end of the planning period. The building requirements for the new entrant cargo carrier scenario and comparison to the space required to accommodate the forecast demand are described in [Table 4-54](#).

TABLE 4-54
NEW ENTRANT CARGO CARRIER SCENARIO BUILDING REQUIREMENTS

	Existing	2035 Requirement New + Entrant Requirement
Building Area (sf)	10,100	29,650
Building Area Surplus (Deficit) (sf)		(19,550)
Apron Area (sy)	14,950	26,950
Apron Area Surplus (Deficit) (sy)		(12,000)
Landside Vehicle Parking Stalls	25	237
Landside Vehicle Parking Area Stalls (Deficit)		(212)
Landside Truck Parking Area (sf)	9,500	135,720
Landside Truck Parking Area Surplus (Deficit) (sf)		(126,220)

Source: RS&H, 2017

4.7 AERONAUTICAL SUPPORT FACILITIES

4.7.1 U.S. Customs and Border Protection Federal Inspection Station

U.S. Customs and Border Protection (CBP) is charged with regulating and facilitating international trade, collecting import duties, and enforcing U.S. regulations, including trade, customs, and immigration.

PNS currently accommodates international GA arrivals, and the demand for it is expected to increase throughout the planning period. Since PNS does not have any CBP personnel or resources stationed at PNS, any aircraft arriving from international origins are required to contact CBP 24 hours in advance to coordinate processing of persons and bags. This extra step presents a lower level of service for GA users. Further, CBP would benefit from having office space and secure locations to store equipment on-Airport.

The annual CBP processed flight activity for the last three years is described in [Table 4-55](#). Given the increase in aircraft and passenger activity over the last several years, and given the continued forecast growth of activity, CBP has indicated a need for a General Aviation Facility (GAF) to be able to continue processing arriving passengers and aircraft. Therefore, it is recommended that PNS Airport officials and FBO officials consider the construction of a CBP General Aviation Facility (GAF) in which CBP can house equipment and resources, and process passengers in accordance with their requirements.

A GAF is one type of Federal Inspection Station (FIS) used to serve persons arriving aboard small private airplanes and/or regional type aircraft. Should the demand materialize for scheduled international arrivals, an FIS in the terminal building will be required to process arriving passengers. A GAF FIS may be housed in a stand-alone structure, or as an attachment to an existing facility (e.g., FBO terminal building). Further study and coordination with CBP is required to facilitate implementation of a GAF FIS.

TABLE 4-55
ANNUAL CBP PROCESSED FLIGHT ACTIVITY

Operations Type	Operations Count	Person Type	Person Count
FY16			
Charter flights	15	Charter crew/pax	86
Private flights	62	Private crew/pax	315
Military flights	3	Military crew/pax	15
Total flights processed	80	Total crew/pax processed	416
FY15			
Charter flights	25	Charter crew/pax	134
Private flights	54	Private crew/pax	284
Military flights	4	Military crew/pax	93
Total flights processed	83	Total crew/pax processed	511
FY14			
Charter flights	13	Charter crew/pax	72
Private flights	31	Private crew/pax	154
Military flights	9	Military crew/pax	43
Total flights processed	53	Total crew/pax processed	269

Source: Pensacola CBP, 2017.

4.7.2 Aircraft Rescue and Firefighting Requirements

The Aircraft Rescue and Firefighting (ARFF) facilities are required based on Code of Federal Regulations Title 14 Part 139. This section evaluates the ARFF Index and ARFF station requirements.

4.7.2.1 ARFF Index

The ARFF Index for an airport is based upon the length of air carrier aircraft and the average daily departures of air carrier aircraft. The ARFF classifications and requirements are described in [Table 4-56](#).

TABLE 4-56
ARFF INDEX REQUIREMENTS

ARFF Index	Aircraft Length (ft.)	Min. ARFF Vehicles	Example Aircraft
A	<90	1	Bombardier CRJ-200
B	90 - <126	1-2	Boeing DC-9
C	126 - <159	2-3	Boeing 757-200
D	159 - <200	3	Airbus A300
E	>200	3	Boeing 777

Source: Code of Federal Regulations Title 14 Part 139

The analysis methodology considers the longest air carrier aircraft with an average of five or more daily departures that operates at an airport. When a single air carrier aircraft does not satisfy the daily departure requirement, Part 139.315 indicates that the ARFF Index is the next lower Index group than that prescribed for the longest air carrier aircraft.

The longest air carrier aircraft serving PNS is the Airbus A300, which has an ARFF Index of D. Therefore, PNS is classified as an ARFF Index C and the designation will remain as such throughout the planning period per Part 139.315, since the average daily departure for this aircraft is less than five throughout the planning period.

The ARFF Index C vehicle requirements are described in Part 139.317. Either three vehicles or two vehicles can be used to satisfy the Index C vehicle requirements. If three vehicles are used, one vehicle must carry the extinguishing agents. This includes 500 pounds of sodium-based dry chemical, halon 1211, or clean agent. The vehicle could also carry 450 pounds of potassium-based dry chemical and water with a commensurate quantity of AFFF to quantity of AFF to total 100 gallons for simultaneous dry chemical AFFF application. The other two vehicles must carry an amount of water and the commensurate quantity of AFFF so that the total quantity of water for foam production carried by all three vehicles is at least 3,000 gallons. If two vehicles are used, one vehicle must carry the extinguishing agents, which includes at least 500 pounds of sodium-based dry chemical, halon 1211, or clean agent and 1,500 gallons of water and the commensurate quantity of AFFF for foam production. The other vehicle must carry water and the commensurate quantity so that the total quantity of water foam production carried by both vehicles is at least 3,000 gallons.

The existing ARFF vehicle inventory satisfies the ARFF Index C requirements, by maintaining at least two Class C, E-One Titan Force 4x4 vehicles with storage for 1,585 gallons of water storage, and storage for 200 gallons of foam within them.

The Index C response time requirements are described in Part 139.319. At least one vehicle must reach the midpoint of the farthest runway serving air carrier aircraft from its assigned post or reach any other specified point of comparable distance on the movement area that is available to air carriers, and begin application of extinguishing agent within three minutes. Within four minutes from the time of alarm, all

other required vehicles must reach the point specified above from their assigned posts and begin application of an extinguishing agent. The existing ARFF vehicle inventory satisfies these requirements.

4.7.2.2 ARFF Station

ARFF station requirements were approximated and evaluated to determine if sufficient space exists to support the mission of the ARFF. The building size requirements were determined in consideration of Index C requirements. The analysis was completed using space allocations as recommended in FAA Advisory Circular 150/5210-15A, *Aircraft Rescue and Firefighting Station Building Design*. The analysis considered four general building areas: vehicle bay, support area, administration area, and crew quarters.

The vehicle bay accommodates apparatus bays, a vehicle support room, and workshop. The support area accommodates foam agent recharge functions, gear storage/wash/drying room, first aid and medical storage, chemical agent storage, and a watch room. The administration area accommodates offices, file storage, and a conference room. The crew quarters area accommodates sleeping areas, lounge areas, an exercise area, kitchen/dining areas, and training areas. Space for each area was estimated based on guidance from the FAA Advisory Circular and allocated per number of personnel on each shift, as applicable.

Class IV ARFF apparatus (required at PNS to meet Part 139.317 requirements) require a minimum of 600 square feet per vehicle bay per the FAA Advisory Circular. The number of vehicle bays is primarily determined by the ARFF Index. Three bays accommodate the two primary response apparatus and the reserve response apparatus. Many airports often have an additional apparatus bay for light maintenance and washing, the re-supplying of foams and water, a hazardous material vehicle, or an Emergency Medical Service vehicle. A fourth bay can be used for maintenance or recharging.

The support area, located at the south end of the ARFF building, accommodates a workshop, foam and equipment storage room, hose room, and tool storage room. Based on these items an area of approximately 1,800 square feet is needed for this functional area.

The administrative area accommodates a watch office, fire department office, officer bunk, and restroom. The administrative area should encompass approximately 1,600 square feet.

The crew quarters and circulation space make up the remainder of the facility. The crew quarters is the combination of an exercise room, male and female locker rooms and lavatories, male and female dormitories, training room, and other spaces. The crew quarters should supply 3,200 square feet given a total staff of six, with two individuals per shift. In summary, the existing ARFF building and apron is sufficiently sized to meet PNS' needs. The ARFF station building requirements are described in [Table 4-57](#).

The FAA recommends that an ARFF apron or driveway leading to the movement area of an airfield be a straight access from the vehicle room or bay. The FAA standards require the width of an apron for a multi-bay station to be equal to the distance between the outermost left and right vehicle bay door openings plus an additional three feet on each side. The combined door opening at the ARFF is approximately 70 feet wide; therefore, the required width is 76 feet. The FAA recommends that an ARFF is at least 1.5 vehicle lengths, based on the ARFF apparatus in the inventory. The E-One Titan Force 4x4 ARFF vehicle is 29 feet and 5 inches long; therefore, the recommended apron length is 44 feet and 1.5 inches in length. The total recommended ARFF apron is approximately 3,400 square feet. The existing ARFF apron is

approximately 3,520 square feet and is sufficiently sized based on FAA recommendations. The ARFF station requirements are described in [Table 4-57](#).

TABLE 4-57
ARFF STATION REQUIREMENTS

Functional Area	Description	Existing (sf)	Recommended (sf)
ARFF Building Area			
Vehicle Bay Area	Vehicle Bays	-	2,900
Support Area	Workshop, Foam and Equipment Storage Room, Hose Room, Tool and Storage Room	-	1,800
Administrative Area	Watch Office, Officer's Bunk, Fire Department Office, Restroom	-	1,600
Crew Quarters	Locker Rooms, Day/Dining Room, Exercise Room, Training Room/Lounge, Dormitory	-	3,200
ARFF Building Area Total	Vehicle Bays, Support Area, Crew Quarters, and Administrative Area	14,000	9,500
ARFF Building Area Total Surplus (Deficit)	-	-	4,500
ARFF Apron	Apron Area	3,520	3,400
ARFF Apron Surplus (Deficit)	-	-	120

Source: FAA Advisory Circular 150/5210-15A, *Aircraft Rescue and Firefighting Station Building Design*; RS&H, 2017

4.7.3 Aircraft Fuel Storage Facilities Requirements

This section describes the aircraft fuel storage requirements for PNS.

4.7.3.1 Fuel Truck Storage Area

The FAA provides Advisory Circular 150/5210-20, *Ground Vehicle Operations on Airports*, to direct the appropriate actions of fuel trucks on airports. The FAA standards in this document act as the guiding resource for this analysis. The standards clearly state that a fuel truck shall not be brought into, stored, or parked within 50 feet of a building, nor can it be within 10 feet of any other vehicles.

An analysis concluded that the fuel trucks at PNS are parked in compliance with these FAA standards. All fuel trucks were either stored in the northwest quadrant or the southeast quadrant.

The northwest quadrant fuel truck parking is located immediately east of the abandoned Terminal Radar Approach Control (TRACON) Facility. Each of the five designated fuel truck parking stalls in this location are separated by 10 feet of space, which satisfies the separation standard. Some parking stalls are located less than 50 feet from the abandoned TRACON building; however, the main portion of the abandoned

TRACON building is outside the 50-foot separation requirement. Additionally, the abandoned TRACON building is not continuously inhabited and used irregularly.

The southeast quadrant fuel truck parking is located north of the Pensacola Aviation Center FBO terminal building and south of the eastern terminus of Taxiway C1. Each of the four designated fuel truck parking stalls in this location are separated by 10 feet, which satisfies the separation standard. Further, each of the fuel trucks parked in this area also satisfy the 50-foot separation requirement to the FBO building.

4.7.3.2 Fuel Storage

The fuel storage requirements at PNS were evaluated to determine if adequate storage exists for the forecast demand. The two basic fuel types used by aircrafts are Jet A fuel and avgas fuel. The type and amount of fuel needed to be stored at an airport is dependent on aircraft and operational types and frequencies. Currently, the avgas fuel storage holds a total of 27,000 gallons, and the Jet A fuel storage holds a total of 130,000 gallons. The fuel storage area analysis assumes the following:

- » All commercial operations (i.e., passenger and cargo) use Jet A fuel
- » 85 percent of general aviation operations use Avgas
- » 15 percent of general aviation operations use Jet A
- » All military operations use Jet A

The methodology for evaluating the fuel storage facilities created a fuel type use-ratio of an average day for the peak month. The ratio applies the average fuel used per day in a peak month, by taking historic monthly consumption totals of each fuel type purchased at PNS from 2008-2013, and calculating a daily average. It then divides it by the average number of operations on an average day in the peak month that would use that type of fuel. The operational data was obtained using the FAA Operations and Performance Data through the Traffic Management System Counts (TFMSC) system.

A historical fuel type use-ratio of 21 gallons of avgas fuel was calculated, based on the number of applicable operations using the fuel type, and the daily fuel consumed for an average day of the peak month. Therefore, for each planning level the change in operations could be multiplied by this ratio to estimate the average daily fuel consumption. The average daily fuel consumption was then multiplied by seven days, to see if the weekly consumption could be fulfilled by the existing storage tank that holds 27,000 gallons. The analysis showed that the avgas fuel storage capacity is sufficient to accommodate the demand throughout the planning horizon. [Table 4-58](#) describes the avgas fuel storage requirements.

A historical fuel type use-ratio of 212 gallons of Jet A fuel was calculated, based on the number of applicable operations using the fuel type, and the daily fuel consumed for an average day of the peak month. Therefore, for each planning level the change in operations could be multiplied by this ratio to determine the average daily fuel consumption. The average daily fuel consumption was then multiplied by seven days, to see if the weekly consumption could be fulfilled by the existing storage tank that holds 130,000 gallons. The analysis showed that the Jet A fuel storage capacity is sufficient to accommodate the existing demand, but based on the forecast, additional storage is necessary by 2020. [Table 4-59](#) describes the Jet A fuel storage requirements.

Fuel storage location was also assessed as part of this analysis. Currently, the entire fuel storage capacity is accommodated in the fuel farm in the northwest quadrant. Relocation of the fuel farm should be

considered to allow the existing site to be redeveloped for higher use. Relocation of the fuel farm to a more central location would improve the level of service for all operators by reducing response time due to the current long transit by fuel trucks between users and the fuel farm. This may include a small self-serve fueling facility on the general aviation ramp. These facilities are common at general aviation facilities at airport around the country. This strategy allows general aviation aircraft operators to self-fuel, which reduces cost and enhances both flexibility and level of service for users. Further, it would support a more efficient operation for fuel truck operators. Currently, fuel truck operators use on-Airport, Airport-use public roads to retrieve fuel from the fuel farm in the northwest quadrant, as described in [Section 4.2.6](#). This can be challenging and problematic given the distance and routing required. This situation can partially be remedied if a supplementary fuel storage facility were constructed in the southeast quadrant. This would result in fewer fuel truck trips to the fuel farm.

TABLE 4-58
AVGAS FUEL STORAGE

	Existing	2016	2020	2025	2030	2035
ADPM Avgas Operations	-	161	163	166	168	171
Use Ratio (Gallons/Operation)	-	21	21	21	21	21
Average Day Peak Month Demand (Gallons)	-	3,300	3,400	3,400	3,500	3,500
Total Avgas Fuel Supply (Days)	-	8.2	7.9	7.9	7.7	7.7
Total Avgas Storage Required for 7 Days (Gallons)	27,000	23,100	23,800	23,800	24,500	24,500
Total Avgas Storage Surplus (Deficit) (Gallons)	-	3,900	3,200	3,200	2,500	2,500

Source: RS&H, 2017

TABLE 4-59
JET A FUEL STORAGE

	Existing	2016	2020	2025	2030	2035
ADPM Jet A Operations	-	84	90	95	101	106
Use Ratio (Gallons/Operation)	-	212	212	212	212	212
Average Day Peak Month Demand (Gallons)	-	17,800	19,100	20,200	21,300	22,400
Total Jet A Fuel Supply (Days)	-	7.3	6.8	6.4	6.1	5.8
Total Jet A Storage Required for 7 Days (Gallons)	130,000	124,600	133,700	141,400	149,100	156,800
Total Jet A Storage Surplus (Deficit) (Gallons)	-	5,400	(3,700)	(11,400)	(19,100)	(26,800)

Source: RS&H, 2017

4.7.4 Airport Maintenance Facilities Requirements

The methodology for the PNS Maintenance facility requirements is based on recommendations described in FAA Advisory Circular 150/5220-18A, *Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials*³⁶, and ACRP Report 113, *Guidebook on General Aviation Facility Planning*.

The recommended size of each functional area was determined based on its airport classification, as defined in FAA Advisory Circular 150/5220-18A. PNS is characterized as a “Very Large” airport with over 1 million square feet of runway to maintain. The building area requirements are comprised of four general functional areas: vehicle/equipment storage, service/repair, crew support, and building utilities area.

The vehicle/equipment storage area represents the area used to store maintenance equipment. PNS has four vehicle bays. The service/repair area represents the area used to repair and service the maintenance equipment. This area includes two repair bays, a cleaning bay, mechanic’s bench, lubrication storage, and welding area at PNS. The crew support area represents the administrative and crew quarters. This space includes offices, a training room, a kitchen/dining room, locker rooms, and restrooms at PNS. Finally, the building utilities area represents the space that accommodates the HVAC and emergency power generation equipment.

Based on the sizes recommended for each area of the PNS Maintenance building, the building should have at least 12,000 square feet. Additional space is recommended to accommodate demand for Airport Maintenance facility functions. Currently, there is 11,000 square feet of existing space in the maintenance area, which equals a deficit of 1,000 square feet. The Airport Maintenance facility requirements are described in [Table 4-60](#).

TABLE 4-60
AIRPORT MAINTENANCE FACILITY

Functional Area	Existing Area	Recommended Area
Vehicle/Equipment Storage Area (sf)	-	3,300
Service/Repair Area (sf)	-	4,200
Crew Support Area (sf)	-	3,400
Building Utilities Area (sf)	-	1,100
Total Area (sf)	11,000	12,000
Total Area Surplus (Deficit) (sf)	-	(1,000)

Source: FAA Advisory Circular 150/5220-18A, *Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials*, Table 3-3 and Table 3-4; RS&H, 2017

4.7.5 Airport Traffic Control Tower

This section describes the requirements for the Airport Traffic Control Tower (ATCT). FAA Order 6480.4B, *Airport Traffic Control Tower Siting Process*, provides guidance on ATCT evaluation and siting. The Order

³⁶ Only functional areas pertaining to general airport maintenance was included in the analysis. Significant snowfall/icing in Pensacola is rare; therefore, functional spaces pertaining to snow/ice control equipment storage was not included in the analysis.

indicates that an ATCT should be sited to meet thresholds associated with three visibility performance requirements: unobstructed view, object discrimination, and line of sight angle of incidence requirements.

The unobstructed view requirements of the FAA indicate that visibility from the ATCT cab shall be an unobstructed view of all controlled movement areas on an airport, including all runways, taxiways, and air traffic near the airport. An analysis was completed to evaluate the line of sight visibility to each runway end at PNS from the existing ATCT. The line of sight analysis evaluated five key points: the threshold centerline of each runway end, and the intersection of the farthest taxiway and terminal apron. The analysis considered the distance from the ATCT to the key points and the elevations at mean sea level (MSL).

Object discrimination requirements indicate that visibility from the ATCT cab shall support surface object visibility at critical airport locations. The purpose is to assess controllers' probability of detection and recognition of objects on the airport surface in consideration of observation range, tower height, atmospheric conditions, and surface conditions.

Object discrimination is defined by the ability of a controller to detect, recognize, or identify an object on the airport surface from the tower cab. Detection is defined as the ability to notice the presence of an object on the surface without regard to the class, type, or model. Recognition is defined as the ability to discriminate a class of objects (e.g., single engine GA aircraft). Identification is defined as the ability to specify the object (e.g., Cessna 172). Each of these is measured by the probability the object will be detected, recognized, and/or identified given the analysis parameters.

Line of sight angle of incidence requirements indicate that visibility from the ATCT cab shall support requirements for viewing objects on the airport movement areas and non-movement areas. The purpose is to assess a controller's viewing perspective of the airport surface key points.

The analysis was conducted for key sites on the airport surface: each of the four runway endpoints, and the passenger terminal apron (defined by the farthest entrance to the movement area at the intersection of the terminal apron with Taxiway A-3. Note that the terminal apron is outside the air traffic control movement area, which signifies an area not typically controlled by the ATCT. However, clear visibility of this area is important to support the safe operation of the airfield. Horizontal distance from the tower and site elevation was considered for each site. The FAA Airport Traffic Control Visibility Analysis Tool (ACTVAT) was used to perform analyses for object discrimination and line of sight angle of incidence in concurrence with FAA order 6480-4B, Airport Traffic Control Tower Siting Process. The ATCT visibility performance analysis criteria is described in [Table 4-61](#).

TABLE 4-61
ATCT VISIBILITY PERFORMANCE ANALYSIS CRITERIA

Analysis	Criteria Threshold
Object Discrimination-Detection	≥ 95.5%
Object Discrimination-Recognition	≥ 11.5%
Object Discrimination-Identification	≥ 0.91%
Line of Sight Angle of Incidence	≥ 0.80°

Source: FAA Order 6480-4B, Airport Traffic Control Tower Siting Process

Note: Unobstructed View Criteria is not quantitatively measured and therefore is excluded from the table.

The analyses results conclude that the existing ATCT is sufficient to meet the needs of PNS. The analysis determined that controllers have an unobstructed view of each runway end and the farthest point that the terminal apron intersects with the movement area from the tower cab. No line of sight shadows were identified to obstruct visibility of the movement areas. Additionally, visibility from the tower cab allows objects to be detected, recognized, and identified at each of the key sites. The analysis also determined that the tower cab allows for sufficient viewing perspective angles to each key site as measured by the line of sight angle of incidence. The ATCT visibility performance analysis results are described in [Table 4-62](#).

TABLE 4-62
ATCT VISIBILITY PERFORMANCE ANALYSIS RESULTS

Visibility Performance Criteria		RWY 8 End	RWY 26 End	RWY 17 End	RWY 35 End	Terminal Apron
Unobstructed View	Criteria Met (✓)	✓	✓	✓	✓	✓
Object Discrimination (Detection Test)	Tower Results	100.00%	99.30%	99.60%	100.00%	100.00%
	Criteria Met (✓)	✓	✓	✓	✓	✓
Object Discrimination (Recognition Test)	Tower Results	98.10%	45.50%	56.90%	95.70%	93.70%
	Criteria Met (✓)	✓	✓	✓	✓	✓
Object Discrimination (Identification Test)	Tower Results	79.30%	5.84%	8.94%	62.52%	52.54%
	Criteria Met (✓)	✓	✓	✓	✓	✓
Line of Sight	Tower Results	4.74	1.55	1.64	3.73	3.25
Angle of Incidence	Criteria Met (✓)	✓	✓	✓	✓	✓

Source: RS&H, 2017.

Further analysis will be required to ensure that the existing ATCT will remain sufficient given airfield changes that may be proposed in the Identification and Evaluation of Alternatives process. Line of sight obstructions caused by proposed development should also be considered in the selection of the preferred airport development alternative. This analysis will occur as part of the Identification and Evaluation of Alternatives portion of the study.

4.8 NONAERONAUTICAL FACILITIES

This section describes facility needs for one nonaeronautical facility at PNS – abandoned TRACON building.

4.8.1 Abandoned TRACON Building

The abandoned Terminal Radar Approach Control (TRACON) Facility is a four-level structure located in the northwest quadrant of PNS, north of the passenger terminal building and south of the air cargo building. The facility is vacant and not regularly utilized. The only known use of the facility is the occasional use by fire and emergency personnel for rescue training. The facility is in poor condition, as described in [Section 2.12](#).

Upkeep of a vacant and unused facility can be costly with limited return on investment. Conversely, a facility that deteriorates to a point of disrepair can become a liability. This facility's proximity to the airfield also introduces the concern of foreign object debris that may be produced by the building as it deteriorates. Therefore, demolition, rehabilitation, and/or repurposing of the building should be considered.

CHAPTER 5

*ALTERNATIVES AND
RECOMMENDED MASTER PLAN*

5.1 INTRODUCTION

The alternatives phase of an Airport Master Plan identifies development solutions, and guide decision-making towards a recommended solution to accommodate the future demand for the airport. The alternatives phase for this Airport Master Plan Update included preparation of several development concepts and alternatives.

These concepts and alternatives included innovative and far-reaching options that provide a “balanced” airport plan that meets or exceeds customer expectations for level of service and results in a fair and equitable distribution of user fees. A range of alternatives was prepared for the major airport functional areas. Development concepts and alternatives were prepared based on input from Pensacola International Airport (referred to as “PNS”) staff, a Technical Advisory Committee (TAC) and a City Advisory Committee (CAC). The Development concepts and alternatives were evaluated using an objective screening process, which is described further in detail in this document.

The terminal, parking, and access concept were identified as part of an integrated package. However, evaluation was conducted separately to consider the individual merits of each group of alternatives. Key to this task was to identify the ultimate capacity of the existing terminal area. The overall alternative was tested against a range of forecast scenarios to ensure that it is adequately flexible to meet varying levels of demand.

Sustainability initiatives were identified to lessen the consumption of environmental resources or minimize the overall environmental effects of proposed development during the development of facility alternatives. Sustainability goals and objectives were also used as screening criteria during the development of alternatives for the facility requirements or associated renewal and replacement projects.

The existing conditions are described in [Chapter 2](#), the current and future demand are described in [Chapter 3](#), and the requirements to accommodate the future demand at PNS are described in [Chapter 4](#).

5.2 ALTERNATIVE PREPARATION AND EVALUATION PROCESS

5.2.1 Alternatives Preparation Process

The alternatives preparation process was used to identify development solutions that would resolve existing issues and meet the long-term needs of PNS. The alternatives were prepared and categorized into the following functional areas:

- » Airside
- » Terminal
- » Landside (terminal curbside and parking)
- » General aviation
- » Air cargo

For each functional area, a range of alternatives were established. The range of alternatives were prepared through an iterative process that involved input and guidance from PNS staff, the TAC, and the CAC. The process started with the preparation of high-level, development concepts to test the feasibility of different

ideas. These development concepts were refined into development alternatives that became the subject of the alternatives evaluation process. The refined development alternatives are described in the subsequent sections of this document.

Input from stakeholders through the public involvement process was considered in the alternative preparation process. The public involvement process included soliciting stakeholder input from two committees formed to assist the development of the Master Plan Update. The TAC is composed of individuals whose professional expertise and experience allows for a technical perspective to the process. This includes individuals representing on-Airport tenants, city/county staff, and FAA officials. The TAC's purpose is to assess impact of recommendations on airport operations and stakeholder facilities. The CAC includes individuals who represent key organizations in the community surrounding PNS. Represented organizations include neighborhood associations, local tourism promotion agencies, and economic development organizations. The CAC's purpose is to assess impact of recommendations on the City and the surrounding community. Both committees are advisory in nature and PNS officials maintain the authority and responsibility of decision-making.

Input from these groups was collected and considered during the alternatives preparation phase. Stakeholder input provided the benefit of a diverse range of perspectives from which the future direction of PNS is viewed. Stakeholder input was integral to support the refinement of the development concepts to the alternatives that were evaluated as part of this process.

5.2.2 Alternatives Evaluation Process

The alternatives evaluation process was undertaken to evaluate the development alternatives for meeting the needs of airport users as well as the long-term strategic vision of PNS. A set of evaluation criteria was prepared to support this effort. Evaluation criteria provide planners with a set of consistent criteria against which the merits of each development alternative could be measured. Therefore, the criteria were used as a guideline against which each alternative was assessed. The evaluation criteria assessed four broad categories (i.e., operational performance, best planning tenets and other factors, environmental factors, and fiscal factors) as recommended in FAA Advisory Circular 150/5070-6B, *Airport Master Plans*.

The evaluation criteria were determined in advance, based on the Master Plan Update goals and objectives, which were prepared at the outset of the Master Plan Update process. The purpose of preparing the goals and objectives was to identify the desired accomplishments of the Master Plan Update process. The study goals are broad foundational statements that are consistent with the City of Pensacola and Airport's missions. The goals also represent the aspirations of PNS staff for Airport development. The study objectives are more specific and measurable criteria by which accomplishment of the goals can be gauged. The goals and objectives are described further in [Chapter 1](#).

The Master Plan Update goals and objectives were converted to evaluation criteria to support the selection of the recommended development alternative. The goals remain constant in the evaluation criteria. The six goals are described in [Figure 5-1](#). Note that each goal is color-coded to provide reference of its application in the evaluation process throughout the document.

FIGURE 5-1
ALTERNATIVE EVALUATION GOALS



Source: RS&H, 2017

Each goal comprises several criteria. The criteria are measurable benchmarks by which accomplishment of the goals can be gauged for each development alternative. The evaluation criteria are described further in [0](#).

Each alternative was evaluated using technical analysis and stakeholder input. The technical analysis included review of technical efficacy (e.g., how well the alternative would function), fiscal factors, and environmental review.

Rough order magnitude cost estimates were prepared for each alternative as an input in the review of fiscal factors. The rough order magnitude cost estimates were prepared using professional judgement assumptions to identify appropriate unit costs related to the material types (as applicable) and construction means and methods. The cost estimates were also tailored to the costs for the Pensacola region.

The environmental review included analysis to assess the potential for an alternative to affect an environmental category. The environmental impact categories are those identified in the following documents:

- » FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*
- » FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*

The sections in this document below summarize the findings of the environmental review. The evaluation review of the alternatives is described in detail in [Chapter 6](#).

The first level of alternatives assessment was to identify the positive and negative attributes of each alternative. The attributes are compiled as "Pros" or "Cons". Pros represent positive attributes and cons represent negative attributes associated with a particular element of the alternative. Each pro/con was attributed to the appropriate evaluation goal. The second level of alternatives assessment was to rate the

performance of each alternative evaluation criteria based on the pros/cons. The performance was measured on a scale of 1-5 for each applicable criterion. The scoring rubric descriptions are as follows:

- » 5 - Alternative Fully Responds to Criterion/Goal
- » 4 - Alternative Largely Responds to Criterion/Goal
- » 3 - Alternative Partially Responds to Criterion/Goal
- » 2 - Alternative Minimally Responds to Criterion/Goal
- » 1 - Alternative Does Not Respond to Criterion/Goal

The scores of criteria associated with each goal were averaged to represent the score for the goal. Therefore, the maximum score of each goal is 5. The scores from each goal were summed to represent the total score for each alternative. Therefore, the maximum score a given alternative could achieve is 30. However, some goals/criteria do not apply to the development alternative. In these cases, the maximum score is reduced based on the number of applicable goals. An evaluation summary matrix is used to report total evaluation scores (and for each goal) for each group of alternatives in the sections throughout this document.

Ultimately, the alternative evaluation scores were used to ascertain how well the alternatives as a whole (and specific elements) perform. Using these results, an airport development plan was prepared that incorporated the best alternative for each functional area. As applicable, specific elements that performed well were parsed from each alternative and incorporated into the composite development plan with the goal of minimizing the negative attributes associated with the future development plan.

Input from stakeholders through the public involvement process was considered throughout the evaluation process. The TAC and CAC were asked to review and provide comments during the evaluation process. Input from these groups was collected and considered in the ultimate selection of the recommended alternatives.

5.3 AIRSIDE

Preparation of the airfield development concepts considered the future needs and configuration for the runways, taxiways, navigational aids (NAVAIDs), and airside perimeter road. Two airside development alternatives were prepared to explore options for future airfield development.

5.3.1 Key Issues

The key issues defined in the facility requirements analysis included:

- » Resolve non-conforming airfield design principles to meet FAA standards and industry best practices
 - o High energy intersections
 - o Direct access from apron to runway
 - o Three node intersection
 - o Limit runway crossings
 - o Perpendicular intersections

- » Increase runway length
 - o Runway length of 7,700 feet to accommodate near-term demand
 - o Runway length of 8,000 feet to accommodate long-term forecast demand
- » Identify new Performance Based Navigation (PBN) / Area Navigation (RNAV) instrument approach capable runway ends
- » Maximize area for aeronautical development
- » Create contiguous airside perimeter road
- » Identify relocation options for the fuel storage facility

The critical aircraft for the overall airfield and each functional area was considered as the primary input to determine the standard to which the airfield pavement areas should be designed. The critical aircraft include the Airbus A300-600 for the overall airfield/cargo area, Boeing 757-200 for passenger terminal area, Boeing 737-700 for runway length, and Gulfstream GIII/G550 for general aviation. The critical aircraft determination is described further in [Section 4.2.1](#) in [Chapter 4](#).

Relocation of the fuel storage facility (referred to as fuel farm) is also recommended based on the need to accommodate alternate land uses at the existing location of the fuel farm. Terminal and landside uses are the highest and best use for the land area occupied by the existing fuel farm.

5.3.2 Airside Alternatives

Two alternatives were prepared to explore the airside development options. Airside Alternative 1 is depicted in [Figure 5-2](#). Airside Alternative 2 is depicted in [Figure 5-3](#).

5.3.2.1 Airside Alternative Common Elements

Several common elements pertain to each of the Airside Alternatives. The focus of the subsequent sections are on the elements that differentiate the two. The common elements are identified below.

- » New Airplane Design Group (ADG) V/Taxiway Design Group (TDG) 6 parallel taxiway 400 feet east of Runway 17-35
 - o North portion of taxiway designed to avoid impact to the Runway 17 glide slope critical area
 - o North portion of the taxiway was constructed to support the VT Mobile Aerospace Engineering (VTMAE) development
 - o The portion of the taxiway south of the VTMAE development is identified as part of Master Plan alternative preparation process
- » Seven taxiway segments removed to resolve non-conforming design principles
 - o Taxiway A2, Taxiway A3, Taxiway A7, Taxiway C (between Taxiway B and Taxiway D), Taxiway B3, and Taxiway D1, Taxiway C2 (portion west of Taxiway C1)
 - o Initial comments received from ATC indicated concern regarding the removal of Taxiways C (between D and Runway 8-26), D1, and A7. Coordination with PNS Air Traffic Control (ATC) personnel is recommended to ensure removal does not unduly impact airfield operational efficiency.
- » Replace taxiways

- o Three ADG-IV/TDG 5 taxiway connectors between Taxiway A and Runway 17-35 in northwest quadrant
- o Eastward extension of Taxiway A5 (ADG IV/TDG 5) to new parallel taxiway
- » Upgrade Taxiway D to ADG III/TDG 3 for portion east of Runway 17-35
- » Runway 17-35 extension to 7,700 feet
 - o Taxiway A extended to new Runway 35 end
- » Relocate Remote Transmitter/Receiver (RTR) Site 1 (northwest quadrant) and RTR Site 2 (northeast quadrant) to new sites in southwest and southeast quadrants
- » Install PBN/RNAV approach for Runway 35
- » Paved airside perimeter road
 - o New segment in southwest quadrant
- » New segment in southeast quadrant

5.3.2.2 Airside Alternative 1

Airside Alternative 1 is depicted in [Figure 5-2](#). Airside Alternative 1 includes the following elements, in addition to the common elements described in [Section 5.3.2.1](#).

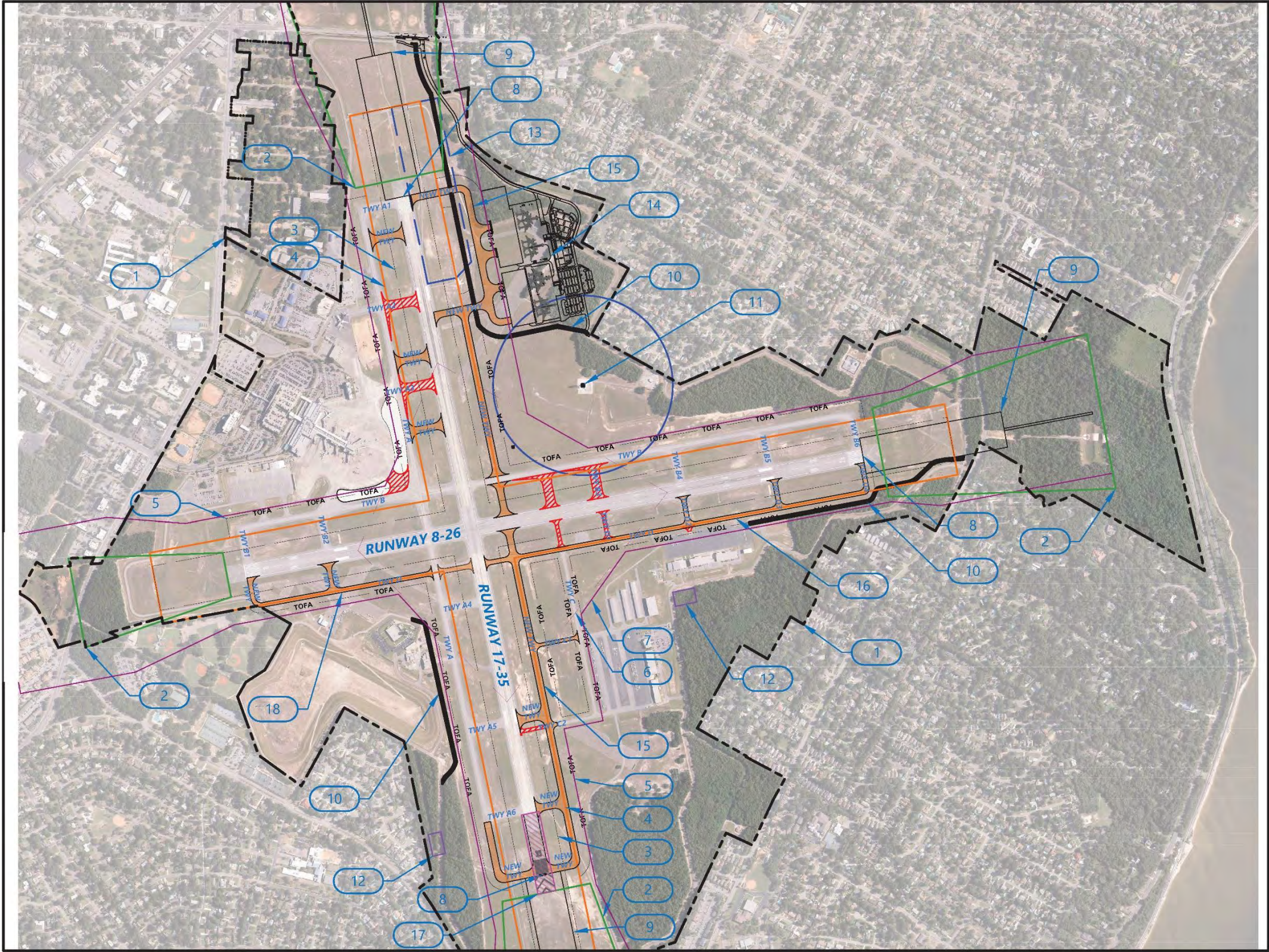
- » Taxiway D extension to Runway 8 end from Taxiway A at ADG III/TDG 3 standards
- » Paved airside perimeter road in northeast quadrant
- » PBN/RNAV approach for Runway 26
- » Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) installed for Runway 26

5.3.2.3 Airside Alternative 2

Airside Alternative 2 is depicted in [Figure 5-3](#). Airside Alternative 2 includes the following elements, in addition to the common elements described in [Section 5.3.2.1](#).

- » Taxiway D extension to intersection departure point west of Taxiway B3 at ADG III/TDG 3 standards
- » PBN/RNAV approach for Runway 8
- » MALSR installed for Runway 8
- » ASR relocation to site in southeast quadrant

FIGURE 5-2
AIRSIDE ALTERNATIVE 1

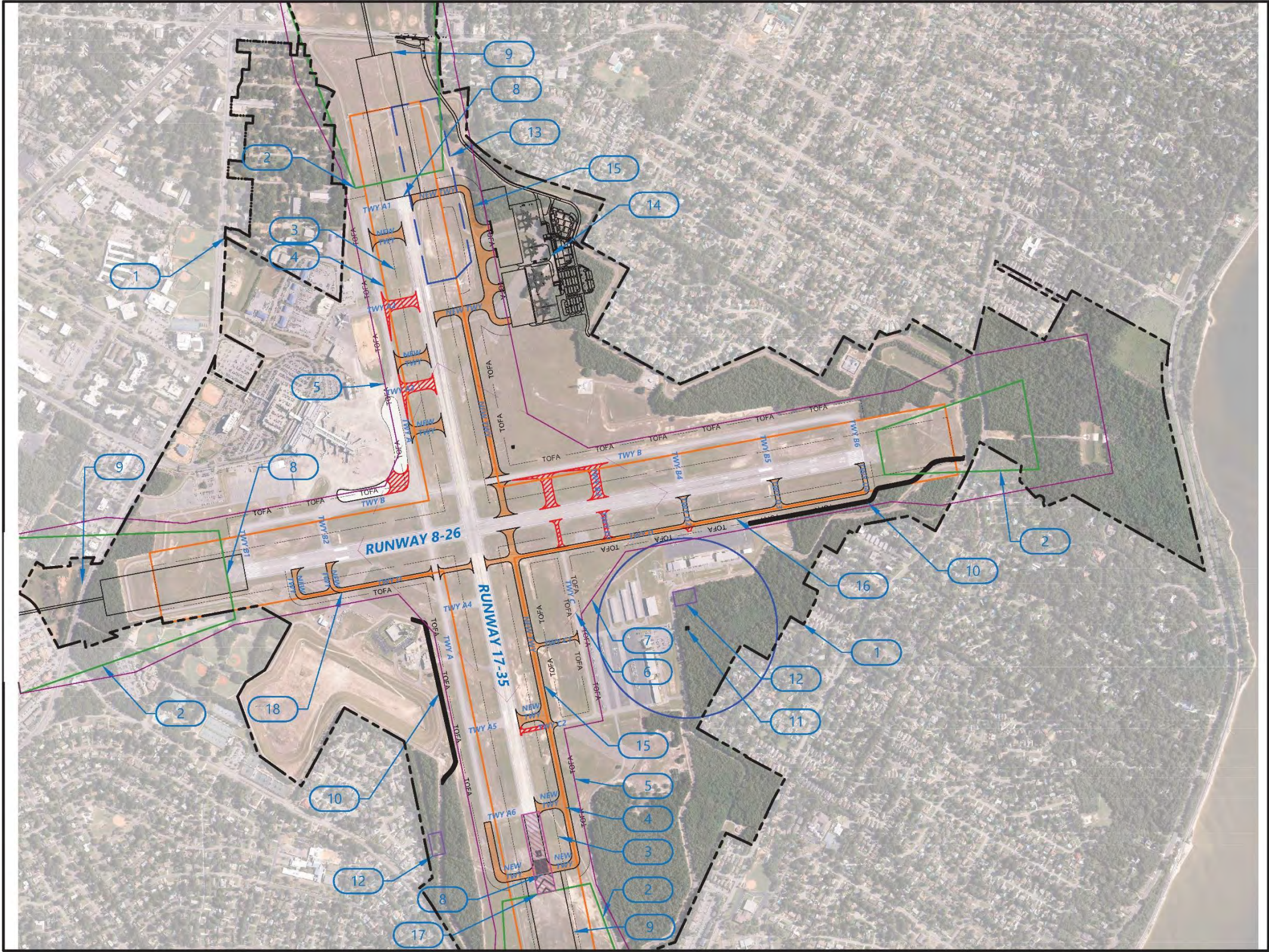


Legend

- Proposed Taxiway
- Proposed Runway 17-35 Extension
- Existing Taxiway / Apron Removal
- ASR Critical Area
- 1 Property Line
- 2 Runway Protection Zone
- 3 Runway Safety Area
- 4 Runway Object-Free Area
- 5 Taxiway Object-Free Area
- 6 Runway Visibility Zone
- 7 Building Restriction Line
- 8 PBN/RNAV Instrument Approach End
- 9 MALSR
- 10 Paved Airside Perimeter Road
- 11 Airport Surveillance Radar
- 12 Relocated RTR Facilities
- 13 Glideslope Critical Area
- 14 VTMAE MRO
- 15 New Taxiway (ADG V)
- 16 Taxiway D Upgraded to ADG III
- 17 Runway 17-35 Extension to 7,700 feet
- 18 Taxiway D Extension (ADG III)

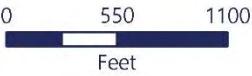


FIGURE 5-3
AIRSIDE ALTERNATIVE 2



Legend

- Proposed Taxiway
- Proposed Runway 17-35 Extension
- Existing Taxiway / Apron Removal
- ASR Critical Area
- 1 Property Line
- 2 Runway Protection Zone
- 3 Runway Safety Area
- 4 Runway Object-Free Area
- 5 Taxiway Object-Free Area
- 6 Runway Visibility Zone
- 7 Building Restriction Line
- 8 PBN/RNAV Instrument Approach End
- 9 MALSR
- 10 Paved Airside Perimeter Road
- 11 Relocated ASR
- 12 Relocated RTR Facilities
- 13 Glideslope Critical Area
- 14 VTMAE MRO
- 15 New Taxiway (ADG V)
- 16 Taxiway D Upgraded to ADG III
- 17 Runway 17-35 Extension to 7,700 feet
- 18 Taxiway D Extension (ADG III)



5.3.3 Airside Alternatives Evaluation

Both Airside Alternatives conform to FAA standards for safety. Both Alternatives comply with FAA design standards described in FAA Advisory Circular 150/5300-13A, *Airport Design*. Non-conforming airfield design principles and nonstandard conditions are resolved in both Airside Alternatives.

The Airside Alternatives were evaluated against the evaluation criteria, relative to one another. The pros/cons for Airside Alternative 1 and Airside Alternative 2 are listed in [Table 5-1](#) and [Table 5-2](#), respectively. As noted previously, the common features of the Airside Alternatives were not considered in the evaluation of the alternatives.

TABLE 5-1
AIRSIDE ALTERNATIVE 1 PROS/CONS

Pros	Cons
SAFETY - No Pros	SAFETY - No Cons
ECONOMIC - No Pros	ECONOMIC - No Cons
OPERATIONAL EFFICIENCY - All four runway ends are connected by dual parallel taxiways	LAND MANAGEMENT - Taxiway D extension impacts park (0.5 acres)
OPERATIONAL EFFICIENCY - Taxiway D extension to Runway 8 end provides greater utility of Runway 8 for departures	OPERATIONAL EFFICIENCY - Utility/cost effectiveness of airside road in northeast quadrant is questionable because vehicles must coordinate w/ ATC during IMC since road crosses through GS Critical Area
OPERATIONAL EFFICIENCY - Airside road in northeast quadrant results in contiguous airside vehicle service road which results in enhanced efficiency	FISCAL - MALSR installation may be costly because terrain drops off east of Spanish Trail Road
FISCAL - Least costly (\$46.8M)	
ENVIRONMENTAL - PBN/RNAV Approach to Runway 26 has minimal noise impacts because approach route would be over largely undeveloped areas	

Source: RS&H, 2017

The Taxiway D configuration in Airside Alternative 1 performs better than Airside Alternative 2 in relation to Safety Evaluation criteria. This difference results from the full-length, westward extension of Taxiway D in Airside Alternative 1. In Airside Alternative 2, the Taxiway D extension does not provide access to Runway 8 end, which would require a runway crossing to access the Runway 8 end or an intersection departure for general aviation users. The configuration in Airside Alternative 2 is not prohibited but it is not preferred.

The Taxiway D configuration in Airside Alternative 1 performs better than Airside Alternative 2 in relation to the Operational Efficiency criteria. The full-length extension of Taxiway D would result in dual parallel taxiways for Runway 8-26 and enhance access to the Runway 8 end. Therefore, the utility and flexibility of the taxiway network would be enhanced.

TABLE 5-2
AIRSIDE ALTERNATIVE 2 PROS/CONS

Pros	Cons
ECONOMIC - No Pros	ECONOMIC - No Cons
LAND MANAGEMENT - Relocation of ASR allows for more efficient land use because it allows for airside development of area in northeast quadrant	SAFETY - Taxiway D extension does not provide access to Runway 8 end. This results in additional runway crossings required for GA to access Runway 8 end
OPERATIONAL EFFICIENCY - Utility of PBN/RNAV approach on Runway 8 is greater since winds favor this approach more than approaches to Runway 26 or Runway 35. This results in greater efficiency for arriving aircraft	OPERATIONAL EFFICIENCY - Airside vehicles cannot circumnavigate Airport on contiguous airside vehicle service road
FISCAL - ASR frees up prime airside development area which may lead to further aeronautical development with revenue generating potential	ENVIRONMENTAL - PBN/RNAV approach on Runway 8 has greater potential noise impacts because of noise sensitive development west of PNS
	FISCAL - PBN/RNAV approach on Runway 8 costly to implement because of potential land acquisition and other off-airport impacts
	FISCAL - Most costly (\$49.7M)

Source: RS&H, 2017

However, the Taxiway D configuration in Airside Alternative 1 includes a significant drawback. The full-length, westward extension of Taxiway D results in impact to approximately 0.5 acres of off-Airport recreational park southwest of the Runway 8 end. The Taxiway D Object Free Area (OFA) would require land acquisition and at least partial demolition of the park.

A new PBN/RNAV instrument approach procedure is considered for Runway 26 in Airside Alternative 1 and for Runway 8 in Airside Alternative 2. There is greater utility for the new instrument approach for Alternative 2 because wind direction more often aligns with Runway 8 than Runway 26 during Instrument Meteorological Conditions (IMC). During IMC, winds align with Runway 8 about 32 percent of the time, while winds align with Runway 26 about 12 percent of the time, as discussed in [Chapter 4](#). However, a new PBN/RNAV instrument approach for Runway 8 would result in greater off-airport impacts, compared to Runway 26. The new instrument approach for Runway 8 would cast a larger Runway Protection Zone (RPZ) over off-airport land areas west of North 12th Avenue. The affected areas include existing residential and commercial land uses that are not compatible with FAA regulations. Mitigation for these non-compatible land uses could potentially require costly land acquisition. The associated MALSR may also require land acquisition or avigation easements for affect off-airport land areas. Further obstruction analysis indicated that off-airport light poles could potentially be obstruction to air navigation, for which mitigation would be challenging.

Construction of a MALSR to support the PBN/RNAV approach would be challenging in either alternative. In Airside Alternative 2, the MALSR extends beyond the airport property boundary and may require

easements to implement the system. In Airside Alternative 1, the MALSR construction cost may be higher due to the terrain drop-off east of Spanish Trail Road.

Implementation of a PBN/RNAV instrument approach procedure for Runway 8 would increase aircraft landings to this runway end during poor weather conditions. Therefore, consideration of the noise impacts of this change in traffic pattern is important. The land area west of Runway 8 contains commercial and residential land uses. Therefore, the land uses west of Runway 8 are more noise sensitive. The land area east of Runway 26 up until Escambia Bay is largely undeveloped. Further, Runway 26 is more frequently used because it is equipped with a more capable instrument approach (i.e., LOC/DME) compared to Runway 8. It is assumed that implementing a Runway 26 PBN/RNAV instrument approach procedure would result in greater utilization of Runway 26; however, this increase would be minimal compared to the increased Runway 8 utilization associated with the PBN/RNAV configuration identified in Alternative 2. Therefore, the PBN/RNAV Approach for Runway 26 in Airside Alternative 1 performs better than Alternative 2 in relation to the Environmental Awareness criteria.

Relocation of the Airport Surveillance Radar (ASR) in Alternative 2 is beneficial as it relates to the Strategic Land Management criteria because it opens land area in the northeast quadrant for revenue generating aeronautical development. The land area in the southeast quadrant (east of Maygarden Road) used as the ASR receiving site is not as valuable for aeronautical development due to the presence of wetlands in the area and airside inaccessibility beyond Maygarden Road. Alternatively, Airside Alternative 1 considers the preservation of the ASR in its existing location. Therefore, the ASR location in Alternative 2 more effectively supports the Strategic Land Management and Fiscal Sustainability criteria.

Implementation of Airside Alternative 1 would result in operational efficiencies based on enhanced taxiway access to Runway 8-26 and a paved, contiguous airside service road network.

Airside Alternative 1 considers the construction of a new airside perimeter road segment in the northeast quadrant. Construction of that roadway segment would create a contiguous airside road network around PNS, which results in enhanced vehicle circulation and access. The operational benefit, however, may be limited because the roadway traverses the critical area for the Runway 17 Instrument Landing System (ILS). This configuration would require vehicle drivers to contact Air Traffic Control to coordinate vehicle passage through this area during IMC while the Airport Traffic Control Tower (ATCT) is operational. However, the likelihood of occurrence of vehicle crossing during the aforementioned scenario is low as verified by ATC and Airport staff. Alternative 2 does not include this airside perimeter road segment, which results in a disconnected airside road network. Therefore, the northeast quadrant airside perimeter road in Alternative 1 performs better than Alternative 2 in relation to the Operational Efficiency criteria.

The overall Rough Order of Magnitude (ROM) implementation cost is \$46.8 million for Airside Alternative 1 and is \$49.7 million for Airside Alternative 2. The primary reason for the cost difference is the relocation of the ASR associated with Airside Alternative 2. The costs for all other project elements are similar between the two alternatives. The ROM implementation cost estimates are summarized in [Table 5-3](#). It should be noted that the Alternative 2 cost estimate does not include costs of land acquisition that may be required to support the installation of a MALSR or the larger Runway Protection Zone for Runway 8.

The evaluation results for the Airside Alternatives are described in [Table 5-4](#).

TABLE 5-3
AIRSIDE ALTERNATIVES ROM COSTS

	Alternative 1	Alternative 2
Runway 17-35 Extension	\$2.9M	\$2.9M
Proposed Taxiway Construction	\$29.6M	\$29.1M
Taxiway/Apron Removal	\$1.9M	\$1.9M
MALSR Installation	\$5.3M	\$4.8M
RTR Facility Relocation	\$4.8M	\$4.8M
ASR Relocation	-	\$5.0M
PBN/RNAV Commissioning	\$0.1M	\$0.1M
Paved Airside Perimeter Road	\$2.2M	\$1.2M
Total ROM Cost	\$46.8M	\$49.7M

Source: RS&H, 2017

Note: Numbers may not sum due to rounding.

TABLE 5-4
AIRSIDE ALTERNATIVES EVALUATION MATRIX

	Evaluator Description	Alt 1	Alt 2
GOAL	SAFETY	5.0	4.5
Crit. 1	Meets or exceeds standards to enhance safety	5	5
Crit. 2	Enhances safety through application of industry best practices	5	4
GOAL	STRATEGIC LAND MANAGEMENT	3.0	5.0
Crit. 1	Encourages compatibility between on- and off-airport land uses	2	5
Crit. 2	Promotes highest and best land use to support efficient airport operations	4	5
GOAL	OPERATIONAL EFFICIENCY	5.0	4.4
Crit. 1	Maintains or enhances operational efficiency	5	4
Crit. 2	Supports redundancy to enhance operational flexibility	5	4
Crit. 3	Strategically balances demand with supply using alternative methods	5	5
Crit. 4	Supports efficient operating environment for all aviation users	5	4
Crit. 5	Considers flexibility and adaptability to support future potential industry trends	5	5
GOAL	ENVIRONMENTAL AWARENESS	4.5	3.5
Crit. 1	Recognizes noise impacts	5	3
Crit. 2	Environmental compatibility	4	4
Crit. 3	Employs environmental sustainability initiatives	n/a	n/a
GOAL	FISCAL SUSTAINABILITY	4.3	3.7
Crit. 1	Cost effectiveness	5	4
Crit. 2	Minimizes costs	4	2
Crit. 3	Generates revenue	4	5
GOAL	ECONOMIC GROWTH	5.0	5.0
Crit. 1	Enhances regional transportation connections to the Airport	n/a	n/a
Crit. 2	Encourages increased economic impact to community	5	5
TOTAL SCORE		26.8	26.1
MAXIMUM SCORE		30	30

Source: RS&H, 2017

Notes: Alt = Alternative, Crit. = Criterion

Scoring Rubric: 5 - Alternative Fully Responds to Criterion/Goal, 4 - Alternative Largely Responds to Criterion/Goal, 3 - Alternative Partially Responds to Criterion/Goal, 2 - Alternative Minimally Responds to Criterion/Goal, 1 - Alternative Does Not Respond to Criterion/Goal

5.3.4 Recommendation

The Recommended Airside Development Alternative was prepared based on the results of the alternatives evaluation process and represents the consolidated airside layout for the future development of PNS.

The best performing elements from each Alternative were selected and compiled into the Recommended Airside Development Alternative with the goal of reducing the number of "cons" or negative attributes. The Recommended Airside Development Alternative is composed of the following elements:

- » Relocate ASR to southeast quadrant – Alternative 2
- » Taxiway D extended west short of the Runway 8 end – Alternative 2
- » Construct airside perimeter road in northeast quadrant – Alternative 1
- » PBN/RNAV approach and MALSR for Runway 26 – Alternative 1

Additionally, all common elements were included in the Recommended Airside Development Alternative.

ATC has indicated a need for a total of three precision approach capable runway ends. Currently, only Runway 17 has precision approach capability. A PBN/RNAV approach is recommended for Runway 35, as identified as identified as a common Airside Alternative element. Precision approach capability in the east-west direction would provide flexibility in handling aircraft when strong fronts and/or storms move through the area. Both ends of Runway 8-26 were evaluated and it is recommended that the PBN/RNAV approach capability is added to Runway 26. Runway 26 was selected as the recommended option because it resulted in the least off-airport impacts. A new instrument approach to Runway 8 was considered, but ultimately dismissed given the impacts and implementation hurdles. ATC feedback was that PBN/RNAV instrument approach capability on Runway 26 and Runway 35 would provide sufficient operational flexibility for routing arrivals during inclement weather.

The recommended airside alternative includes refinements to the taxiway removal not otherwise depicted in any of the alternatives. Based on comments received from ATC stakeholders, the recommendation is to retain Taxiway C (south of Runway 8-26) and Taxiway B3. Both Airside Alternatives considered the removal of both taxiway segments. However, input from ATC indicates that this refinement would result in greater flexibility for aircraft taxiing operations while also still resolving the non-conforming airfield design principles. Further coordination with ATC is required before any decisions are made regarding taxiway removal.

Based on stakeholder input and operational efficiency, two new fuel farm sites are recommended. One is a site in the southwest quadrant to serve the needs of the passenger and cargo airline users. The other located in the southeast quadrant to serve the needs of the general aviation users.

The recommended site for the fuel farm in the southwest quadrant is west of the FAA Terminal Radar Approach Control (TRACON) facility. This largely undeveloped site has a public roadway and airside perimeter road that provide access to the facility. The public access road supports efficient fuel delivery to the fuel farm. The airfield perimeter road and proximity to the passenger terminal complex were also key to support efficient fuel delivery to aircraft. Slight reconfiguration of the airside perimeter road and extension of Airfield Road is required to support the use of the new fuel farm. The general aviation fuel farm is described in [Section 5.6.4](#).

The recommended airside development alternative is consolidated into an airport-wide recommended development plan as depicted in [Figure 5-25](#). The cost of implementing the recommended airside alternative is described in [Table 5-5](#).

TABLE 5-5
RECOMMENDED AIRSIDE ALTERNATIVE ROM COSTS

	Implementation Costs
Runway 17-35 Extension	\$2.9M
Proposed Taxiway Construction	\$29.1M
Taxiway/Apron Removal	\$1.9M
MALSR Installation	\$5.3M
RTR Facility Relocation	\$4.8M
ASR Relocation	\$5.0M
PBN/RNAV Commissioning	\$0.1M
Paved Airside Perimeter Road	\$2.2M
Jet A Fuel Farm Construction	\$1.3M
Fuel Farm Demolition	\$0.1M
Total ROM Cost	\$52.6M

Source: RS&H, 2017

Note: Numbers may not sum due to rounding.

5.4 TERMINAL

5.4.1 Key Issues

5.4.1.1 Terminal Development within Planning Horizon

The key issues defined in the facility requirements analysis included:

- » Ticketing Area
 - o Add 1,200 square feet of ticketing area, in order to meet 2035 demand and level of service standards
 - o Reallocate lobby space to accommodate shift to the next generation of ticket counters and kiosks
- » Outbound Bag Make-Up
 - o Add 6,000 square feet of make-up area, in order to meet 2035 demand and level of service standards
- » Bag Claim Lobby
 - o Add 8,400 square feet of lobby space, in order to meet 2035 demand and level of service standards
- » Holdrooms
 - o Reallocation of holdroom space to avoid spillover into adjacent holdrooms during peak departure periods
- » Concessions
 - o Provide area for post-security concessions expansion
- » Gates/Apron parking positions
 - o Reconfigure each apron parking position and gate area to support a Boeing 757-200, to enhance aircraft parking flexibility
 - o Maintain 10 apron parking positions

- » Terminal apron
 - o Realign terminal apron taxilane such that separation to Taxiway A is 215 feet, in order to meet FAA design standards for parallel taxiway separation for ADG IV aircraft
 - o Realign terminal apron service road around gates such that separation to apron taxilane centerline is 112.5 feet, in order to meet FAA design standards for to fixed or movable objects for ADG IV aircraft

Increasing each aircraft parking position size to accommodate a Boeing 757-200 generally involved pulling the aircraft closer to the Terminal Concourse. This was achieved because the higher sill height for the aircraft boarding door (relative to smaller narrow-body aircraft) allows for the passenger boarding bridge to retract somewhat while maintaining allowable ramp slope in compliance with Americans with Disabilities Act (ADA) guidelines. The layouts associated with each terminal alternative also allows smaller aircraft to be accommodated at each gate. In this case, aircraft would park farther from the Terminal Concourse. This would provide the sufficient distance for the passenger boarding bridge to extend to the lower sill height while maintaining the allowable ramp slope.

The terminal alternatives also considered the need for incremental terminal expansion within next 20 years. The layout also needed to provide flexibility for future expansion beyond 2035. Lastly, providing a balanced terminal development configuration was desired.

5.4.1.2 Terminal Development beyond the Planning Horizon

Consideration of terminal development options beyond the 20-year planning horizon is an important component of the terminal alternative preparation process. The purpose is to ensure that development options selected for implementation during the planning horizon would not complicate maximization of the terminal site beyond the 20-year planning horizon. This exercise allowed the Planning Team to identify interim layout options within the planning horizon that can logically transition into the Long-Term and Ultimate terminal development layouts beyond 20 years.

The analysis focused on two milestones beyond the planning horizon – Long-Term and Ultimate. The Long-Term milestone refers to the demand level at which 15 terminal gates are required to accommodate commercial passenger traffic. This is significant because this corresponds to the point at which the level of service on a single-level terminal roadway deteriorates to an unacceptable level. An upper level roadway is recommended to efficiently accommodate passenger demand beyond this point. The Long-Term milestone occurs when demand reaches 1.9 million enplaned annual passengers. Based on forecast growth rate, demand will reach this level by 2051. However, the actual year may occur sooner or later, depending on actual growth.

The Ultimate milestone refers to the demand level at which 20 terminal gates are required to accommodate commercial passenger traffic. This is significant because this is the point at which the terminal area reaches capacity and the building can no longer be expanded in its current location to support the demand. Accommodating growth in passenger demand beyond this point may require a supplementary terminal site or relocating the passenger terminal function to another location on-airport. The Ultimate milestone occurs when demand reaches 2.5 million enplaned annual passengers. Based on forecast growth rates, demand will reach this level by 2064. However, the actual year may occur sooner or later, depending on actual growth.

Terminal layout options for the Long-Term and Ultimate milestones are depicted in [Appendix D](#). The development options show that the existing terminal site is insufficient to accommodate the Long-Term development options. The existing terminal site is bound by the helicopter apron to the southwest and the abandoned TRACON building to the northeast. The Long-Term development options show that at least one of these facilities would need to be removed in order to accommodate a 15-gate terminal layout. Similarly, review of the Ultimate development option indicates that both the abandoned TRACON building and the helicopter apron are impacted to accommodate the 20-gate terminal layout. Therefore, relocating the helicopter operation and removing the abandoned TRACON building is recommended to support the Long-Term and Ultimate terminal development.

5.4.2 Terminal Alternatives

Five alternatives were prepared depicting development options for the expansion of the passenger terminal building to accommodate the 20-year demand throughout the planning horizon. Each alternative was prepared in consideration of key issues, as described in [Section 5.4.1](#).

5.4.2.1 Terminal Alternative 1 – Minimal Development

Terminal Alternative 1 is depicted in [Figure 5-4](#) and [Figure 5-5](#) for the Upper Level and Lower Level, respectively. Terminal Alternative 1 includes the following elements:

- » Reconfigured terminal apron area
 - o Provides 10 Boeing 757-200 gates/parking positions
 - o Reconfigured 25-foot-wide apron service road around parked aircraft
- » Linear expansion in the east direction
- » Minimal expansion
- » Upper Level
 - o Holdroom expansion on the sides and the end of the Concourse to increase holdroom depth
- » Lower level
 - o Expansion of the existing make-up area with five additional belts

5.4.2.2 Terminal Alternative 2 – South Expansion

Terminal Alternative 2 is depicted in [Figure 5-6](#) and [Figure 5-7](#) for the Upper Level and Lower Level, respectively. Terminal Alternative 2 includes the following elements:

- » Reconfigured terminal apron area
 - o Provides 10 Boeing 757-200 gates/parking positions
 - o Reconfigured 25-foot-wide apron service road around parked aircraft
- » South expansion
 - o Gates expand to the south with the addition of a triangle shaped structure
- » Upper Level
 - o Expands and relocates the passenger security screening checkpoint to central spine of Terminal Concourse

- o Holdroom expansion along concourse and to the south - fill-in aircraft nose pockets, extend end of concourse, and new space on upper level above bag make-up expansion
- o Increased post-security concessions space
- » Lower Level
 - o Reconfiguration of ticketing lobby
 - Conversion to island ticket lobby configuration
 - Airline Ticket Offices (ATO) move to mezzanine level above ticket lobby
 - Improves queuing and circulation
 - o Expansion of the existing make-up area with four additional belts

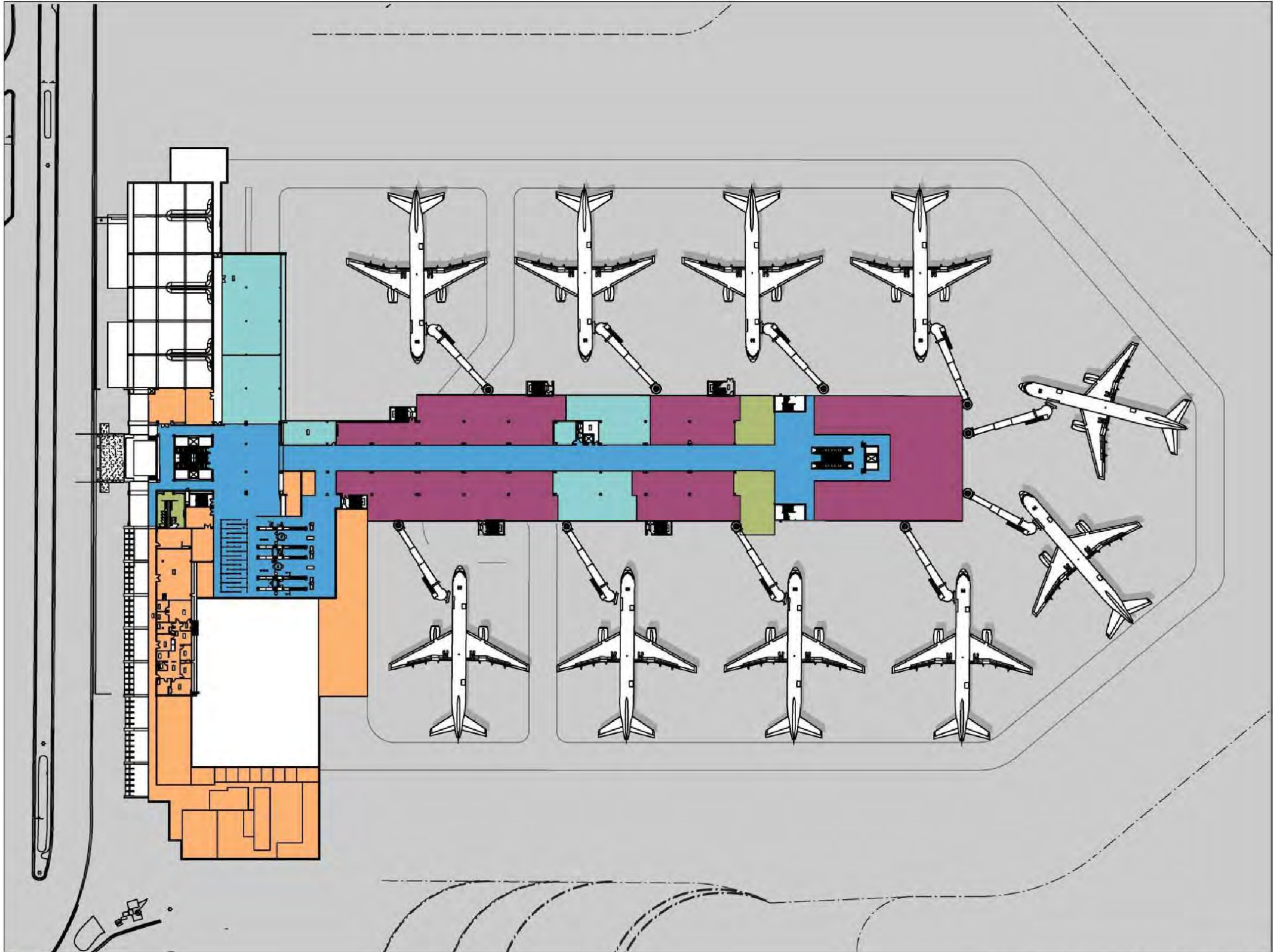
5.4.2.3 Terminal Alternative 3 – North Expansion

Terminal Alternative 3 is depicted in [Figure 5-8](#) and [Figure 5-9](#) for the Upper Level and Lower Level, respectively. Terminal Alternative 3 includes the following elements:

- » Reconfigured terminal apron area
 - o Provides 10 Boeing 757-200 gates/parking positions
 - o Reconfigured 25-foot-wide apron service road around parked aircraft
- » North expansion
 - o Gates expand towards the north with the addition of a triangle shaped structure
- » Upper Level
 - o Expands and relocates the passenger security screening checkpoint to central spine of Terminal Concourse
 - o Holdroom expansion along concourse and to the north – fill-in aircraft nose pockets, extend end of concourse, and new office space on upper level above bag make-up expansion
 - o New office space created at mezzanine level over existing bag claim hall
 - o Expansion to pre- and post-security concessions
 - o Enhanced circulation
- » Lower Level
 - o Reconfiguration of ticketing lobby
 - Conversion to island ticket lobby configuration
 - ATOs move to mezzanine level
 - Improves ticket lobby queuing and circulation
 - o Baggage make-up area expanded on north side of concourse
 - o Bag claim lobby expanded to create more circulation area (back wall shifted east)
 - Baggage service office relocated
 - o Expansion of rental car lobby and queuing area
 - o Restrooms relocated

FIGURE 5-4
TERMINAL ALTERNATIVE 1
UPPER LEVEL

- Legend
- Holdroom
 - Public Circulation
 - Restrooms
 - Concessions
 - Office/Administration



Source: Pensacola International Airport, 2007; RS&H, 2017



FIGURE 5-5
TERMINAL ALTERNATIVE 1
LOWER LEVEL

Legend

- Ticketing
- Public Circulation
- Baggage Handling
- Restrooms
- Baggage Claim Lobby
- Rental Car Lobby
- Rental Car Offices
- Support

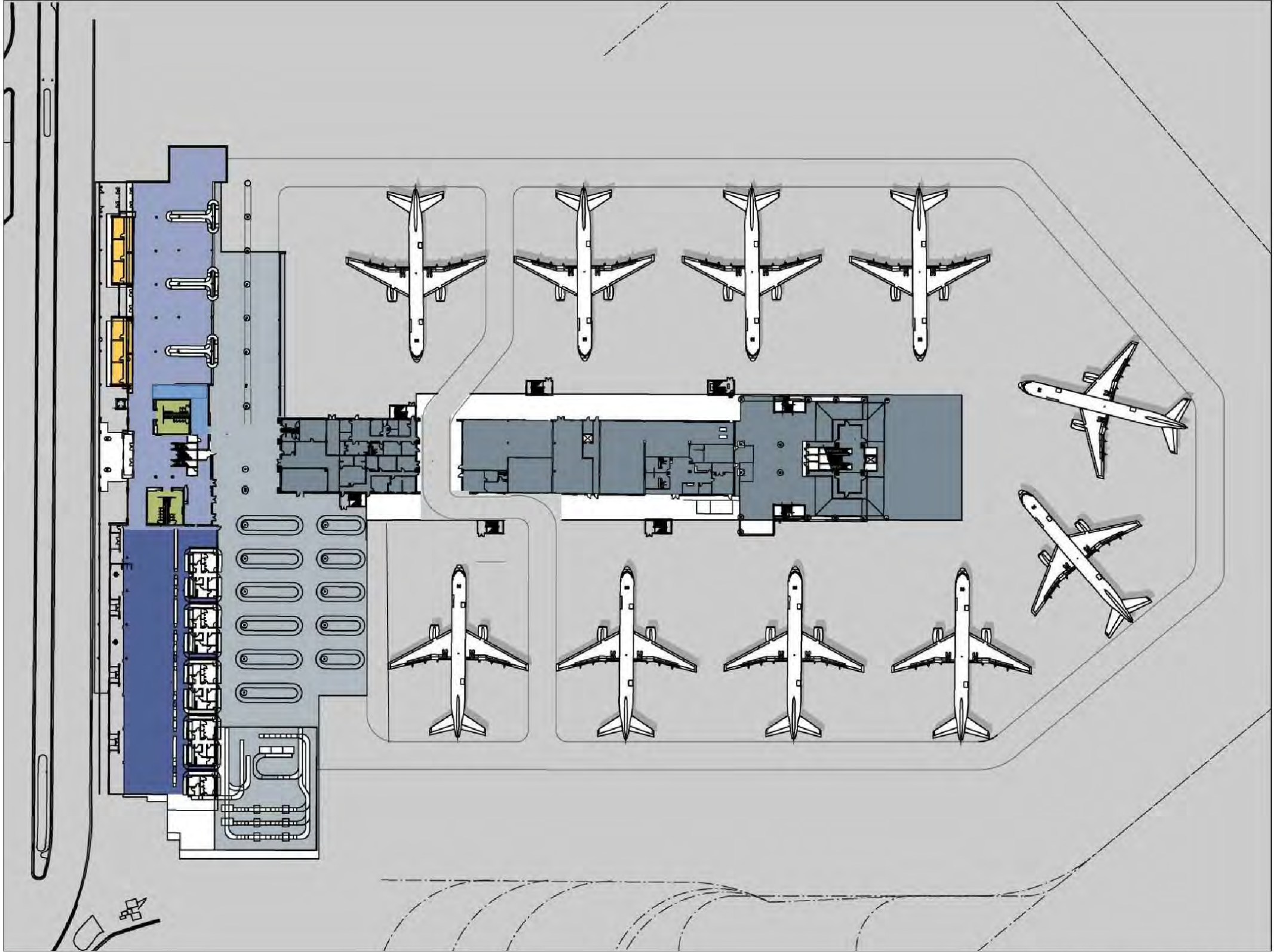
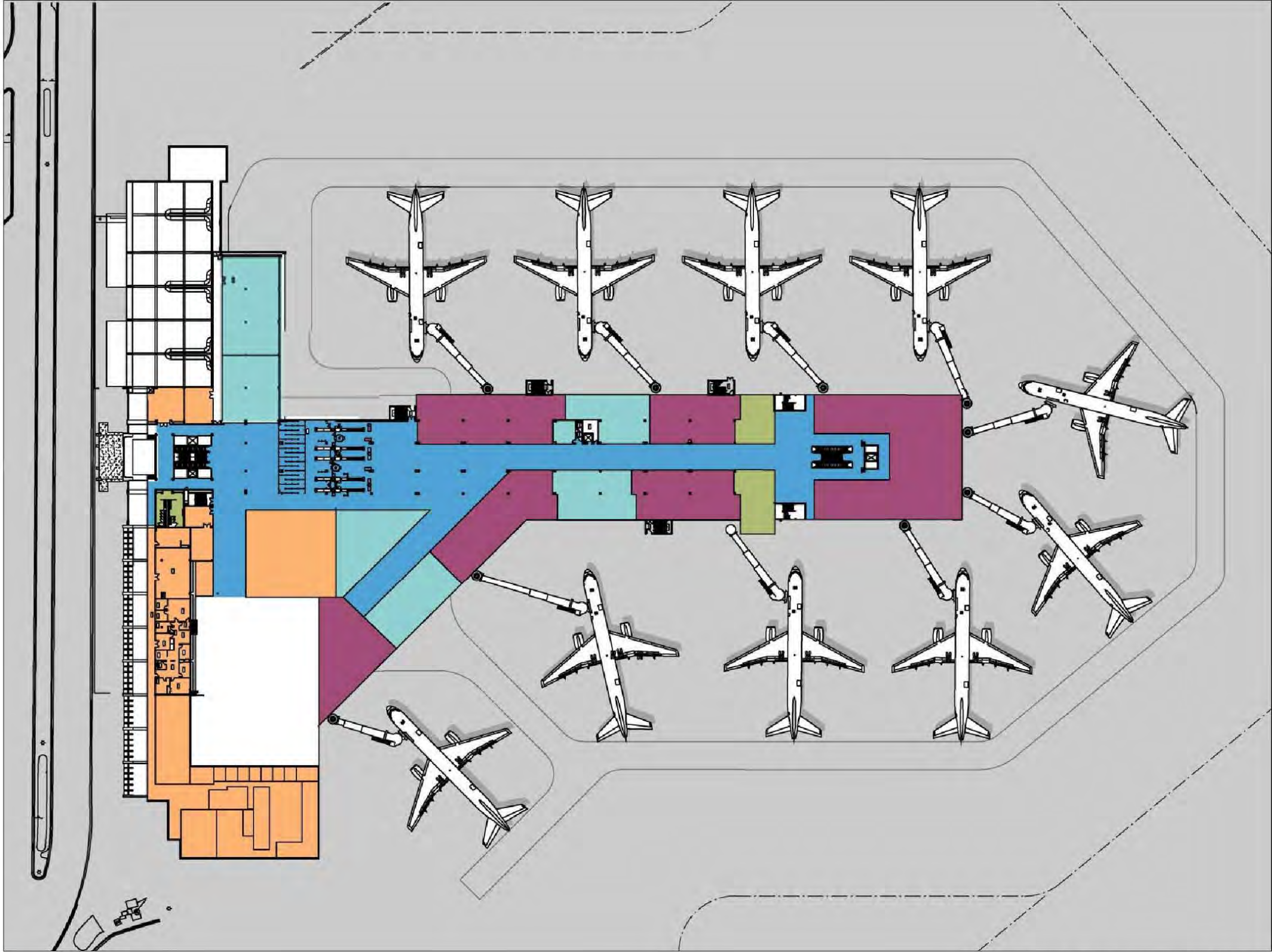


FIGURE 5-6
TERMINAL ALTERNATIVE 2
UPPER LEVEL

- Legend
- Holdroom
 - Public Circulation
 - Restrooms
 - Concessions
 - Office/Administration

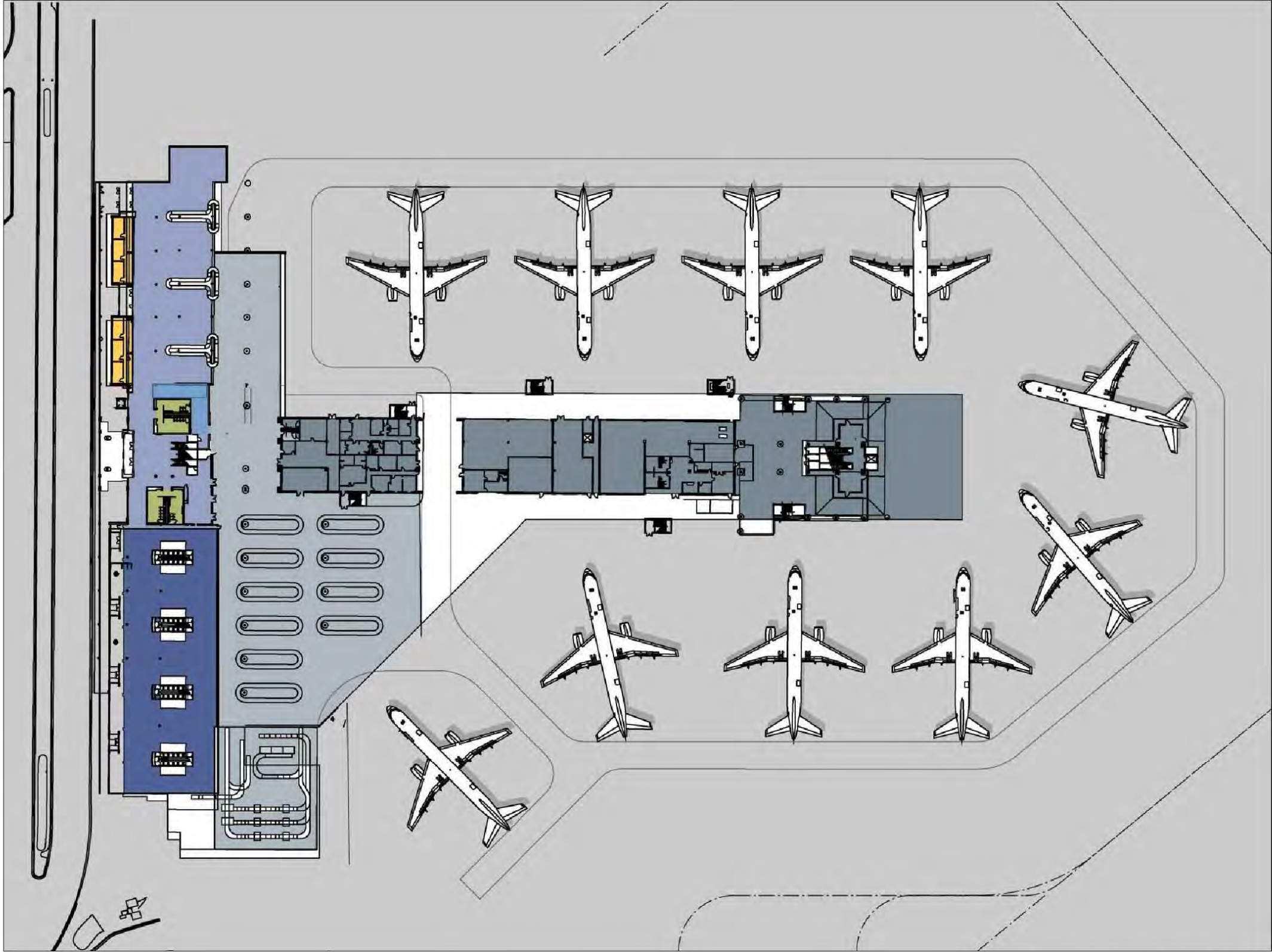


Source: Pensacola International Airport, 2007; RS&H, 2017

RS&H

FIGURE 5-7
TERMINAL ALTERNATIVE 2
LOWER LEVEL

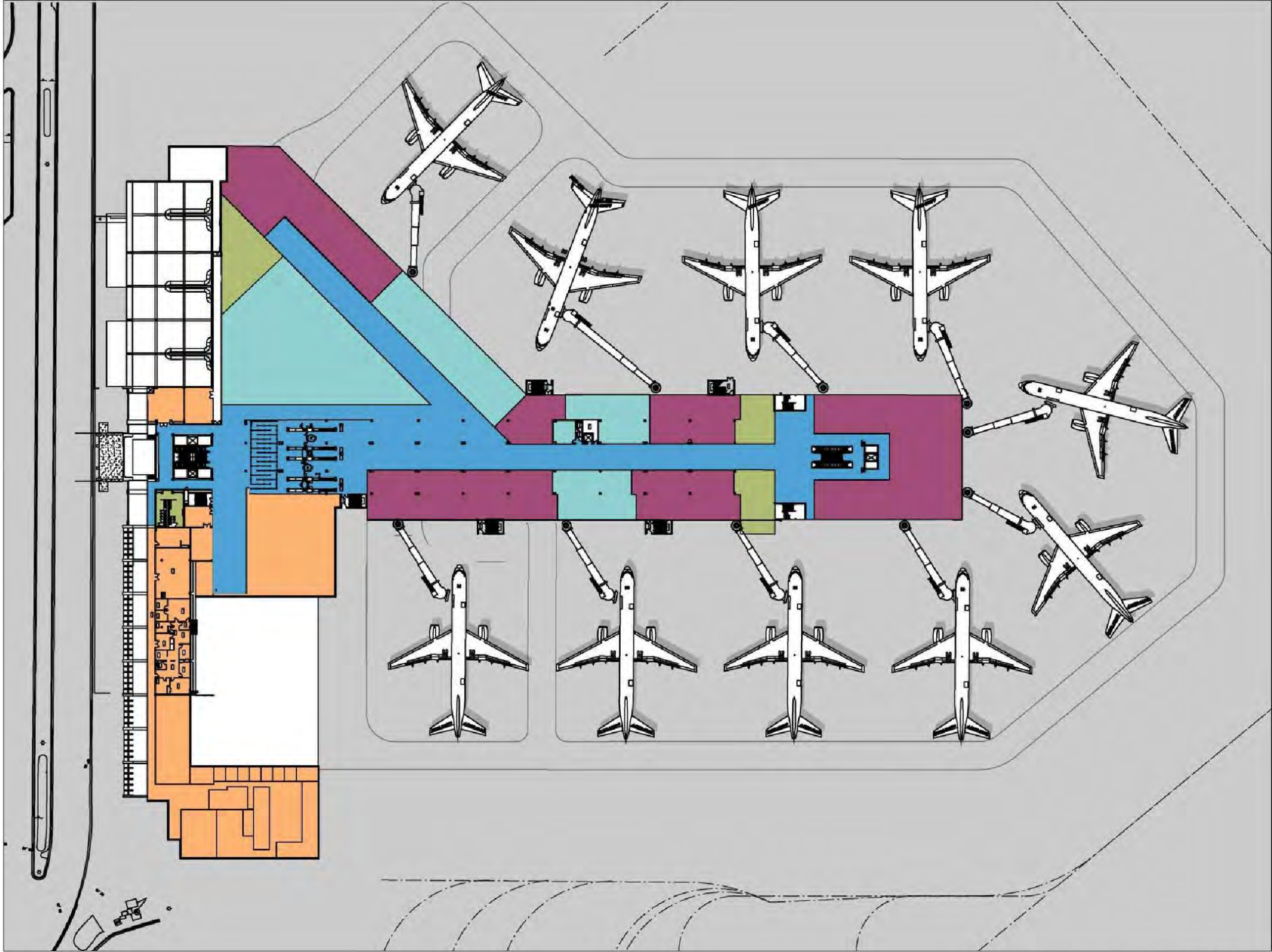
- Legend
- Ticketing
 - Public Circulation
 - Baggage Handling
 - Restrooms
 - Baggage Claim Lobby
 - Rental Car Lobby
 - Rental Car Offices
 - Support



Source: Pensacola International Airport, 2007; RS&H, 2017

FIGURE 5-8
TERMINAL ALTERNATIVE 3
UPPER LEVEL

- Legend
- Holdroom
 - Public Circulation
 - Restrooms
 - Concessions
 - Office/Administration

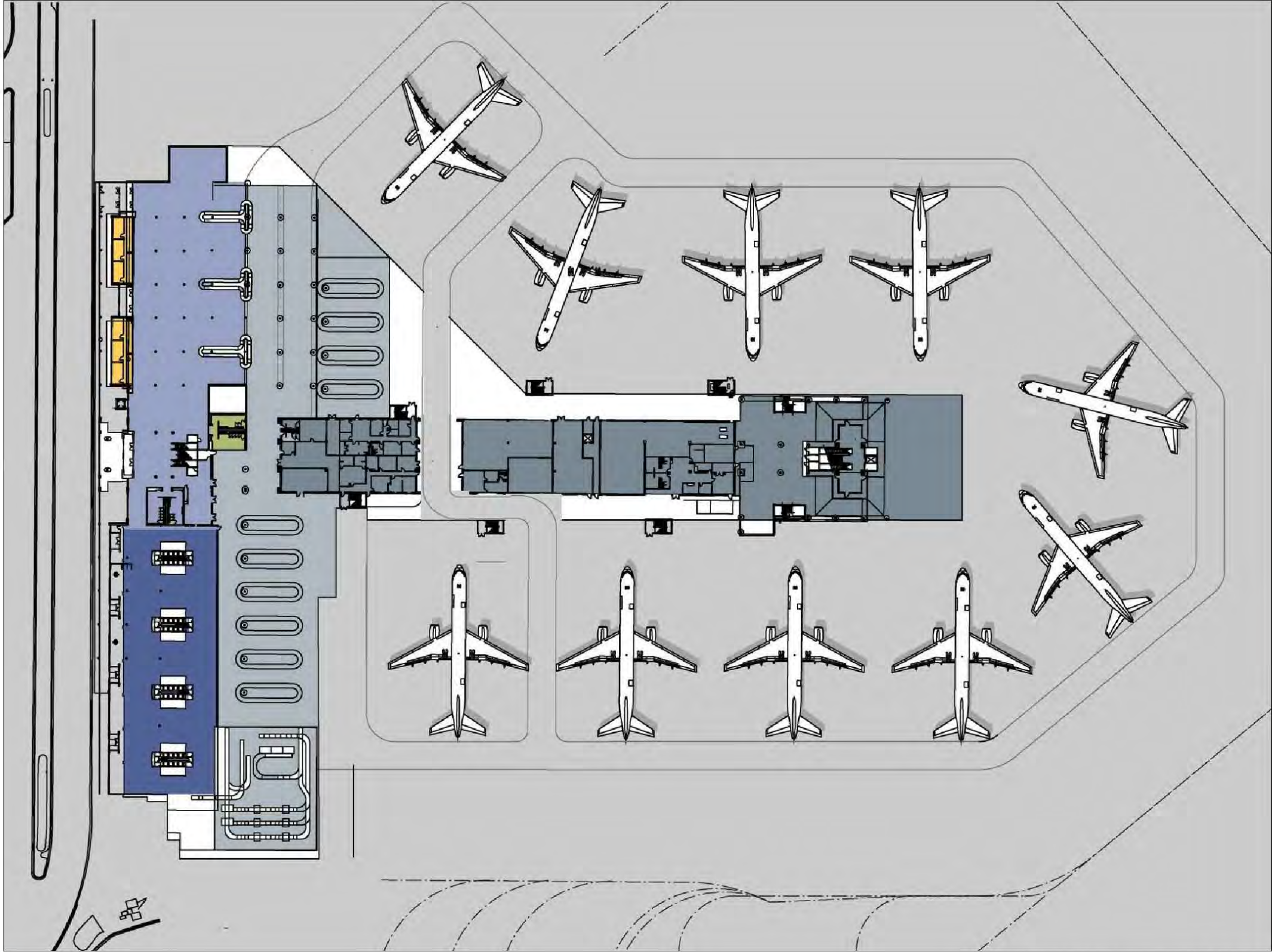


Source: Pensacola International Airport, 2007; RS&H, 2017

RS&H

FIGURE 5-9
TERMINAL ALTERNATIVE 3
LOWER LEVEL

- Legend
- Ticketing
 - Public Circulation
 - Baggage Handling
 - Restrooms
 - Baggage Claim Lobby
 - Rental Car Lobby
 - Rental Car Offices
 - Support



Source: Pensacola International Airport, 2007; RS&H, 2017

5.4.2.4 Terminal Alternative 4 – North and South Expansion

Terminal Alternative 4 is depicted in [Figure 5-10](#) and [Figure 5-11](#) for the Upper Level and Lower Level, respectively. Terminal Alternative 4 includes the following elements:

- » Reconfigured terminal apron area
 - o Provides 10 Boeing 757-200 gates/parking positions
 - o Reconfigured 25-foot-wide apron service road around parked aircraft
- » North and south expansion
 - o Gates expand towards the north and south with the addition of triangle shaped structures
 - o New office space created at mezzanine level over existing bag claim hall
- » Upper Level
 - o Expands and relocates the passenger security screening checkpoint to central spine of Terminal Concourse
 - o Holdroom expansion along concourse , to the north, and to the south – fill-in aircraft nose pockets, extend end of concourse, and new office space on upper level above bag make-up expansion
 - o Increased post-security concessions space
- » Lower Level
 - o Reconfiguration of ticketing lobby
 - Provides space for next-generation of airline ticketing
 - ATOs move to mezzanine level above ticket lobby
 - Additional queuing and circulation area
 - o Make-up area expansion adjacent to existing area
 - o Bag claim lobby expanded to create more circulation area (back wall shifted east)
 - Inbound bag room relocated
 - Baggage service office relocated
 - o Expansion of rental car lobby
 - o Restrooms relocated

5.4.2.5 Terminal Alternative 5 – Hybrid Expansion

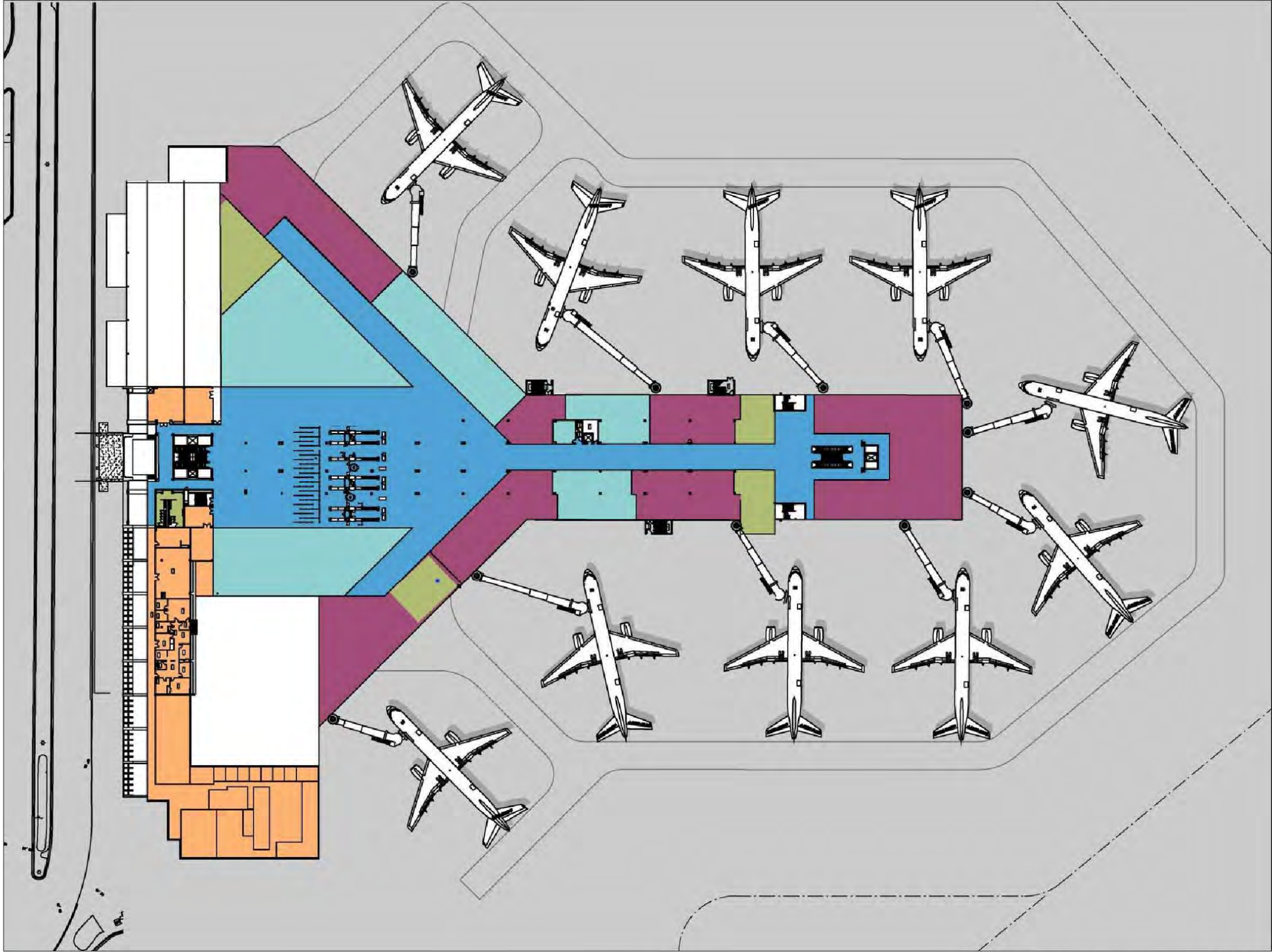
Terminal Alternative 5 is similar to Alternative 2 and Alternative 4. It combines a large expansion to the south and a moderate expansion to the north. Terminal Alternative 5 is depicted in [Figure 5-12](#) and [Figure 5-13](#) for the Upper Level and Lower Level, respectively. Terminal Alternative 5 includes the following elements:

- » Reconfigured terminal apron area
 - o Provides 10 Boeing 757-200 gates/parking positions
 - o Reconfigured 25-foot-wide apron service road around parked aircraft
- » North and south expansion
 - o Gates expand towards the north a partial triangle shaped structure
 - o Gates expand towards the south with the addition of triangle shaped structures
- » Upper Level

- o Expands and relocates the passenger security screening checkpoint to central spine of Terminal Concourse
- o Holdroom expansion along concourse , to the north, and to the south – fill-in aircraft nose pockets, extend end of concourse, and new office space on upper level above bag make-up expansion
- o Increased post-security concessions space
- » Lower Level
 - o Reconfiguration of ticketing lobby
 - Provides space for next-generation of airline ticketing
 - ATOs move to mezzanine level above ticket lobby
 - Additional queuing and circulation area
 - o Make-up area expansion adjacent to existing area
 - o Bag claim lobby expanded to create more circulation area (back wall shifted east)
 - Inbound bag room relocated
 - Baggage service office relocated
 - o Expansion of rental car lobby
 - o Restrooms relocated

FIGURE 5-10
TERMINAL ALTERNATIVE 4
UPPER LEVEL

- Legend
- Holdroom
 - Public Circulation
 - Restrooms
 - Concessions
 - Office/Administration



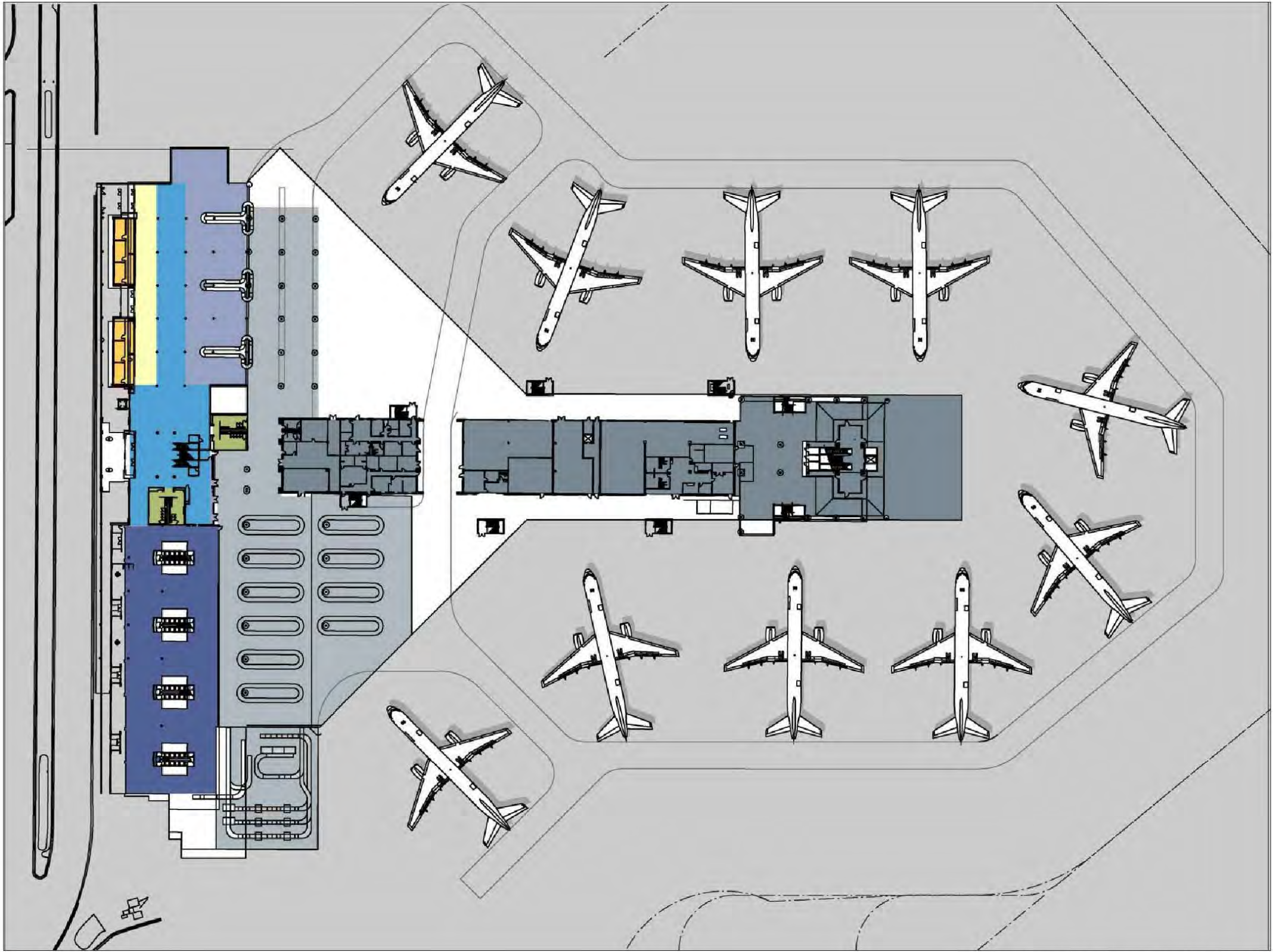
Source: Pensacola International Airport, 2007; RS&H, 2017

RS&H

FIGURE 5-11
TERMINAL ALTERNATIVE 4
LOWER LEVEL

Legend

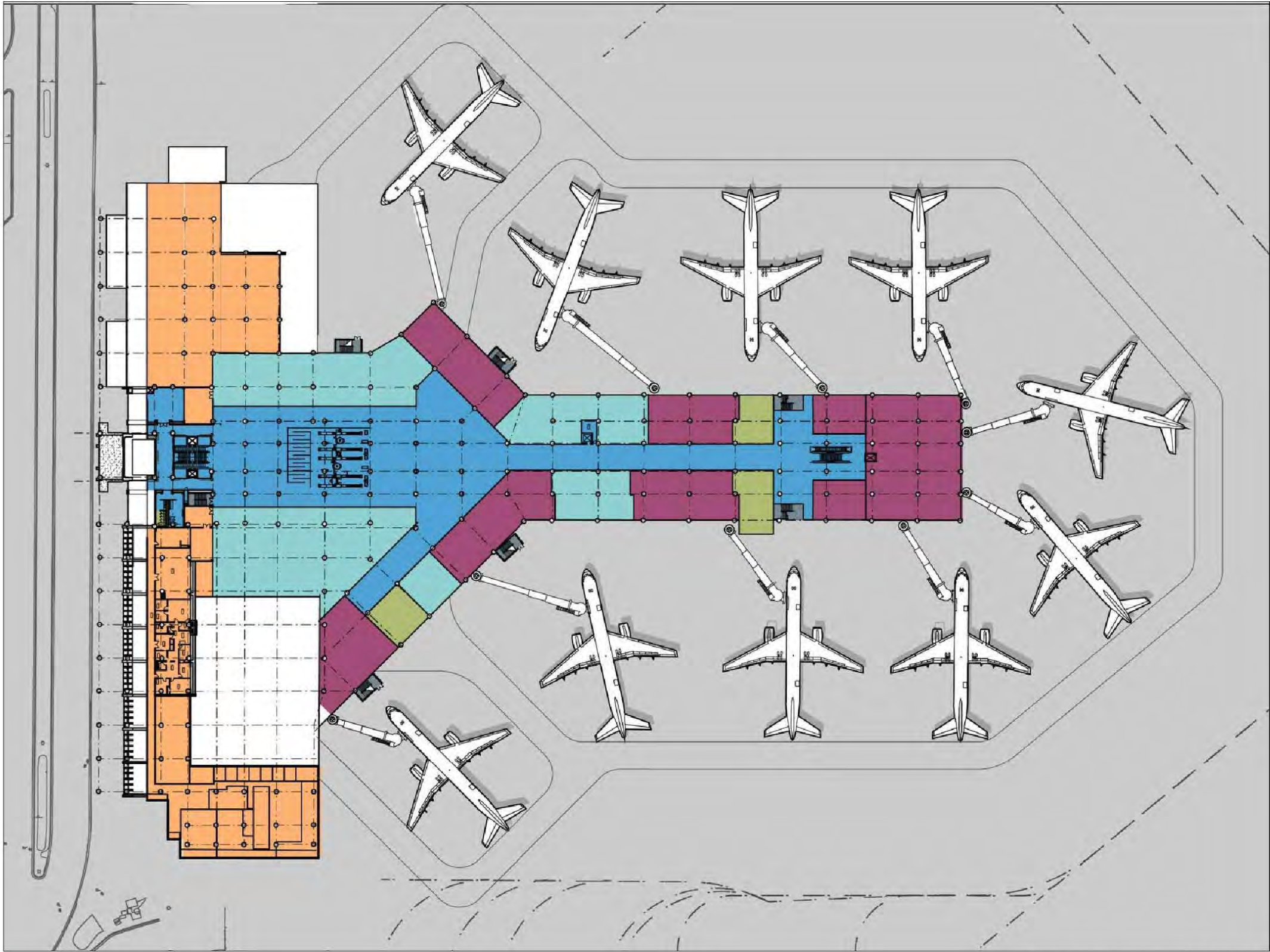
- Ticketing
- Public Circulation
- Baggage Handling
- Restrooms
- Baggage Claim Lobby
- Rental Car Lobby
- Rental Car Offices
- Support



Source: Pensacola International Airport, 2007; RS&H, 2017

FIGURE 5-12
TERMINAL ALTERNATIVE 5
UPPER LEVEL

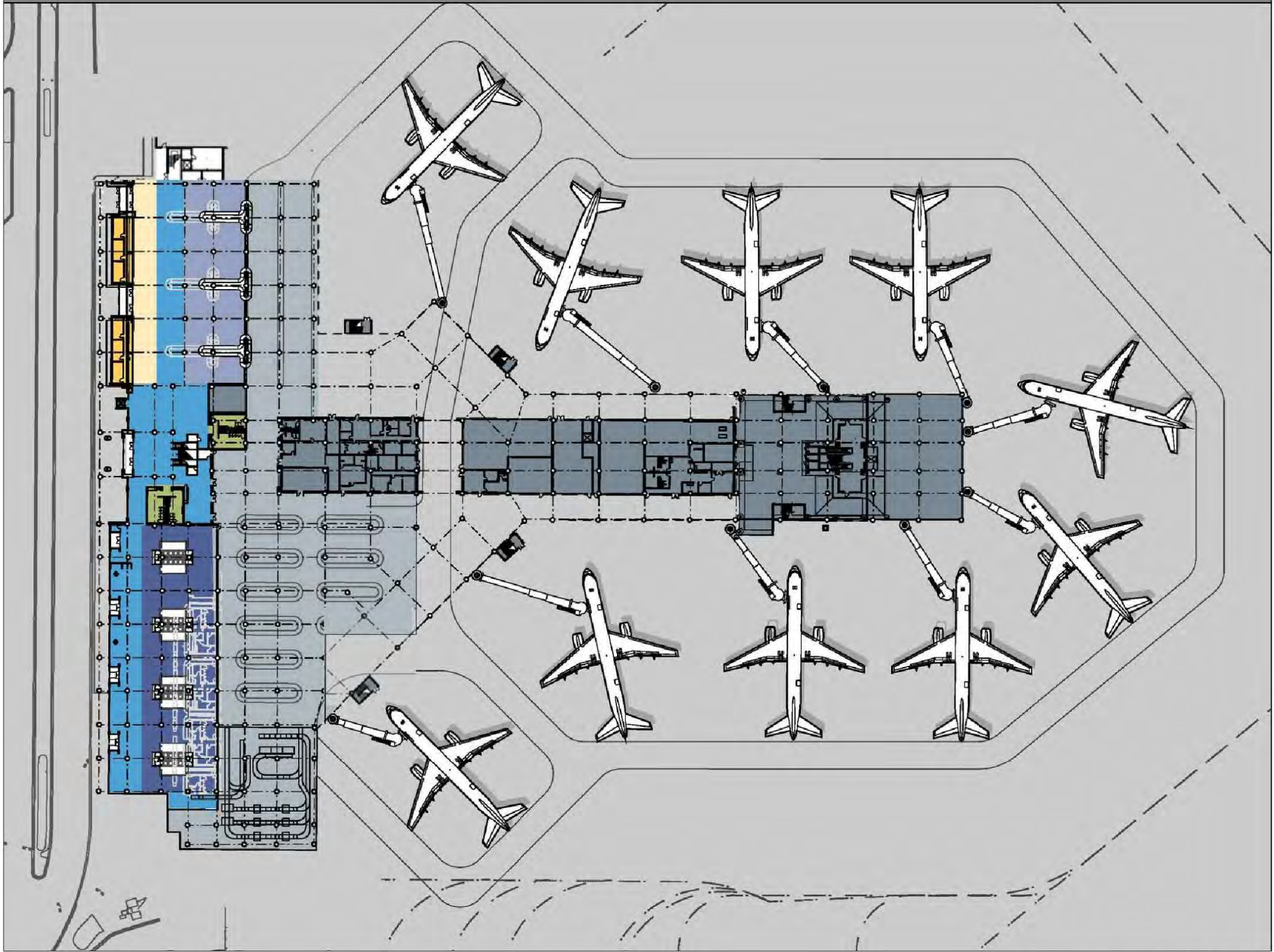
- Legend
- Holdroom
 - Public Circulation
 - Restrooms
 - Concessions
 - Office/Administration



Source: Pensacola International Airport, 2007; RS&H, 2017

FIGURE 5-13
TERMINAL ALTERNATIVE 5
LOWER LEVEL

- Legend
- Ticketing
 - Public Circulation
 - Baggage Handling
 - Restrooms
 - Baggage Claim Lobby
 - Rental Car Lobby
 - Rental Car Offices
 - Support



5.4.3 Terminal Alternatives Evaluation

The Terminal Alternatives were evaluated against the evaluation criteria, relative to one another. The pros/cons for Terminal Alternatives 1-5 are listed in [Table 5-6](#), [Table 5-7](#), [Table 5-8](#), [Table 5-9](#), and [Table 5-10](#) respectively.

Alternative 1 is the minimal development option. It does not consider the modification of the ticketing area due to the minimalist nature of this alternative. Alternatives 2, 3, 4, and 5 all consider the modification and expansion of the ticketing area.

The improvements to the ticket lobby enhances passenger flow and level of service. As a result, the ticket lobby reconfiguration associated with Terminal Alternatives 2, 3, 4, and 5 perform better in relation to the Operational Efficiency criteria.

The relocation of the ATO was considered to enhance space utilization, passenger flow, and support the “next-generation” ticket counter. Alternative 1 does not consider relocation of ATO space due to the minimalist nature of this alternative. In Alternatives 2, 4, and 5 the increased space on the mezzanine level above ticket counters allow ATOs to be relocated to that space while retaining existing uses (i.e., TSA administrative space and meeting rooms). In Alternative 3, the new space created on the mezzanine level above baggage claim reclaims unused space, and allows for the relocation of TSA to the space above baggage claim. This opens up the mezzanine area above the ticket counter for ATO relocation.

TABLE 5-6
TERMINAL ALTERNATIVE 1 PROS/CONS

Pros		Cons	
	LAND MANAGEMENT - No Pros		LAND MANAGEMENT - No Cons
	ENVIRONMENTAL - No Pros		ENVIRONMENTAL - No Cons
	FISCAL - Least Costly (\$22.9M)		OPERATIONAL EFFICIENCY - No improvement to baggage claim, car rental, ticket lobby, or security checkpoint
	FISCAL - Minimal development		OPERATIONAL EFFICIENCY - Future terminal expansion to north or south will require gate relocations
	SAFETY - No Pros/Cons		FISCAL - No improvement to post-security concessions
			ECONOMIC - Least ability to support economic growth

Source: RS&H, 2017

TABLE 5-7
TERMINAL ALTERNATIVE 2 PROS/CONS

Pros	Cons
SAFETY - No Pros	SAFETY - No Cons
LAND MANAGEMENT - No Pros	LAND MANAGEMENT - No Cons
ENVIRONMENTAL - No Pros	ENVIRONMENTAL - No Cons
OPERATIONAL EFFICIENCY - Improvement most functional areas including: ticketing, baggage make-up, holdroom, and post security concessions	OPERATIONAL EFFICIENCY - No improvement to baggage queuing/circulation area and rental car queuing area
FISCAL - Moderate Cost (\$37.6M)	OPERATIONAL EFFICIENCY - Asymmetrical terminal layout
FISCAL - Moderate improvement to post-security concessions	
ECONOMIC - Moderate ability to support economic growth	

Source: RS&H, 2017

TABLE 5-8
TERMINAL ALTERNATIVE 3 PROS/CONS

Pros	Cons
SAFETY - No Pros	SAFETY - No Cons
LAND MANAGEMENT - No Pros	LAND MANAGEMENT - No Cons
ENVIRONMENTAL - No Pros	ENVIRONMENTAL - No Cons
OPERATIONAL EFFICIENCY - Improvement most functional areas including: ticketing, baggage make-up, holdroom, post security concessions, and rental car queuing	OPERATIONAL EFFICIENCY - Asymmetrical terminal layout
FISCAL - Moderate Cost (\$39.7M)	OPERATIONAL EFFICIENCY - Split operation for baggage make-up
FISCAL - Moderate improvement to post-security concessions	
ECONOMIC - Moderate ability to support economic growth	

Source: RS&H, 2017

TABLE 5-9
TERMINAL ALTERNATIVE 4 PROS/CONS

Pros	Cons
SAFETY - No Pros	SAFETY - No Cons
LAND MANAGEMENT - No Pros	LAND MANAGEMENT - No Cons
ENVIRONMENTAL - No Pros	ENVIRONMENTAL - No Cons
OPERATIONAL EFFICIENCY - Improvement to all functional areas	FISCAL - Most Costly (\$43.8M)
OPERATIONAL EFFICIENCY - Greatest improvement to post-security concessions	FISCAL - Most expansive option
ECONOMIC - Greatest ability to support economic growth	

Source: RS&H, 2017

TABLE 5-10
TERMINAL ALTERNATIVE 5 PROS/CONS

Pros	Cons
SAFETY - No Pros	SAFETY - No Cons
LAND MANAGEMENT - No Pros	LAND MANAGEMENT - No Cons
ENVIRONMENTAL - No Pros	ENVIRONMENTAL - No Cons
OPERATIONAL EFFICIENCY - Improvement most functional areas including: ticketing, baggage make-up, holdroom, post security concessions, and rental car queuing	OPERATIONAL EFFICIENCY - Asymmetrical terminal layout
OPERATIONAL EFFICIENCY - Moderate improvement to post-security concessions	
FISCAL - Moderate Cost (\$39.4M)	
FISCAL - Moderate improvement to post-security concessions	
ECONOMIC - Moderate ability to support economic growth	

Source: RS&H, 2017

All of the Terminal Alternatives consider the expansion of the baggage make-up area. However, two differences exist. Terminal Alternative 1 includes the addition of five smaller belts in the existing make-up area. Terminal Alternative 3 includes the addition of four larger belts in the northern expansion of the terminal building. Terminal Alternatives 2 and 4 both consider addition of four larger belts in the existing make-up area. Terminal Alternative 5 considers addition of three larger belts in the existing make-up area. There is reduced operational efficiency associated with the configuration in Terminal Alternative 3. A split

make-up operation would result if a second baggage make-up area were constructed. Therefore, the baggage make-up configuration in Terminal Alternative 3 does not perform as well as the other Terminal Alternatives in relation to the Operational Efficiency criteria.

Terminal Alternatives 3, 4, and 5 consider the expansion of the north Lower Level lobby. This expansion enhances queuing space, circulation, and level of service for baggage claim and rental car areas. Therefore, the expansion associated with Terminal Alternatives 3, 4, and 5 perform best in relation to the Operational Efficiency criteria. Conversely, the lack of expansion associated with Terminal Alternatives 1 and 2 would result in increased congestion and reduced level of service for passengers in this portion of the terminal. Therefore, this results in poor performance in relation to the Operational Efficiency criteria.

Increased concession space was not identified as a need in [Chapter 4](#); however, increasing concessions space may enhance revenue generation. Enhanced revenue generation can be integral to justifying the cost feasibility of an expansion project if there is a reasonable expectation that the revenue can offset implementation cost. Terminal Alternative 1 does not include expansion of concessions space due to the minimalist nature of this Alternative. Therefore, the potential revenue generation Terminal Alternative 1 minimally responds to the Fiscal Sustainability criteria. Terminal Alternatives 2, 3, and 5 each include a moderate expansion of post-security concessions. Consideration of the potential revenue generation opportunities largely respond to the Fiscal Sustainability criteria. Terminal Alternative 4 includes the greatest expansion of post-security concessions space. Consideration of the potential revenue generation opportunities fully respond to the Fiscal Sustainability criteria. It is important to note, however, that a more detailed passenger survey and financial analysis is required to determine the appropriate concession area expansion that meet the local demand. Constructing excessive concession space can be detrimental because the Airport may be unable to achieve a positive revenue return on capital investment.

Alternative 1 does not include relocation of the security-screening checkpoint (SSCP) due to the minimalist nature of this Alternative. Alternatives 2, 3, 4, and 5 each consider the expansion of SSCP space. These configurations support a balanced and symmetrical configuration; which encourages efficient passenger flow around the concourse. A balanced layout is key to future terminal expansion because it minimizes passenger walking distances and enhances passenger flow around the terminal building. That said, only Terminal Alternative 4 considers a balanced concourse layout with a symmetrical layout on the north and south side of the concourse. Terminal Alternatives 2, 3, and 5 both consider asymmetrical expansions; however, future concourse expansion could easily be configured to create a symmetrical layout. Conversely, Terminal Alternative 1 maintains the existing location of the SSCP, which does not support a balanced and symmetrical future expansion. Therefore, the SSCP and overall concourse layouts associated with Terminal Alternatives 4 and 5 perform best in relation to the Operational Efficiency criteria. The layouts associated with Terminal Alternatives 2 and 3 perform moderately, and the Terminal Alternative 1 layout performs poorly when evaluated against the Operational Efficiency criteria.

Terminal Alternative 1 implementation cost is estimated at \$22.9 million. This is the least costly of the five Terminal Alternatives. The terminal expansion associated with Terminal Alternative 1 is minimal compared to the other Alternatives. Terminal Alternative 2 implementation cost is estimated at \$37.6 million. Terminal Alternative 3 implementation cost is \$39.7 million. Both Alternatives have a moderate implementation cost relative to the other two Alternatives. Terminal Alternative 4 implementation cost is estimated at \$43.8 million, which is the highest implementation cost relative to the other three Alternatives. Terminal Alternative 5 implementation cost is estimated at \$39.4 million, which

approximately 70 percent more expensive than Alternative 1 and 11 percent less expensive than Alternative 4. A more detailed financial feasibility analysis is required to determine which alternative provides the best return on investment.

The ROM implementation cost estimates are summarized in [Table 5-11](#).

The evaluation results for the Terminal Alternatives are described in [Table 5-12](#).

TABLE 5-11
TERMINAL ALTERNATIVES ROM COSTS

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Renovation (finished)	\$2.2M	\$8.1M	\$8.1M	\$12.8M	\$10.7M
Renovation (shell only)	-	-	-	-	\$1.2M
New Construction (finished)	\$20.8M	\$28.3M	\$25.9M	\$24.7M	\$24.5M
New Construction (shell only)	-	\$1.2M	\$5.7M	\$6.3M	\$3.0M
Total ROM Cost	\$22.9M	\$37.6M	\$39.7M	\$43.8M	\$39.4M

Source: RS&H, 2017

Note: Numbers may not sum due to rounding.

TABLE 5-12
TERMINAL ALTERNATIVES EVALUATION MATRIX

	Evaluator Description	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5
GOAL	SAFETY	5.0	5.0	5.0	5.0	5.0
Crit. 1	Meets or exceeds standards to enhance safety	5	5	5	5	5
Crit. 2	Enhances safety through application of industry best practices	5	5	5	5	5
GOAL	STRATEGIC LAND MANAGEMENT	n/a	n/a	n/a	n/a	n/a
Crit. 1	Encourages compatibility between on- and off-airport land uses	n/a	n/a	n/a	n/a	n/a
Crit. 2	Promotes highest and best land use to support efficient airport operations	n/a	n/a	n/a	n/a	n/a
GOAL	OPERATIONAL EFFICIENCY	2.8	4.8	2.5	5.0	4.8
Crit. 1	Maintains or enhances operational efficiency	3	5	1	5	5
Crit. 2	Supports redundancy to enhance operational flexibility	2	5	3	5	5
Crit. 3	Strategically balances demand with supply using alternative methods	3	4	3	5	4
Crit. 4	Supports efficient operating environment for all aviation users	n/a	n/a	n/a	n/a	NA
Crit. 5	Considers flexibility and adaptability to support future potential industry trends	3	5	3	5	5
GOAL	ENVIRONMENTAL AWARENESS	n/a	n/a	n/a	n/a	n/a
Crit. 1	Recognizes noise impacts	n/a	n/a	n/a	n/a	n/a
Crit. 2	Environmental compatibility	n/a	n/a	n/a	n/a	n/a
Crit. 3	Employs environmental sustainability initiatives	n/a	n/a	n/a	n/a	n/a
GOAL	FISCAL SUSTAINABILITY	4.3	4.0	3.3	3.0	4.0
Crit. 1	Cost effectiveness	5	4	3	2	4
Crit. 2	Minimizes costs	5	4	3	2	3
Crit. 3	Generates revenue	3	4	4	5	5
GOAL	ECONOMIC GROWTH	3.0	4.0	4.0	5.0	5.0
Crit. 1	Enhances regional transportation connections to the Airport	n/a	n/a	n/a	n/a	n/a
Crit. 2	Encourages increased economic impact to community	3	4	4	5	5
TOTAL SCORE		15.1	17.8	14.8	18.0	18.8
MAXIMUM SCORE		20	20	20	20	20

Source: RS&H, 2017

Notes: Alt = Alternative, Crit. = Criterion, n/a = not applicable

Scoring Rubric: 5 - Alternative Fully Responds to Criterion/Goal, 4 - Alternative Largely Responds to Criterion/Goal, 3 - Alternative Partially Responds to Criterion/Goal, 2 - Alternative Minimally Responds to Criterion/Goal, 1 - Alternative Does Not Respond to Criterion/Goal

5.4.4 Recommendation

The recommended terminal development alternative was selected based on the results of the alternatives evaluation process. Terminal Alternative 5 had the highest total score based on the evaluation process. Therefore, Terminal Alternative 5 is recommended for implementation. However, Terminal Alternatives 1, 2, and 4 have their merits. Terminal Alternative 5 is included as the recommended configuration in the airport-wide recommended development plan as depicted in [Figure 5-25](#). The cost of implementing the recommended terminal alternative (Alternative 5) is described in [Table 5-11](#).

Terminal Alternative 4 would provide the greatest level of customer service; however, it may not be cost feasible. Terminal Alternative 2 is less capital intensive; however, it provides only a moderate enhancement to level of service. Terminal Alternative 1 requires the least capital investment; however, it provides the least improvement to passenger level of service. Terminal Alternative 3 should be discarded as a development option. It was not deemed suitable for implementation due to the operational inefficiencies resulting from the split baggage make-up area.

Ultimately, implementation cost and the ability for PNS to recuperate costs through terminal operation is a significant determining factor impacting the decision to implement the terminal development option. Financial feasibility assessment will ultimately help determine which alternative should be selected and when the alternative should be implemented.

Phased implementation can also be undertaken to support cost effectiveness. The terminal alternatives are configured such that a phased implementation approach can be taken. For example, Terminal Alternative 1 can be implemented in the near term followed by implementation of Terminal Alternative 2 and Terminal Alternative 5, as each phase becomes financially feasible.

5.5 LANDSIDE

The landside system consists of elements, which in conjunction with the terminal, create the intermodal nature of an airport. The landside elements are tied significantly to the orientation and design of the terminal building, as they are part of the same airport subsystem. As documented in [Chapter 4](#), growth at Pensacola International Airport is challenging the existing landside facilities to serve the increasing passenger demand at the quality level for which PNS has been known. Overall, there are the signs that PNS is growing beyond the ability of existing facilities to retain the most convenient characteristics of a small airport, the most important of which is a consistently high passenger level of service.

Those passenger conveniences, as they relate to landside facilities, include ease of access and egress for dropping off or picking up passengers at the terminal curb, and plentiful, affordable parking close to the terminal. The following sections will briefly reiterate the analysis of key issues for the landside elements, identify alternatives to meet current and future needs, and assess each option against established evaluation criteria. The goal of these landside alternatives is to retain and/or improve the passenger level of service in a safe and efficient manner, all while accommodating the increase in demand through the planning horizon (2035) and beyond.

5.5.1 Key Issues

The key issues defined in the facility requirements analysis included:

- » Curbside
 - o Increase the capacity of the curb roadways (expand them by making them longer and/or adding lanes), and/or modify operations in the peak hours, in order to meet 2035 capacity and level of service standards
 - o Provide options and incentives for customers picking up passengers to reduce the demand for, and dwell times on, the arrivals curb
 - o Reduce time on the curbs for commercial vehicles by providing off-curb staging areas for all such vehicles, including transportation network company providers
- » Parking
 - o Add more than 500 net public parking spaces in the most convenient location (i.e., in the Garage or the Surface Lot)
 - o Augment the employee parking supply, especially to accommodate higher demand during shift change periods
- » Rental cars
 - o Add more than 200 ready-return spaces, contiguous to existing ready-return spaces, preferably in a parking structure
 - o Gain more storage spaces by reconfiguring the service area

Analysis and observation of inner curb roadway operations showed the capacity constraints were aggravated by long curb dwell times during peak hours, the high volume of pedestrians crossing the inner curb roadway (both within crosswalks and not), and the distinctive curb configuration where passenger service is permitted on both the left and right lanes. Of these, the long dwell times on the arrivals curb is the most significant in terms of reducing the effective capacity of the given facility. These factors were addressed in the landside alternatives.

A common means of encouraging the efficient use of the arrivals curb is to provide a cell phone lot where drivers can wait free of charge for a modest period, and then go to the curb only when their party is ready at the curb for pickup. A cell phone lot was opened within Economy Lot 1 after the initiation of this Master Plan Update. The continued operation and potential expansion of the cell phone lot thus became part of the landside alternatives that were developed.

The current parking program consists of garage, surface, and economy parking, as well as tenant and administrative parking. Alternatives for parking considered size, location, and potential parking product designations to optimize efficiency, cost, and customer level of service. The parking alternatives were closely related to the rental car alternatives for ready-return spaces, as they share the same desired characteristics, and thus compete for the most convenient locations. Parking alternatives needed to account for the staging of all commercial vehicle classes.

All landside alternatives were developed within the existing land area under PNS ownership and control. All alternatives maintained the existing interfaces with the regional transportation network (i.e., streets, highways, and transit service) that carry passengers to and from PNS. The landside alternative development process considered what, if any, improvements to that system would be necessary or

desirable out to the planning horizon. A review of regional plans (e.g., State, County, City, Transit Agency, and MPO) indicated that the sole issue of interest is for PNS to continue its coordination and support for the improvements to Airport Boulevard, which were documented in the *SR 750 (Airport Boulevard) Action Plan*³⁷, some of which have been, or are in the process of being, implemented.

All landside alternatives were developed interactively with terminal, airfield, and support services alternatives, in order to create a cohesive plan for the entire airport. They were developed to address these issues in a manner that resolves them in a financially feasible way, through 2035, without sacrificing future development and growth potential as PNS moves incrementally toward the ultimate plan.

In the development of the landside alternatives, and with consideration of the terminal, airfield, and support facility alternatives being simultaneously developed, the planning team concluded that the landside elements could include alternatives for sub-elements (e.g., for curbs, for parking) that could be combined readily with each other and with the other airport elements' plans. Therefore, [Section 5.5.2](#) and [Section 5.5.5](#) present the alternatives for the sub-elements of the landside, rather than for a comprehensive overall landside plan.

5.5.2 Curbside Alternatives

A significant factor in the development of curb alternatives was the fact that the terminal alternatives for 2035 maintained a single-level terminal, with the ticketing/check-in and bag claim halls in sequence. Single-level terminals create a challenge for the curb roadways, as every vehicle destined to the arrivals curb must pass through the departures area, and every vehicle leaving the departures curb must pass through the arrivals area. This challenge is typically met by providing enough lanes for the two traffic streams to bypass each other, something that the current PNS inner curb roadway configuration (at three lanes with only one thru lane) does not permit.

Two alternatives were prepared to explore the curb development options. The two curb alternatives provide for one or two additional lanes on the inner curb, which carries more than 90 percent of all curb traffic. The inner curb is used for most vehicles dropping off at ticketing/check-in, and is used exclusively by privately owned vehicles (POVs) for picking up at bag claim. Both curb alternatives fit within the existing constraints set by the terminal building and its sidewalk, by the parking structure, and by the piers that support the pedestrian bridge between parking structure and terminal. Each provides for a 14-foot wide pedestrian island where passengers can wait for commercial vehicles, which use that curb chiefly for passenger pick-up. In each alternative, the outer curb is served by two lanes, with the right lane for serving passengers, and the left lane for thru movements.

5.5.2.1 Curbside Alternative Common Elements

The Curbside Alternatives incorporate several common elements. The focus of the subsequent sections are on the elements that differentiate the two Curbside Alternatives. Therefore, the common elements identified below are not referenced further in the description of each specific alternative.

³⁷ Florida DOT, SR 750 (Airport Boulevard) Action Plan, 2015

- » Demolish center median
- » Demolish center median canopy
- » Construct new center median
- » Construct new center median canopy
- » Convert center median area to traffic lane
- » Demolish north crosswalk canopy

5.5.2.2 Curbside Alternative 1

Curbside Alternative 1, depicted in [Figure 5-14](#), includes the following elements, in addition to the common elements described in [Section 5.5.2.1](#).

- » Inner curb lanes (private vehicles) – five total lanes
 - o Comprises two service lanes, one flex lane, and two through lanes
- » Outer curb lanes (commercial vehicles) – two total lanes
 - o Comprises one service lane and one through lane
 - o Width reduced to single lane near center crosswalk
- » Center crosswalk access to Garage
 - o Passengers can also access parking structure via overhead walkway
- » New north crosswalk canopy from terminal canopy to center median

For Curbside Alternative 1, the inner curb is 55 feet wide and provides five lanes in total – the two adjacent the terminal for passenger service (loading/unloading), the two left lanes for thru movements, and the center lane to be shared between those functions. At airports with a five-lane curb, the center lane chiefly serves to move vehicles, with only a few stopping during the peak hours for passenger unloading or loading. During such stops, dwell times are generally very short (less than 30 seconds), as drivers feel the need to stop only briefly, lest they congest the lanes.

Curbside Alternative 1 provides a center crosswalk between the parking structure and terminal (in addition to the overhead pedestrian bridge). It also provides a north crosswalk of the inner curb to enable passengers to walk more directly to the taxi queue on the outer curb.

Curbside Alternative 1 provides a total effective length of 560 feet, roughly the length of the terminal. Given the width of the crosswalks (not included in the effective length figure), the inner curb would be approximately 600 feet long.

In Curbside Alternative 1, the total width of the curb roadway is 91 feet. Consequently, the left curb of the outer roadway would move closer to the Garage than in the existing configuration. At the center crosswalk, the outer roadway would merge to one lane, due to the piers of the pedestrian bridge, before widening back to two lanes on the other side of the crosswalk.

5.5.2.3 Curbside Alternative 2

Curbside Alternative 2, depicted in [Figure 5-15](#), includes the following elements, in addition to the common elements described in [Section 5.5.2.1](#).

- » Inner curb lanes (private vehicles)– four total lanes
 - o Comprises two service lanes and two through lanes
- » Outer curb lanes (commercial vehicles) – two total lanes
 - o Comprises one service lane and one through lane
- » No at-grade access to Garage
 - o All passengers must access Garage via overhead walkway
- » Curb and canopy extended to the north
- » New north crosswalk canopy to center median

In Curbside Alternative 2, the inner curb is 44 feet wide, providing four lanes in total – the two adjacent the terminal for passenger service (loading/unloading), and the two left lanes for thru movements.

Curbside Alternative 2 only provides two crosswalks to the outer curb for passengers accessing the commercial vehicles there. The impact of pedestrians to/from the parking structure would be too great with only four lanes on the inner curb to permit them to cross, and thus in this alternative, all garage/terminal pedestrian traffic must use the pedestrian bridge. To make this self-enforcing, this alternative requires construction of barriers that would keep pedestrians from crossing at-grade the entire length of the far curb adjacent the Garage.

Curbside Alternative 2 provides a total effective length of 675 feet, which, when crosswalk width is included, implies the need to extend the terminal sidewalk and canopy north approximately 100 feet, thereby closing access from the inner curb to the ancillary lot on the north end of the terminal. While the total capacity of the longer but narrower Alternative 2 is the same as the shorter and wider Alternative 1, this extension of the sidewalk and canopy is not likely to be used as heavily, as it is less convenient, and hard to see (being at the far end of the curb). Consequently, Alternative 2 has a modestly higher risk of some congestion when this segment of curb is not utilized.

In Curbside Alternative 2, the total width of the curb roadways is 80 feet, and there is no crosswalk across the outer roadway. Thus, both lanes of the outer curb are continuous across the entire length. This adds modestly to its overall capacity, though the increase is not necessary to meet 2035 requirements.

FIGURE 5-14
CURBSIDE ALTERNATIVE 1

Legend

- Commercial Vehicle Lanes (2 lanes, 11 ft each)
- Pedestrian Island
- Private Vehicle Lanes (5 lanes, 11 ft each)
- Covered Pedestrian Crosswalk
- Through Lanes
- Through/Service Lanes
- Service Lanes

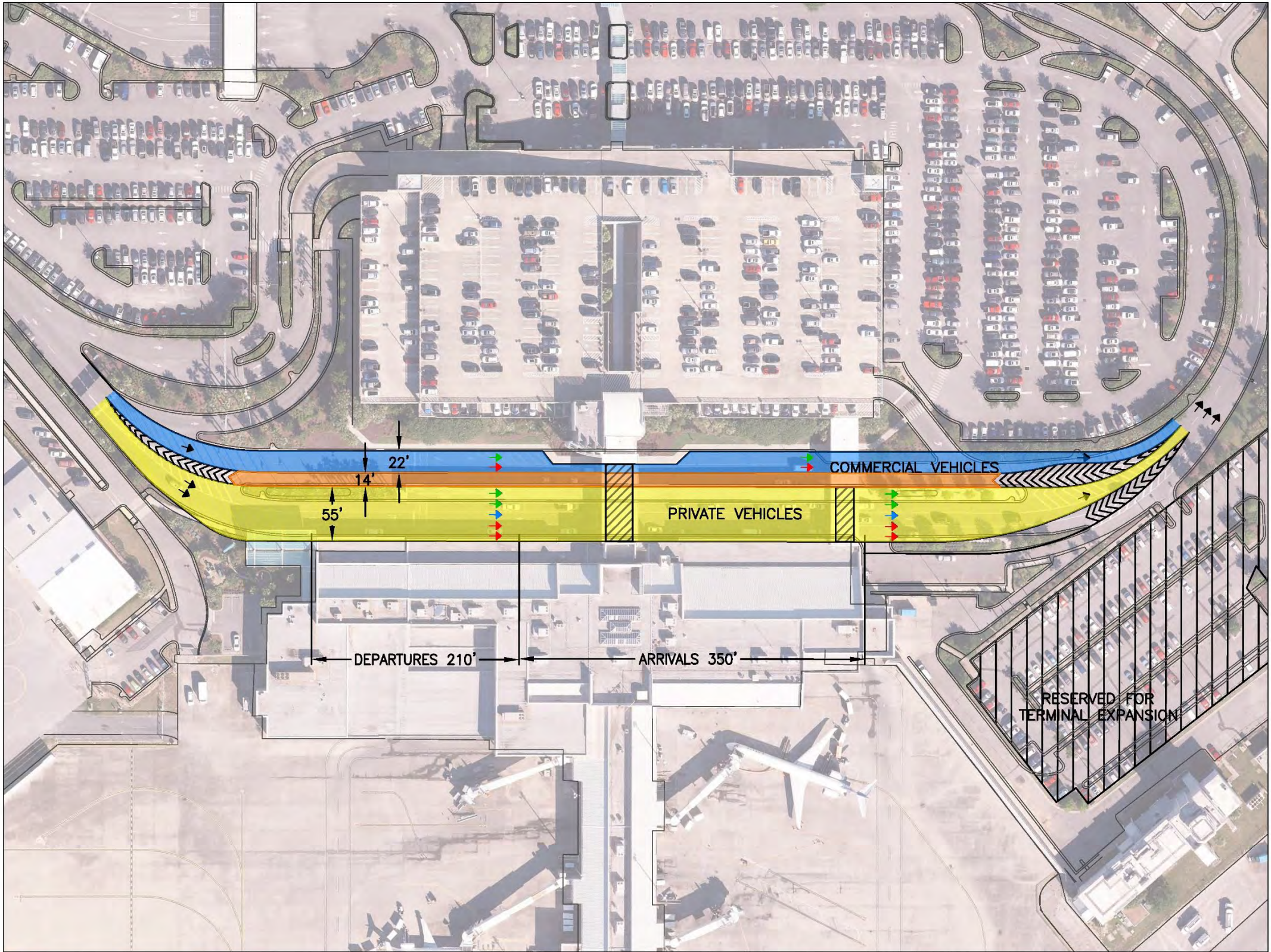
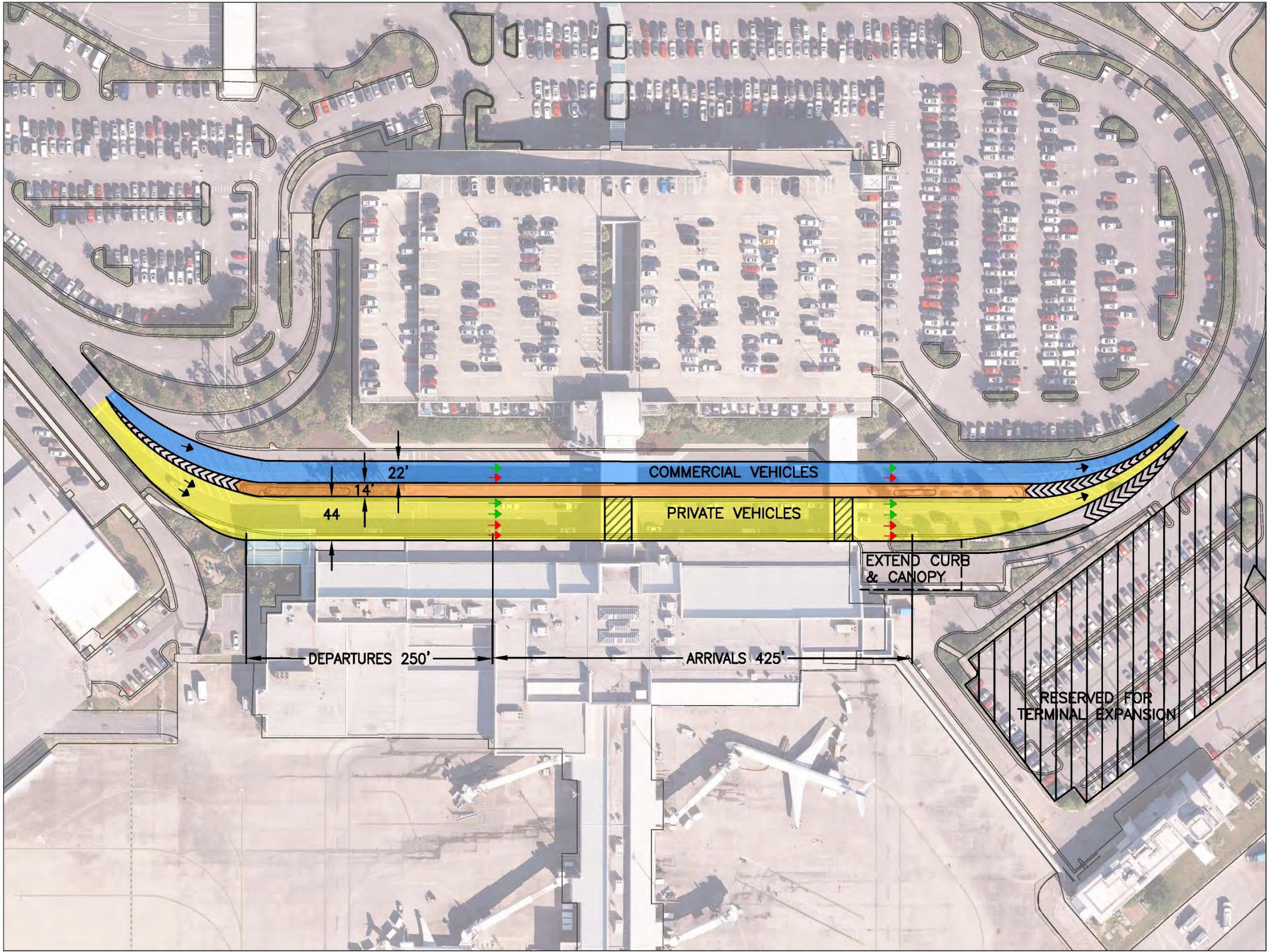


FIGURE 5-15
CURBSIDE ALTERNATIVE 2

Legend

- Commercial Vehicle Lanes (2 lanes, 11 ft each)
- Pedestrian Island
- Private Vehicle Lanes (5 lanes, 11 ft each)
- Covered Pedestrian Crosswalk
- Through Lanes
- Service Lanes



5.5.3 Curbside Alternatives Evaluation

The Curbside Alternatives were evaluated against the evaluation criteria, relative to one another. The pros/cons for Curbside Alternative 1 are listed in [Table 5-13](#). The pros/cons for Curbside Alternative 2 are listed in [Table 5-14](#).

The inner curb lane configuration for Curbside Alternative 1 is more efficient than that of Curbside Alternative 2. The five lanes in the Curbside Alternative 1 configuration provide greater capacity than the four lanes in Curbside Alternative 2. Both inner curb lane configurations yield a reduction of vehicle idling time because of increased capacity, which reduces vehicle congestion. However, the configuration in Curbside Alternative 1 is expected to provide a more significant reduction to idling times because of the greater capacity associated with the configuration. This is despite the greater potential for traffic weaving and trapped vehicles because of the increased number of lanes.

In Curbside Alternative 1, the outer curb lane configuration includes a reduction to a single lane near the center crosswalk. This results in an unusual configuration for the through-lane movement. This may present some challenges for larger commercial vehicles to maneuver through this chokepoint.

Curbside Alternative 1 preserves two pedestrian paths between the parking structure and terminal building – the center crosswalk at street level and the overhead pedestrian walkway. This gives pedestrians the flexibility and option to choose the path that is most convenient to them.

TABLE 5-13
CURBSIDE ALTERNATIVE 1 PROS/CONS

Pros	Cons
SAFETY - No Pros	SAFETY - No Cons
LAND MANAGEMENT - No Pros	LAND MANAGEMENT - No Cons
ECONOMIC - No Pros	ECONOMIC - No Cons
OPERATIONAL EFFICIENCY - Five inner lanes adds more capacity than four inner lanes (Alt 2)	OPERATIONAL EFFICIENCY - Unusual through lane movement for larger commercial vehicles
OPERATIONAL EFFICIENCY - Preservation of two pedestrian paths to/from garage provides redundancy	OPERATIONAL EFFICIENCY - More inner lanes (compared to Alt 1) involves more traffic weaving and greater potential for trapped vehicles in lanes closer to terminal
OPERATIONAL EFFICIENCY - Ability to modify control of center crosswalk helps balance supply/demand over time	
ENVIRONMENTAL - Greatest reduction to vehicle idling times for vehicles through increased capacity and congestion elimination	
FISCAL - Least Costly (\$0.9M)	

Source: Curtis Transportation Consulting LLC analysis, 2017; RS&H, 2017

TABLE 5-14
CURBSIDE ALTERNATIVE 2 PROS/CONS

Pros	Cons
SAFETY - No Pros	SAFETY - No Cons
LAND MANAGEMENT - No Pros	LAND MANAGEMENT - No Cons
ECONOMIC - No Pros	ECONOMIC - No Cons
ENVIRONMENTAL - Moderate reduction to vehicle idling times for vehicles through increased capacity and congestion elimination	FISCAL - Most Costly (\$1.1M)
	OPERATIONAL EFFICIENCY - Reduced passenger convenience for those using the parking structure

Source: Curtis Transportation Consulting LLC analysis, 2017; RS&H, 2017

Conversely, Curbside Alternative 2 retains the overhead pedestrian walkway as the only means of passenger access to the Garage. This results in an indirect passenger flow due to the grade change, leading to a significant reduction in level of service for pedestrians needed to move between parking and the first floor of the terminal building. The vertical circulation cores in the terminal building and parking structure were not designed to consider this higher level of activity needed to accommodate passenger demand. Implementation of this element of Curbside Alternative 2 would likely require enhancements to the vertical circulation capacity in both facilities.

Curbside Alternative 1 implementation cost is \$0.9 million while Curbside Alternative 2 is \$2 million. The primary reason for the cost difference is the new vertical circulation in the garage and terminal building that would be required as part of Curbside Alternative 2. The ROM implementation cost estimates are summarized in [Table 5-15](#).

The center crosswalk configuration in Curbside Alternative 1 provides the ability to modify control of center crosswalk. During peak times, PNS staff could temporarily close the crosswalk to pedestrians or meter pedestrian crossings using uniformed staff or signalization. This would reduce vehicle congestion and permit more free-flow conditions. This is an inherent benefit of the configuration as it helps balance supply/demand over time.

The evaluation results for the Curbside Alternatives are described in [Table 5-16](#).

TABLE 5-15
CURBSIDE ALTERNATIVES ROM COSTS

	Alternative 1	Alternative 2
Center Median Demolition	<\$0.1M	<\$0.1M
Center Median Reconstruction	\$0.1M	\$0.1M
Crosswalk Median Canopy Demolition	\$0.1M	\$0.1M
Crosswalk Median Canopy Reconstruction	\$0.6M	\$0.6M
North Crosswalk Canopy Demolition	<\$0.1M	\$0.1M
North Crosswalk Canopy Reconstruction	\$0.1M	\$0.1M
Terminal Canopy Extension Construct	-	\$0.2M
Center Median to Traffic Lane	<\$0.1M	<\$0.1M
Outer Curb Demolition	<\$0.1M	-
Garage Elevator Addition	-	\$0.5M
Terminal Elevator Addition	-	\$0.4M
Total ROM Cost	\$0.9M	\$2.0M

Source: RS&H, 2017; Curtis Transportation Consulting LLC analysis, 2017

Note: Numbers may not sum due to rounding.

TABLE 5-16
CURBSIDE ALTERNATIVES EVALUATION MATRIX

	Evaluator Description	Alt 1	Alt 2
GOAL	SAFETY	4.0	4.0
Crit. 1	Meets or exceeds standards to enhance safety	4	4
Crit. 2	Enhances safety through application of industry best practices	4	4
GOAL	STRATEGIC LAND MANAGEMENT	n/a	n/a
Crit. 1	Encourages compatibility between on- and off-airport land uses	n/a	n/a
Crit. 2	Promotes highest and best land use to support efficient airport operations	n/a	n/a
GOAL	OPERATIONAL EFFICIENCY	4.6	2.4
Crit. 1	Maintains or enhances operational efficiency	4	2
Crit. 2	Supports redundancy to enhance operational flexibility	5	2
Crit. 3	Strategically balances demand with supply using alternative methods	5	3
Crit. 4	Supports efficient operating environment for all aviation users	5	2
Crit. 5	Considers flexibility and adaptability to support future potential industry trends	4	3
GOAL	ENVIRONMENTAL AWARENESS	4.5	4.0
Crit. 1	Recognizes noise impacts	n/a	n/a
Crit. 2	Environmental compatibility	4	4
Crit. 3	Employs environmental sustainability initiatives	5	4
GOAL	FISCAL SUSTAINABILITY	4.5	2.5
Crit. 1	Cost effectiveness	5	3
Crit. 2	Minimizes costs	4	2
Crit. 3	Generates revenue	n/a	n/a
GOAL	ECONOMIC GROWTH	n/a	n/a
Crit. 1	Enhances regional transportation connections to the Airport	n/a	n/a
Crit. 2	Encourages increased economic impact to community	n/a	n/a
TOTAL SCORE		17.6	12.90
MAXIMUM SCORE		20	20

Source: Curtis Transportation Consulting LLC analysis, 2017; RS&H, 2017

Notes: Alt = Alternative, Crit. = Criterion, n/a = not applicable

Scoring Rubric: 5 - Alternative Fully Responds to Criterion/Goal, 4 - Alternative Largely Responds to Criterion/Goal, 3 - Alternative Partially Responds to Criterion/Goal, 2 - Alternative Minimally Responds to Criterion/Goal, 1 - Alternative Does Not Respond to Criterion/Goal

5.5.4 Curbside Recommendation

The recommended curbside alternative was selected based on the results of the alternative evaluation process. The recommended alternative represents the single Curbside Alternative identified for future development. The alternatives scores in [Table 5-16](#) indicate that Curbside Alternative 1 performs better than Curbside Alternative 2. Therefore, Curbside Alternative 1 (in whole) is selected as the recommended development alternative. Curbside Alternative 1 is consolidated into an airport-wide recommended development plan as depicted in [Figure 5-25](#). The consolidated recommended landside development alternative is depicted in [Figure 5-18](#). The cost of implementing the recommended curbside alternative (Alternative 1) is described in [Table 5-16](#).

5.5.5 Parking Alternatives

All parking at Pensacola International Airport is within reasonable walking distance to the terminal, and no shuttle services are provided unless both the Garage and Surface Lot are closed. Given the walking distances to the farthest spaces of the economy lots are nearly 2,000 feet³⁸ (Economy 1) and 1,400 feet³⁹ (Economy 2), it is clear why the two closer parking facilities (the Garage and Surface Lot) are in higher demand. The development of parking alternatives was driven by meeting this demand as close to the terminal as possible, both for passenger convenience and to limit the need to implement shuttle service.

Two alternatives were prepared to explore the parking development options.

5.5.5.1 Parking Alternative Common Elements

Several common elements pertain to each of the Parking Alternatives. The focus of the subsequent sections are on the elements that differentiate the two Parking Alternatives. Therefore, the common elements are identified below and are not referenced further in the description of each specific alternative.

- » The Economy 2 lot would remain as it is today
- » The Economy 1 lot would be expanded in both alternatives, with the required expansion somewhat greater in Alternative 1 than in Alternative 2
- » The Cell Phone lot (60 spaces) would remain in the expanded Economy 1 lot
- » The employee parking lot north of the terminal and the administrative parking in the Heliworks parking lot would be closed, and merged into a single employee lot on a site formerly used for the fuel farm and the existing overflow parking lot
- » The taxi staging area would remain where it is
- » An additional staging area would be created where the Heliworks parking is currently. This would serve all commercial vehicles (including Transportation Network Companies (TNCs)) other than taxis, thus eliminating the need for them to stage on the outer curb. This increases the capacity of the outer curb to meet 2035 demand

The relocation of the employee parking lot allows for the ultimate terminal development (beyond the 20-year planning period). Terminal and landside development are the highest and best uses for that land area. Therefore, the fuel farm will be relocated to other locations on-airport, as described in [Section 5.3.4](#) and [Section 5.6.4](#).

5.5.5.2 Parking Alternative 1

Parking Alternative 1 is depicted in [Figure 5-16](#). Parking Alternative 1 includes the following elements, in addition to the common elements described in [Section 5.5.5.1](#).

³⁸ Measured as straight-line distance – not walking distance.

³⁹ Measured as straight-line distance – not walking distance.

- » A six-level addition to existing Garage, with the ground level dedicated to rental car ready-return expansion
- » A down helix to serve as the exit for traffic from the entire Garage (other than rental cars)
- » Parking exit plaza relocated to north side of the Surface Lot
- » Main surface parking lot expanded to the west (toward the hotel)
- » Large surface parking expansion and reconfiguration of Economy 1 + Cell Lot

Parking Alternative 1 provides significant additional parking proximate to the terminal through an expansion of the Garage into the portion of the Surface Lot north of the Garage. The six-level addition, down helix construction, and exit plaza relocation are included in the first phase of a multi-phase potential parking structure expansion. [Table 5-17](#) shows the resulting space count in Parking Alternative 1, compared to existing conditions and Parking Alternative 2.

5.5.5.3 Parking Alternative 2

Parking Alternative 2 is depicted in [Figure 5-17](#). Parking Alternative 2 includes the following elements, in addition to the common elements described in [Section 5.5.5.1](#).

- » Helicopter apron converted to surface parking lot
- » Smaller surface parking expansion and reconfiguration to Economy 1 + Cell Lot
- » Area north of Garage converted to rental car ready/return

Parking Alternative 2 provides significant additional terminal-proximate parking through conversion of the former Heliworks site to surface parking. All of the spaces in this lot would be closer than those in Economy 1, and more than 80 percent would be closer than the closest spaces in Economy 2. The farthest space in this lot would be as close as the farthest spaces in the current Surface Lot. With no parking structure expansion, the required rental car ready-return spaces would still need to be contiguous to the existing spaces on the ground level of the parking structure, and thus they would displace more than 200 surface parking spaces.

[Table 5-17](#) shows the resulting space count in the two alternatives, as compared to existing conditions.

TABLE 5-17
SPACE COUNT FOR PARKING ALTERNATIVES

Facility/Site	Space Count		
	Existing	Alternative 1	Alternative 2
Public Parking			
Garage	961	1,576	961
Surface Lot	822	563	611
Economy Lot 1 & Cell Lot	541	750	617
Economy Lot 2	477	477	477
Heliworks	0	0	700
Subtotal	2,801	3,366	3,366
Employee Parking			
Tenant Lot	194	0	0
Heliworks Lot	45	0	0
Overflow Lot	0	280	280
Subtotal	239	280	280
Rental Car Ready/Return			
Garage	342	549	342
North of Garage	0	0	211
Subtotal	342	549	553

Source: Curtis Transportation Consulting LLC analysis, 2017

FIGURE 5-16
PARKING ALTERNATIVE 1

- Legend
- Property_Boundary
 - Economy 1 + Cell Phone Lot Expansion
 - Relocated Employee Parking
 - Parking Garage
 - Economy Lot 1 + Cell Phone Lot
 - Economy Lot 2
 - Employee Lot
 - Surface Parking

- 1 Property Line
- 2 209 Parkings Spaces
- 3 541 Parking Spaces
- 4 Existing Parking Garage -4 Levels (342 RAC Spaces) (961 Parking Spaces)
- 5 Garage Expansion -6 Levels (207 RAC Spaces) (615 Parking Spaces)
- 6 Reserved for Terminal Expansion
- 7 Exit Plaza Relocated
- 8 New Exit Plaza
- 9 Garage Expansion Down Ramp
- 10 280 Parking Spaces
- 11 477 Parking Spaces
- 12 563 Parking Spaces

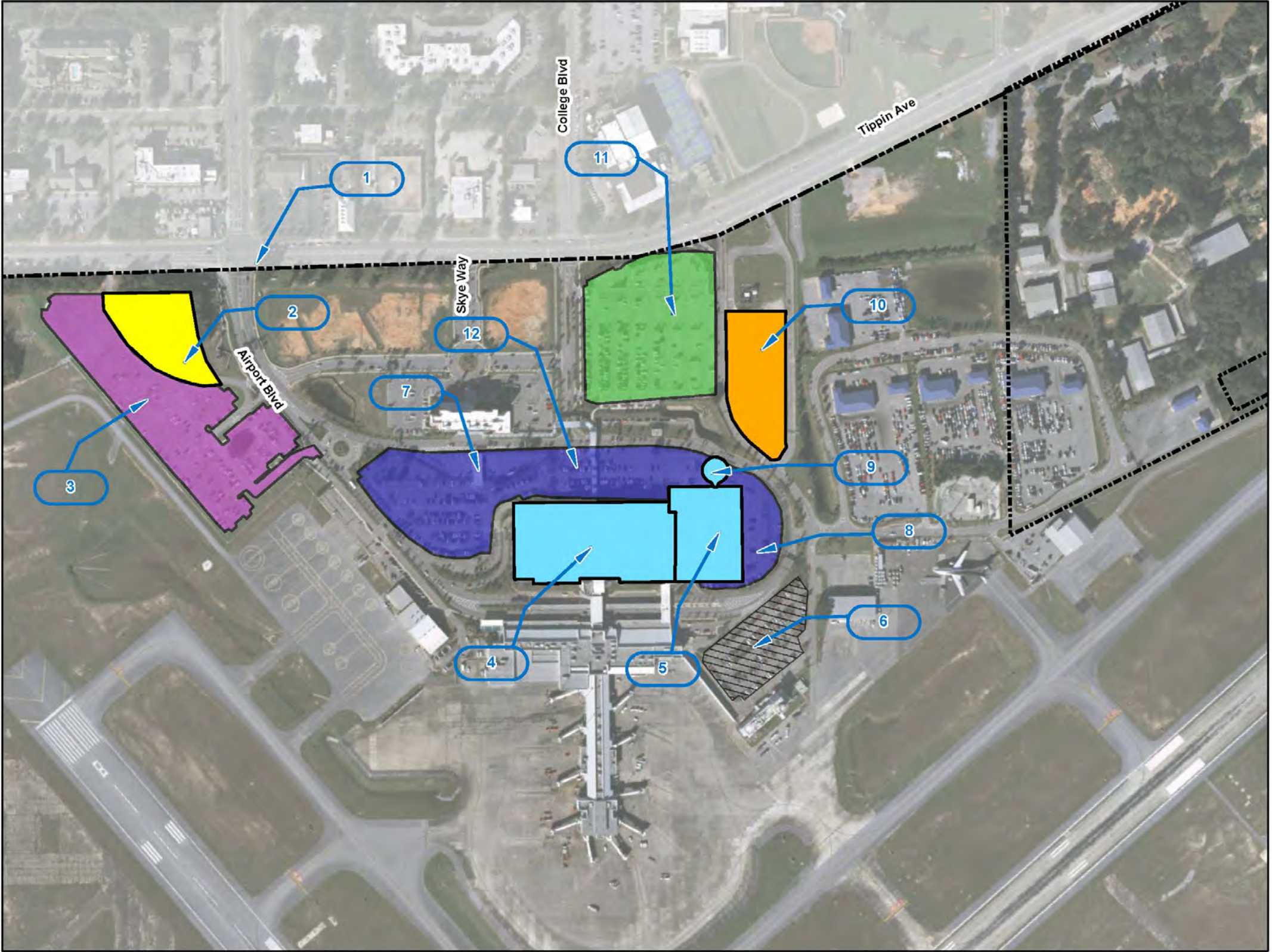
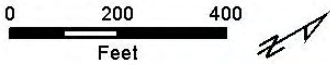


FIGURE 5-17
PARKING ALTERNATIVE 2

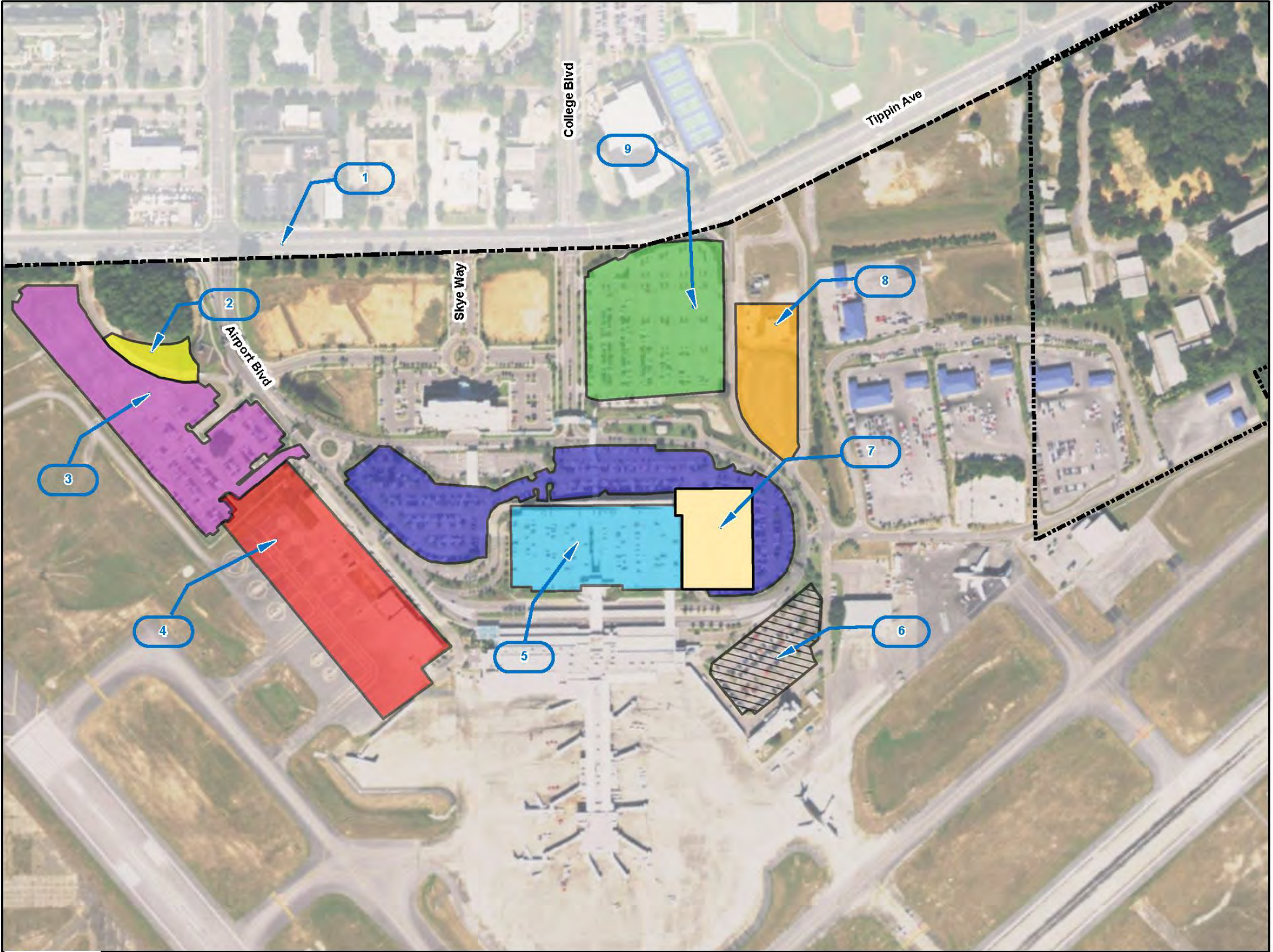
Legend

- Property_Boundary
- Economy Lot 1 + Cell Lot Expansion
- Parking Lot Expansion
- Rental Car Ready/Return Expansion
- Relocated Employee Parking
- Existing Parking Garage
- Economy Lot 1 + Cell Phone Lot
- Economy Lot 2
- Employee Lot
- Surface Parking Lot

- 1 Property Line
- 2 76 Parkings Spaces
- 3 541 Parking Spaces
- 4 700 Parkings Spaces
- 5 Existing Parking Garage
-4 Levels
(342 RAC Spaces)
(961 Parking Spaces)
- 6 Reserved for Terminal
Expansion
- 7 611 Parking Spaces
211 RAC Spaces
- 8 280 Parking Spaces
- 9 477 Parking Spaces



RS&H



PENSACOLA
International Airport

Source: Esri Imagery, 2017; Curtis Transportation Consulting LLC, 2017; RS&H, 2017

5.5.6 Parking Alternatives Evaluation

The Parking Alternatives were evaluated against the evaluation criteria, relative to one another. The pros/cons for Parking Alternative 1 are listed in [Table 5-18](#). The pros/cons for Parking Alternative 2 are listed in [Table 5-19](#).

The parking structure expansion considered in Parking Alternative 1 is beneficial because it is a more efficient use of prime land adjacent to the terminal building due to its high density, compared to a surface parking lot. Expanding the parking structure also supports the Environmental Awareness criteria because it generates less noise than surface lots due to its semi-enclosed configuration. Parking structures also occupy a smaller footprint than surface lot with the same number of spaces of equal capacity, which reduces the amount of impermeable ground surface. As it relates to the Fiscal Sustainability criteria, the parking structure expansion may generate additional revenue because it provides added premium parking spaces compared to an equivalent surface lot. However, the revenue would need to first amortize the most significant capital, operational, and maintenance costs relative to a parking lot. Note that the amortization period was only generally considered in this analysis but is explored in detail in [Chapter 7](#). Also considered was that a parking structure is more of a fixed commitment that has not as much flexibility as the surface lots of Alternative 2. Further, a parking structure is inherently less flexible and more expensive than relatively inexpensive surface lots.

The conversion of the Heliworks apron as a surface lot in Parking Alternative 2 is beneficial related to the Fiscal Sustainability criteria because it is less costly to implement than a parking structure. Surface lots also provide a higher level of flexibility in that they can be reconfigured as demand and circumstances change. For example, constructing a surface lot generally does not preclude the option to construct a structure later, if demand warrants. Therefore, the surface parking lot is a practical interim solution.

TABLE 5-18
PARKING ALTERNATIVE 1 PROS/CONS

Pros	Cons
SAFETY - No Pros	SAFETY - No Cons
LAND MANAGEMENT - No Pros	LAND MANAGEMENT - No Cons
ECONOMIC - No Pros	ECONOMIC - No Cons
ENVIRONMENTAL - Less noise from a garage than from surface lots	OPERATIONAL EFFICIENCY - Garage is more of a fixed commitment that has less flexibility compared to surface lots
ENVIRONMENTAL - Less impermeable pavement compared to Alternative 2	OPERATIONAL EFFICIENCY - Garage is inherently less flexible than the inexpensive surface lots
FISCAL - Should generate more revenue	FISCAL - Most Costly (\$27.8M)
OPERATIONAL EFFICIENCY - More spaces in closer proximity to terminal building	

Source: Curtis Transportation Consulting LLC analysis, 2017; RS&H, 2017

TABLE 5-19
PARKING ALTERNATIVE 2 PROS/CONS

Pros	Cons
ENVIRONMENTAL - No Pros	ENVIRONMENTAL - No Cons
ECONOMIC - No Pros	ECONOMIC - No Cons
OPERATIONAL EFFICIENCY - There remains the option to go to a garage if demand warrants	SAFETY - More pedestrians walking through large parking lots, which is not as safe as taking the elevator to a floor in the garage for a short walk
FISCAL - Least Costly (\$2.5M)	LAND MANAGEMENT - Surface parking is not as compatible with adjacent uses
	LAND MANAGEMENT - Surface parking is not best and highest use of Helicopter apron site
	OPERATIONAL EFFICIENCY - The farthest surface lots may require shuttles to provide timely access

Source: Curtis Transportation Consulting LLC analysis, 2017; RS&H, 2017

In relation to the Safety criteria, pedestrian safety is reduced in surface parking lots compared to structures. Surface lots include more pedestrians walking through large parking lots, which is not as safe as taking the elevator to a floor in the parking structure for a short walk. The most critical negative attribute associated with the apron conversion to a surface lot is that vehicle parking is not the highest and best land use for that site. In addition, the FAA typically does not support land use conversion from an airside use to a nonaeronautical use except on an interim basis.

The estimated cost of Parking Alternative 1 is \$27.8 million while for Parking Alternative 2 the estimated cost is \$2.5 million. The significantly higher cost of the parking structure is the reason for large differential in implementation costs. The ROM implementation cost estimates are summarized in [Table 5-20](#).

TABLE 5-20
PARKING ALTERNATIVES ROM COSTS

	Alternative 1	Alternative 2
Economy 1/Cell Phone Lot Expansion	\$0.9M	\$0.3M
Surface Parking Lot Demolition	\$0.2M	-
Surface Parking Lot Expansion	\$0.5M	-
Garage Expansion Construction	\$24.5M	-
Employee Parking Lot Reconstruction	\$0.4M	\$0.4M
Heliworks Buildings Demolition	-	<\$0.1M
Helicopter Apron to Parking Lot Conversion	-	\$1.7M
Parking Exit Plaza Demolition	<\$0.1M	-
Parking Exit Plaza Reconstruction	\$1.3M	-
Total ROM Cost	\$27.8M	\$2.5M

Source: RS&H, 2017; Curtis Transportation Consulting LLC analysis, 2017

Note: Numbers may not sum due to rounding.

The evaluation results for the Parking Alternatives are described in [Table 5-21](#).

TABLE 5-21
PARKING ALTERNATIVES EVALUATION MATRIX

Evaluator Description		Alt 1	Alt 2
GOAL	SAFETY	5.0	4.0
Crit. 1	Meets or exceeds standards to enhance safety	5	4
Crit. 2	Enhances safety through application of industry best practices	5	4
GOAL	STRATEGIC LAND MANAGEMENT	4.5	3.0
Crit. 1	Encourages compatibility between on- and off-airport land uses	4	3
Crit. 2	Promotes highest and best land use to support efficient airport operations	5	3
GOAL	OPERATIONAL EFFICIENCY	4.4	4.0
Crit. 1	Maintains or enhances operational efficiency	5	3
Crit. 2	Supports redundancy to enhance operational flexibility	4	5
Crit. 3	Strategically balances demand with supply using alternative methods	4	4
Crit. 4	Supports efficient operating environment for all aviation users	5	3
Crit. 5	Considers flexibility and adaptability to support future potential industry trends	4	5
GOAL	ENVIRONMENTAL AWARENESS	5.0	3.7
Crit. 1	Recognizes noise impacts	5	4
Crit. 2	Environmental compatibility	5	4
Crit. 3	Employs environmental sustainability initiatives	5	3
GOAL	FISCAL SUSTAINABILITY	3.0	4.3
Crit. 1	Cost effectiveness	3	5
Crit. 2	Minimizes costs	1	5
Crit. 3	Generates revenue	5	3
GOAL	ECONOMIC GROWTH	n/a	n/a
Crit. 1	Enhances regional transportation connections to the Airport	n/a	n/a
Crit. 2	Encourages increased economic impact to community	n/a	n/a
TOTAL SCORE		21.9	19.0
MAXIMUM SCORE		25	25

Source: Curtis Transportation Consulting LLC analysis, 2017; RS&H, 2017

Notes: Alt = Alternative, Crit. = Criterion, n/a = not applicable

Scoring Rubric: 5 – Alternative Fully Responds to Criterion/Goal, 4 – Alternative Largely Responds to Criterion/Goal, 3 – Alternative Partially Responds to Criterion/Goal, 2 – Alternative Minimally Responds to Criterion/Goal, 1 – Alternative Does Not Respond to Criterion/Goal

5.5.7 Parking Recommendation

The recommended parking alternative was selected based on the results of the alternative evaluation process. The recommended alternative represents the single Parking Alternative identified for future development. The Alternatives scores in [Table 5-21](#) indicate that Parking Alternative 1 performs better than Parking Alternative 2. Therefore, Parking Alternative 1 (in whole) is selected as the recommended development alternative. Parking Alternative 1 is consolidated into an airport-wide recommended development plan as depicted in [Figure 5-25](#). The consolidated recommended landside development

alternative is depicted in [Figure 5-18](#). The cost of implementing the recommended parking alternative (Alternative 1) is described in [Table 5-20](#).

5.5.7.1 Rental Car Service Centers

Expansion of the rental car service centers is also recommended. The need for additional rental car service/storage spaces would be met through two changes:

- » The Remote Transmitter/Receiver (RTR) equipment at RTR Site 1 would be relocated, and the 1.2 acres converted to rental car service use
- » The configuration of each rental car area would be changed for greater flexibility in utilization, and thus an increase in the amount of vehicle parking accommodate within the same footprint

5.5.8 Landside Efficiency Strategies

Landside operational changes may also help reduce peak-hour demand on the terminal curb roadways when combined on concert with the recommended landside infrastructure changes. Operational changes may even help defer the need for infrastructure changes. Therefore, PNS administration may continually evaluate opportunities to implement different landside operational changes to benefit curbside operations, as required.

FIGURE 5-18
RECOMMENDED LANDSIDE
DEVELOPMENT

Legend

----- Property Boundary

Parking

- Economy 1 + Cell Phone Lot Expansion
- Relocated Employee Parking Lot
- Surface Lot Reconfiguration
- Parking Garage Expansion
- Employee Parking Lot Removal

Curbside

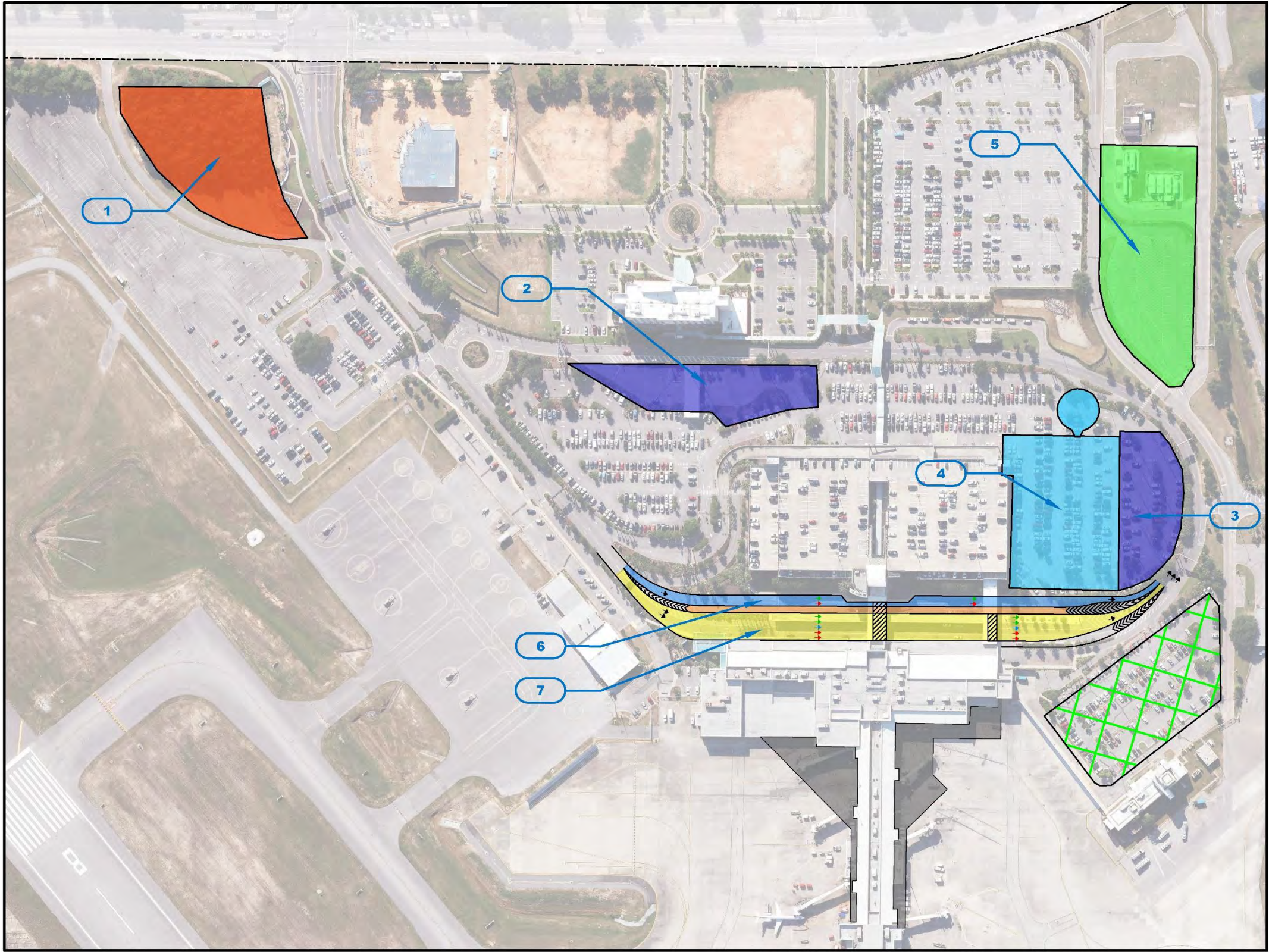
- Commercial Vehicle Lanes
- Private Vehicle Lanes
- Pedestrian Island
- Through Lanes
- Through/Service Lane
- Service Lanes

Terminal

- Terminal Expansion

- 1 209 Additional Parking Spaces
- 2 Reconfigured to Parking Stalls
- 3 Relocated Exit Plaza
- 4 Expanded Parking Garage
- 5 Relocated Employee Parking Lot
- 6 Two Lane Commercial Vehicle Curb
- 7 Five Lane Private Vehicle Curb

0 100 200
Feet



5.6 GENERAL AVIATION

Three alternatives were prepared to explore the general aviation development options.

5.6.1 Key Issues

The key issues defined in the facility requirements analysis include:

- » Accommodate larger ADG III aircraft
 - o Select taxiways/taxilanes and aircraft parking aprons should be upgraded to accommodate larger business jets forecast to increase operations at PNS
- » Identify location for U.S. Customs and Border Patrol (CBP) General Aviation Facility (GAF)
 - o GAF is one type of Federal Inspection Services (FIS) used to serve persons arriving aboard small private airplanes and/or regional type aircraft
 - o CBP has indicated a need for implementation of a GAF FIS at PNS to support their operation in the near term
 - o CBP requires a building that is approximately 5,000 square feet, with an apron area large enough to accommodate large business jets
 - o CBP also requires two vehicle parking areas – one is an unsecured lot for patrons and the other is a secured lot for CBP employees
- » Add 58 T-hangar units to accommodate existing and forecast demand at PNS
- » Add 78,900 square feet of box hangar space to accommodate forecast general aviation aircraft storage and maintenance operations
- » Add 55,300 square feet of vehicle parking area to support forecast general aviation operations
- » Identify location for helicopter apron relocation to the southeast quadrant to enhance level of service for helicopter operators and provide space for Long-Term terminal expansion
- » Identify location for general aviation fueling facilities in the southeast quadrant to allow for redevelopment of the existing fuel farm site for a higher and better use. Siting general aviation fueling facilities near the general aviation users will also enhance level of service for general aviation users

5.6.2 General Aviation Alternatives

5.6.2.1 Common Elements

Several common elements pertain to each of the General Aviation Alternatives. The focus of the subsequent sections is on the elements that differentiate the three General Aviation Alternatives. Therefore, the common elements identified below are not referenced further in the description of each specific alternative.

- » Realignment of Maygarden Road south of northeast general aviation apron
 - o This opens up area for aeronautical development in the Southeast Quadrant
- » Expansion of northeast general aviation apron to the east, south of Taxiway D3

Note that all three General Aviation Alternatives also depict several commonalities associated with the Airside Alternatives. These elements were considered as part of the Airside Alternatives evaluation process and are depicted in the General Aviation Alternatives as reference. These elements were not evaluated as part of the General Aviation Alternatives. The commonalities from the Airside Alternatives include:

- » RTR relocation to the southeast quadrant
- » ASR relocation to the southeast quadrant
- » Runway 35 extension
- » New full-length parallel taxiway, east of Runway 17-35

5.6.2.2 General Aviation Alternative 1

General Aviation Alternative 1 is depicted in [Figure 5-19](#). General Aviation Alternative 1 includes the following elements, in addition to the common elements described in [Section 5.6.2.1](#).

- » Construct new taxiways to provide access to proposed facilities and enhance access to existing facilities
 - o A new taxiway south of and parallel to Taxiway C2. This taxiway is proposed to meet ADG III and TDG 3 standards
 - o Extension of Taxiway C to the south to terminate at the aforementioned new taxiway. This Taxiway C extension is proposed to meet ADG III and TDG 3 standards
 - o Widening of Taxiway C2 east of Taxiway C to allow ADG III aircraft to access the eastern portion of the new general aviation development and the south apron area
- » New T-hangars constructed adjacent to the existing T-hangar development
 - o Northward expansion of the existing T-hangar banks, up to the future Runway Visibility Zone (RVZ) and ensuring clear line of sight to the runway ends from the ATCT. Another bank of T-hangars west of the existing development
 - o New ADG I TDG 1 taxilanes providing access to the T-hangar expansion area
- » GAF FIS development is considered for the undeveloped area south of the eastern terminus of Taxiway C2, proximate to Maygarden Road
- » Reconfigure the south general aviation apron to accommodate helicopter operations
 - o The west portion of the south general aviation apron would be reconfigured from fixed-wing aircraft parking to hardstands and taxilane for helicopter parking
 - o Parking layout based on standards outlined in FAA Advisory Circular 150/5390-2C
- » A new general aviation fuel farm
 - o A new general aviation fuel farm is considered for the area near Maygarden Road and Summit Boulevard
 - o This facility would include storage tanks for Jet A and Avgas fuel
- » A new apron south of Taxiway C2 capable of accommodating ADG III aircraft
- » Three new box hangar buildings east of the aforementioned apron
- » A new vehicle parking lot and roadways providing access to Maygarden Road

5.6.2.3 General Aviation Alternative 2

General Aviation Alternative 2 is depicted in [Figure 5-20](#). General Aviation Alternative 2 includes the following elements, in addition to the common elements described in [Section 5.6.2.1](#).

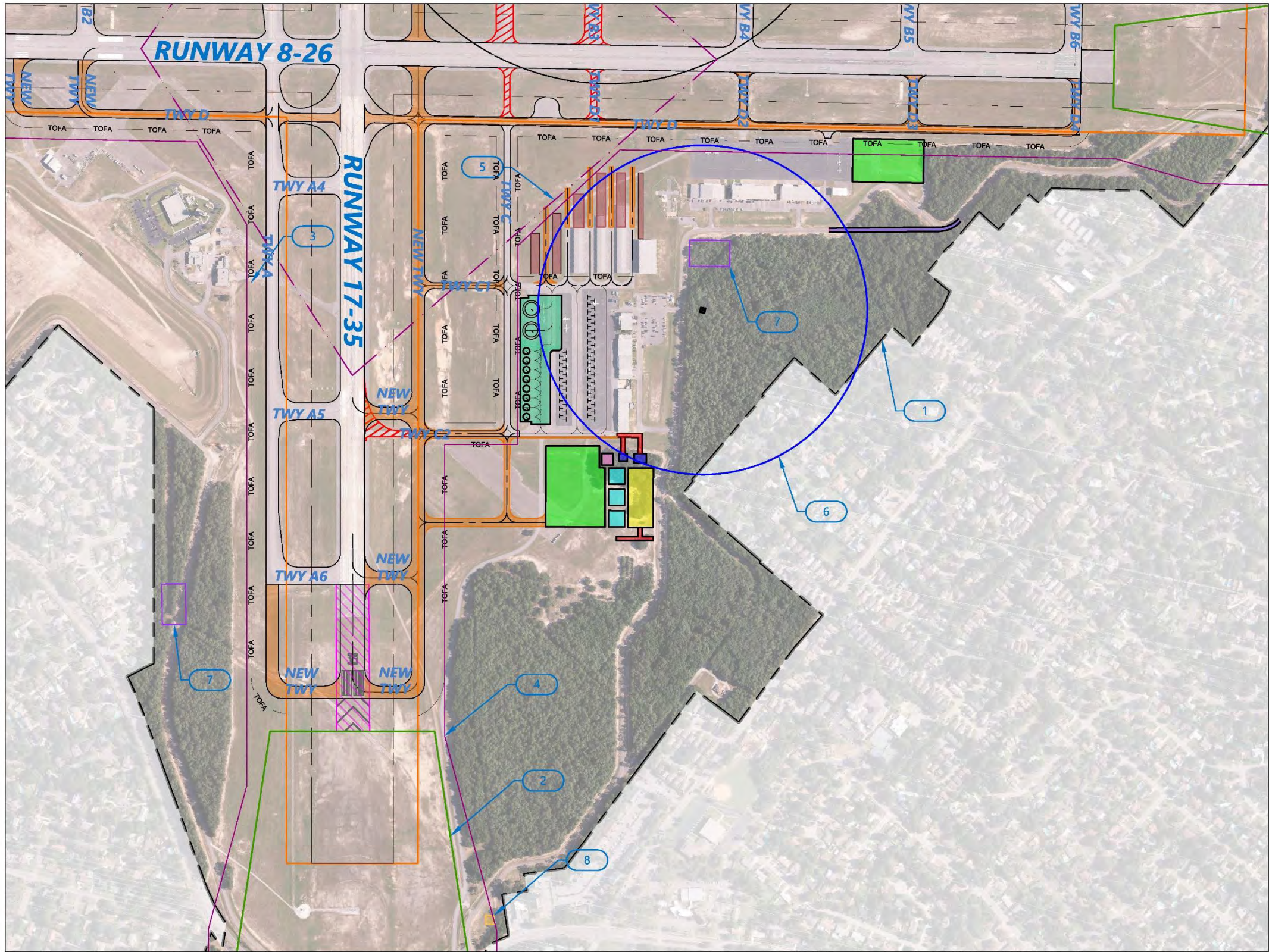
- » New T-hangars constructed adjacent to the existing T-hangar development
 - o Northward expansion of the existing T-hangar banks, up to the future RVZ and ensuring clear line of sight to the runway ends from the ATCT. Another bank of T-hangars west of the existing development
 - o New ADG I TDG 1 taxilanes providing access to the T-hangar expansion area
- » GAF FIS development on the undeveloped area south of the eastern terminus of Taxiway C2, proximate to Maygarden Road
- » Reconfigure the south general aviation apron to accommodate helicopter operations
 - o The west portion of the south general aviation apron would be reconfigured from fixed-wing aircraft parking to hardstands and taxilane for helicopter parking
 - o Parking layout based on standards outlined in FAA Advisory Circular 150/5390-2C
- » A new apron south of Taxiway C2 capable of accommodating ADG III aircraft
- » Three new box hangar buildings south of the aforementioned apron
- » A new vehicle parking lot and roadway providing access to Maygarden Road

5.6.2.4 General Aviation Alternative 3

General Aviation Alternative 3 is depicted in [Figure 5-21](#). General Aviation Alternative 3 includes the following elements, in addition to the common elements described in [Section 5.6.2.1](#).

- » New T-hangars constructed south of Taxiway C2
 - o New ADG I TDG 1 taxilanes providing access to the T-hangar expansion area
- » GAF FIS development on the undeveloped area southwest of the southern terminus of Taxiway C
- » A new apron west of Taxiway C to accommodate helicopter operations
 - o Parking layout based on standards outlined in FAA Advisory Circular 150/5390-2C
- » Construct a new self-serve general aviation fueling facility
 - o A new general aviation fuel farm is considered for the area west of the existing T-hangar development
 - o This facility would include a storage tank and self-serve pump(s) for Avgas fuel
- » A new apron east of the proposed taxiway parallel to Runway 17-35 capable of accommodating ADG III aircraft
- » Three new box hangar buildings east of the aforementioned apron
- » A new vehicle parking lot and roadways providing access to Maygarden Road

FIGURE 5-19
GENERAL AVIATION ALTERNATIVE 1



Legend

- General Aviation Apron Area
 - Proposed Taxiway
 - Proposed Runway 17-35 Extension
 - Conventional Hangar Buildings
 - General Aviation CBP Building
 - General Aviation Fuel Farm
 - Landside
 - CBP Secured/Unsecured Parking
 - Helicopter Parking
 - Realign Road
 - Extend T Hangars
 - Access Road
 - Existing Taxiway / Apron Removal
- 1 Property Line
 - 2 Runway Protection Zone
 - 3 Taxiway Object-Free Area
 - 4 Building Restriction Line
 - 5 Runway Visibility Zone
 - 6 Airport Surveillance Radar Clear Area*
 - 7 Relocated RTR Facilities*
 - 8 GA Fuel Farm Site

Note -
* Facilities from Airside Alternative 2 included for informational purposes. Not to be considered for evaluation of GA Alternative.

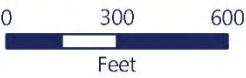


FIGURE 5-20
GENERAL AVIATION ALTERNATIVE 2

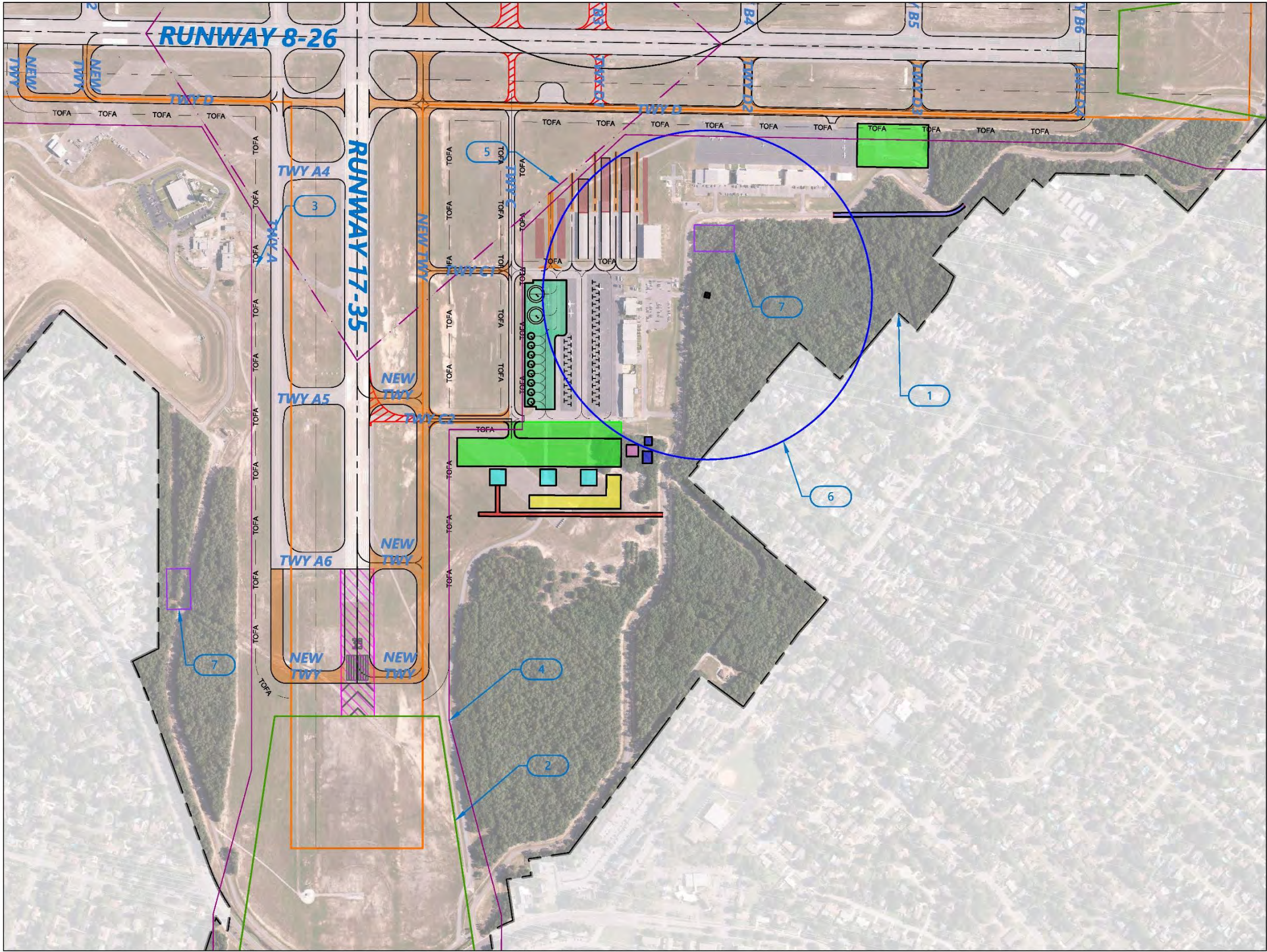
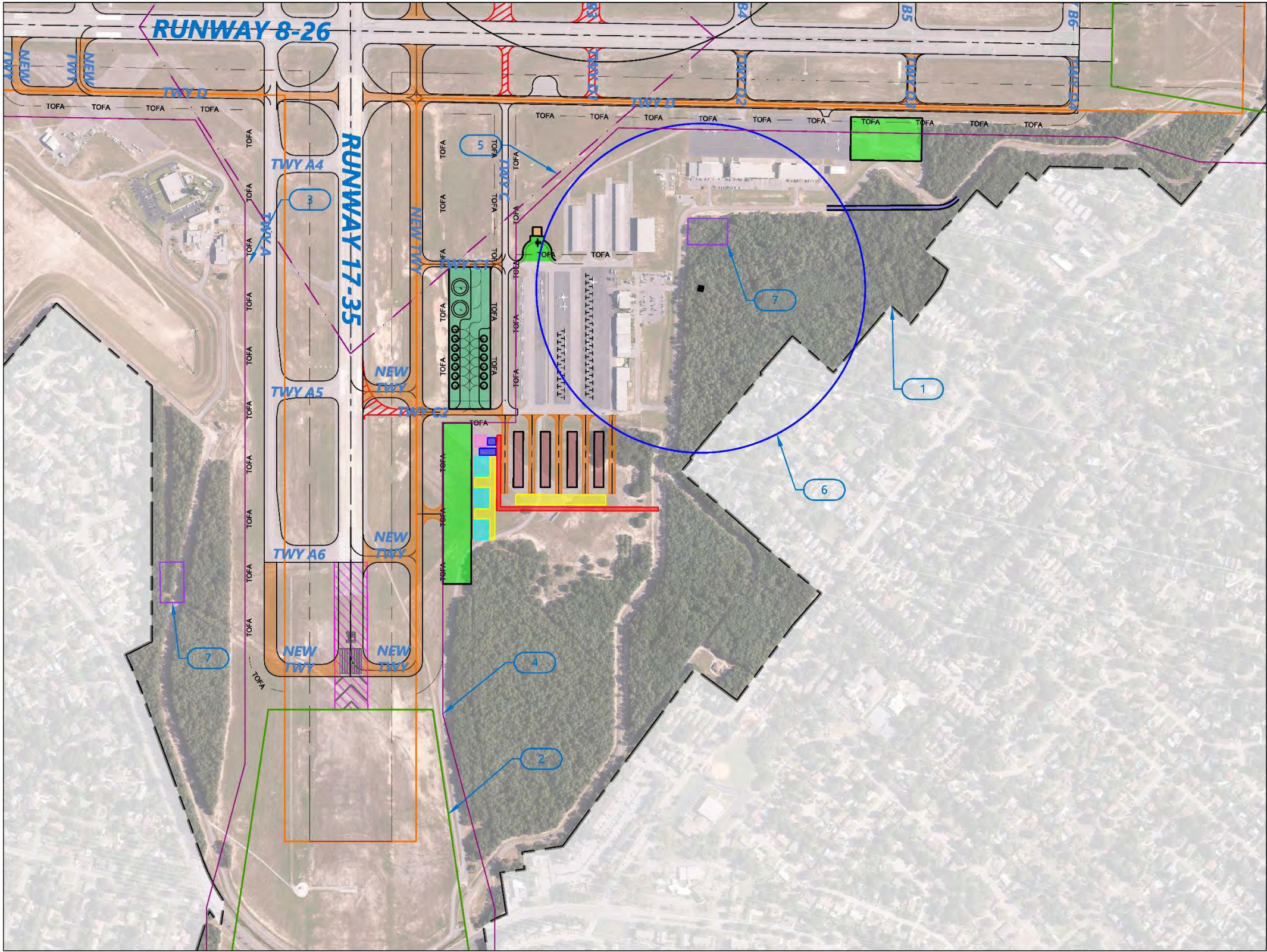


FIGURE 5-21
GENERAL AVIATION ALTERNATIVE 3

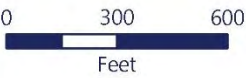


Legend

- General Aviation Apron Area
- Proposed Taxiway
- Proposed Runway 17-35 Extension
- Conventional Hangar Buildings
- General Aviation CBP Building
- General Aviation Self-Serve Fuel Station
- Landside
- CBP Secured/Unsecured Parking
- Helicopter Parking
- Realign Road
- Extend T Hangars
- Access Road
- Existing Taxiway / Apron Removal

- 1 Property Line
- 2 Runway Protection Zone
- 3 Taxiway Object-Free Area
- 4 Building Restriction Line
- 5 Runway Visibility Zone
- 6 Airport Surveillance Radar Clear Area*
- 7 Relocated RTR Facilities*

Note -
* Facilities from Airside Alternative 2 included for informational purposes. Not to be considered for evaluation of GA Alternative.



5.6.3 General Aviation Alternatives Evaluation

The GAF FIS facility is a critical facility that will need to be implemented in the near-term. Therefore, ease of implementation for the FIS facility is an important consideration in the evaluation process. General Aviation Alternatives 1 and 2 identify FIS facility locations adjacent to the existing south general aviation apron and Maygarden Road. These locations support an easy implementation because minimal new infrastructure would be required – most notably the aircraft parking apron. Proximity to the existing south apron meets CBP requirements for aircraft parking adjacent to the facility. Conversely, the CBP site identified in General Aviation Alternative 3 requires the construction of an apron at the time of CBP construction.

The ease of implementation, operational efficiency, and safety are key considerations related to the helicopter apron locations within the alternatives. The helicopter apron location in General Aviation Alternatives 1 and 2 allows for enhanced level of service for helicopter users due to proximity to the Fixed Base Operator (FBO) facility. Repurposing an existing apron area also supports the easy implementation because a new apron is not required. However, the layout in Alternatives 1 and 2 reduces the number of fixed-wing aircraft that can be parked on the apron. Further, co-mingling of fixed wing and rotorwing operations is suboptimal. Ideally, differing fixed-wing and rotorwing aircraft would be separated to reduce conflicts (e.g., rotor wash) and operational inefficiencies. Conversely, the helicopter apron in General Aviation Alternative 3 does not impact the existing fixed wing parking and has greater separation between the aircraft types. The location in Alternative 3 also enhances level of service for helicopter users; however, the apron is farther for flight crew to get to their aircraft. The segment of Taxiway C south of Taxilane C1 could be converted to a non-movement area to facilitate individuals to transit to/from helicopter parking from FBO buildings without coordination with ATC. The section of Taxiway C, north of Taxilane C1, could remain as a movement area and under the control of ATC. The new helicopter apron for required for Alternative 3 does not support ease of implementation.

Relocating the helicopter apron to the southeast quadrant may increase noise impacts to the areas east of PNS. Similar impacts are expected for each alternative. However, existing helicopter operational procedures will be extended to minimize helicopter noise impacts. ATC and PNS staff indicate that helicopter arrival and departure operations will be directed along runways such that helicopters avoid low-level operations over noise sensitive land uses around PNS.

Expanding the T-hangars in the existing location, as is the case for Alternatives 1 and 2, is beneficial because it keeps the small general aviation aircraft operations consolidated in a single area. This results in enhanced operational efficiency, and the segregation of small general aviation and large general aviation aircraft types results in safety benefits. Additionally, the highest and best use for the area north of Taxiway C1 is T-hangars. Conversely, Alternative 3 considers T-hangar expansion south of Taxiway C2. This is a suboptimal configuration because the operational efficiencies and safety benefits are not realized. Additionally, the highest and best use for the land south of Taxiway C2 is for corporate general aviation development.

A general aviation fuel farm, as considered in Alternative 1, enhances efficiency of fueling operation for general aviation users, which improves the level of service. It also would reduce the fuel truck traffic on the airside perimeter road since retrieving fuel from the northwest quadrant would not be required. The location identified in Alternative 1 is beneficial because truck impacts to traffic on Maygarden Road is minimal. Fuel delivery could be done via Summit Boulevard or via airside perimeter road. Further, the

location identified in Alternative 1 is proximate to other developable area that may encourage third party general aviation development. The self-serve fueling station associated with General Aviation Alternative 3 enhances the efficiency of the fueling operation for Avgas general aviation users, which benefits level of service. Similar benefits of fuel truck traffic reduction from Alternative 1 would be realized for Alternative 3. The location of the self-serve fuel station identified in Alternative 3 is not the highest and best use for that site. In addition, T-hangars would be better to be located proximate to the self-serve fuel station. Alternative 2 does not realize the benefits of fueling facilities (i.e., self-serve fueling station or general aviation fuel farm) since none is considered for Alternative 2.

The pros/cons for General Aviation Alternative 1 are summarized in [Table 5-22](#). The pros/cons for General Aviation Alternative 2 are summarized in [Table 5-23](#). The pros/cons for General Aviation Alternative 3 are summarized in [Table 5-24](#).

The implementation costs for General Aviation Alternatives 1 and 2 are very similar to each other at \$24.7 million and \$24.5 million, respectively. General Aviation Alternative 3 is the most costly of the three alternatives at \$27.1 million. The higher cost for General Aviation Alternative 3 is attributable to the larger apron area required for the new helicopter apron. The ROM implementation cost estimates are summarized in [Table 5-25](#).

The evaluation results for the General Aviation Alternatives are described in [Table 5-26](#).

TABLE 5-22
GENERAL AVIATION ALTERNATIVE 1 PROS/CONS

Pros	Cons
ECONOMIC - No Pros	ECONOMIC - No Cons
LAND MANAGEMENT - T-hangar expansion keeps the small GA aircraft operations consolidated in a single area	SAFETY - Co-mingling fixed-wing and rotorwing operations
OPERATIONAL EFFICIENCY - CBP location allows for near-term development without apron construction	OPERATIONAL EFFICIENCY - Relocated helicopter apron displaces some fixed-wing aircraft
OPERATIONAL EFFICIENCY - Helicopter operations use existing apron	OPERATIONAL EFFICIENCY - Corporate GA hangar layout does not support efficient westward expansion because landside access is challenging
OPERATIONAL EFFICIENCY - GA fuel farm enhances efficiency of fueling operation for GA users	ENVIRONMENTAL - Greatest potential effect to biological resources
OPERATIONAL EFFICIENCY - Helicopter apron allows for increased level of service for helicopter users due to proximity to FBO	
ENVIRONMENTAL - GA fuel farm location has minimal impact to traffic on Maygarden Road	
ENVIRONMENTAL - GA fuel farm reduces fuel truck traffic (fewer and shorter trips)	
FISCAL - GA fuel farm may encourage additional third party GA expansion	
FISCAL - Moderate Cost (\$24.7M)	

Source: RS&H, 2017

TABLE 5-23
GENERAL AVIATION ALTERNATIVE 2 PROS/CONS

Pros	Cons
ENVIRONMENTAL - No Pros	ENVIRONMENTAL - No Cons
ECONOMIC - No Pros	ECONOMIC - No Cons
LAND MANAGEMENT - T-hangar expansion keeps the small GA storage consolidated in a single area	SAFETY - Co-mingling fixed-wing and rotorwing operations
OPERATIONAL EFFICIENCY - CBP location allows for near-term development without apron construction	OPERATIONAL EFFICIENCY - Corporate GA hangar development area requires access roadway construction to Maygarden Road
OPERATIONAL EFFICIENCY - Corporate GA hangar development area requires minimal access taxiway development	OPERATIONAL EFFICIENCY - Relocated helicopter apron displaces some fixed-wing aircraft
OPERATIONAL EFFICIENCY - Helicopter apron allows for increased level of service for helicopter users due to proximity to FBO	OPERATIONAL EFFICIENCY - No fuel farm or self-serve fueling results in reduced efficiency and reduced level of service for GA users
OPERATIONAL EFFICIENCY - Corporate GA hangar layout supports efficient continued expansion in the southeast quadrant (development can be mirrored on south side of roadway with taxiway access south of the development)	
FISCAL – Marginally least costly (\$24.5M)	

Source: RS&H, 2017

TABLE 5-24
GENERAL AVIATION ALTERNATIVE 3 PROS/CONS

Pros	Cons
SAFETY - No Pros	SAFETY - No Cons
ECONOMIC - No Pros	ECONOMIC - No Cons
OPERATIONAL EFFICIENCY - CBP and corporate GA hangar development area requires minimal development of access taxiway	LAND MANAGEMENT - Location of self-serve fuel station not highest and best use for that site. Also, T-hangars would be better located proximate to self-serve fuel station
OPERATIONAL EFFICIENCY - Helicopter apron does not impact existing apron area	OPERATIONAL EFFICIENCY - CBP and corporate GA hangar development area requires construction of access roadway to Maygarden Road
OPERATIONAL EFFICIENCY - GA self-serve fueling enhances efficiency of fueling operation for Avgas GA users	OPERATIONAL EFFICIENCY - CBP requires construction of new apron
OPERATIONAL EFFICIENCY - Helicopter apron allows for increased level of service for helicopter users due to proximity to FBO; however, it is still fairly distant for flight crew to get to their aircraft but the portion of Taxiway C south of Taxilane C1 could be designated as a non-movement area and change it to a taxilane, thus requiring no special clearances from ATC to cross	FISCAL - Helicopter apron relocation requires construction of new apron
OPERATIONAL EFFICIENCY - Corporate GA hangar layout supports efficient continued expansion in this southeast quadrant	FISCAL - Most Costly (\$27.1M)
ENVIRONMENTAL - GA self-serve fueling location minimizes fuel truck traffic on Maygarden Road because delivery of fuel is made via airside perimeter road	
ENVIRONMENTAL - Least potential effect to biological resources.	

Source: RS&H, 2017

TABLE 5-25
GENERAL AVIATION ALTERNATIVES ROM COSTS

	Alternative 1	Alternative 2	Alternative 3
Proposed Taxiway Construction	\$1.8M	\$0.5M	\$0.6M
Taxiway/Apron Removal	\$0.2M	\$0.2M	\$0.2M
Apron Pavement Rehab to Helicopter Apron	\$0.5M	\$0.5M	-
Helicopter Hard Stand Construction	\$0.1M	\$0.1M	\$0.1M
GA Fuel Farm Construction	\$0.6M	-	-
GA Self-Service Fuel Station	-	-	\$0.2M
T Hangar Construction	\$5.2M	\$5.2M	\$5.2M
T Hangar Taxilane Construction	\$0.9M	\$0.9M	\$0.7M
Apron Construction	\$5.7M	\$7.1M	\$10.1M
GA CBP Facility Construction	\$2.0M	\$2.0M	\$2.0M
Hangar Building Construction	\$6.8M	\$6.8M	\$6.8M
Vehicle Parking Lot Construction	\$0.7M	\$0.7M	\$0.7M
Maygarden Road Realignment Construction	\$0.3M	\$0.3M	\$0.3M
Access Roadway Construction	\$0.1M	\$0.3M	\$0.3M
Total ROM Cost	\$24.7M	\$24.5M	\$27.1M

Source: RS&H, 2017

Note: Numbers may not sum due to rounding.

TABLE 5-26
GENERAL AVIATION ALTERNATIVES EVALUATION MATRIX

	Evaluator Description	Alt 1	Alt 2	Alt 3
GOAL	SAFETY	4.5	4.5	5.0
Crit. 1	Meets or exceeds standards to enhance safety	5	5	5
Crit. 2	Enhances safety through application of industry best practices	4	4	5
GOAL	STRATEGIC LAND MANAGEMENT	5.0	5.0	3.5
Crit. 1	Encourages compatibility between on- and off-airport land uses	5	5	5
Crit. 2	Promotes highest and best land use to support efficient airport operations	5	5	2
GOAL	OPERATIONAL EFFICIENCY	4.0	3.8	4.0
Crit. 1	Maintains or enhances operational efficiency	4	4	2
Crit. 2	Supports redundancy to enhance operational flexibility	n/a	n/a	n/a
Crit. 3	Strategically balances demand with supply using alternative methods	3	3	5
Crit. 4	Supports efficient operating environment for all aviation users	5	3	4
Crit. 5	Considers flexibility and adaptability to support future potential industry trends	4	5	5
GOAL	ENVIRONMENTAL AWARENESS	3.5	4.0	4.5
Crit. 1	Recognizes noise impacts	4	4	4
Crit. 2	Environmental compatibility	3	4	5
Crit. 3	Employs environmental sustainability initiatives	n/a	n/a	n/a
GOAL	FISCAL SUSTAINABILITY	5.0	4.7	3.7
Crit. 1	Cost effectiveness	5	5	3
Crit. 2	Minimizes costs	5	5	4
Crit. 3	Generates revenue	5	4	4
GOAL	ECONOMIC GROWTH	5.0	5.0	5.0
Crit. 1	Enhances regional transportation connections to the Airport	n/a	n/a	n/a
Crit. 2	Encourages increased economic impact to community	5	5	5
TOTAL SCORE		27.0	26.9	25.7
MAXIMUM SCORE		30	30	30

Source: RS&H, 2017

Notes: Alt = Alternative, Crit. = Criterion, n/a = not applicable

Scoring Rubric: 5 - Alternative Fully Responds to Criterion/Goal, 4 - Alternative Largely Responds to Criterion/Goal, 3 - Alternative Partially Responds to Criterion/Goal, 2 - Alternative Minimally Responds to Criterion/Goal, 1 - Alternative Does Not Respond to Criterion/Goal

5.6.4 Recommendation

The recommended general aviation development alternative was prepared based on the results of the alternatives evaluation process. The recommended general aviation alternative represents the consolidated general aviation layout for the future development of PNS. The best elements from each alternative was selected with the goal of reducing the number of “cons” or negative attributes. The recommended general aviation alternative comprises the following elements:

- » Helicopter apron west of Taxiway C from Alternative 3
 - o This is the recommended layout; however, reconfiguration of the existing south general aviation apron as depicted in Alternative 1 can be used as an interim configuration.
- » T-Hangar expansion from Alternative 1
- » General aviation fuel farm from Alternative 1
 - o The location of general aviation fuel farm was revised based on input from general aviation stakeholders. The site was updated to the northwest side of Maygarden Rd to support enhanced operational efficiency for fueling operators.
- » Self-service fueling station from Alternative 3
 - o Site identified in Alternative 3 is not compatible with T-hangar expansion. The location of self-serve fueling facility was updated to ensure compatibility between the adjacent uses in the southeast quadrant.
- » Corporate general aviation and GAF FIS development as depicted similar to Alternative 2

Additionally, all other common elements were included in the recommended general aviation alternative.

The recommended general aviation alternative includes refinements to the helicopter apron not otherwise depicted in any of the alternatives. The proposed helicopter apron is recommended to be limited to construction of hardstands. The taxiway would be constructed of stabilized turf or another similarly acceptable material. This configuration is acceptable because helicopters would use hover taxi procedures to maneuver to and from hardstand parking positions. This refinement was suggested to reduce the construction costs and reduce the amount of impervious pavement area associated with this development.

The recommended general aviation development alternative is consolidated into an airport-wide recommended development plan as depicted in [Figure 5-25](#). The cost of implementing the recommended general aviation alternative is described in [Table 5-27](#).

TABLE 5-27
RECOMMENDED GENERAL AVIATION ALTERNATIVE ROM COSTS

	Implementation Costs
Taxiway/Apron Removal	\$0.2M
Helicopter Hard Stand Construction	\$0.1M
GA Fuel Farm Construction	\$0.6M
GA Self-Service Fuel Station	\$0.2M
T Hangar Construction	\$5.2M
T Hangar Taxilane Construction	\$0.9M
Apron Construction	\$9.7M
GA CBP Facility Construction	\$2.0M
Hangar Building Construction	\$6.8M
Vehicle Parking Lot Construction	\$0.7M
Maygarden Road Realignment Construction	\$0.3M
Access Roadway Construction	\$0.3M
Total ROM Cost	\$26.9M

Source: RS&H, 2017

Note: Numbers may not sum due to rounding.

5.7 LARGE-SCALE AERONAUTICAL DEVELOPMENT

Demand for large-scale aeronautical facilities are difficult to forecast. Unforeseen market forces can play a part in encouraging demand for these types of facilities. Therefore, it is prudent for airport operators to have a plan in place to accommodate demand for these types of facilities that does not impact an airport's ability to accommodate its forecast demand.

A hypothetical scenario was considered to evaluate facilities should a new integrated express cargo carrier initiate operation at PNS, as discussed in [Chapter 4](#) ⁴⁰. A new integrated express cargo facility is one type of large-scale aeronautical facility that may materialize at PNS at some point throughout the planning period; however, large-scale aeronautical development is not limited to potential integrated express cargo facility. Large-scale aeronautical development can also include MRO facilities.

5.7.1 Large-Scale Aeronautical Development Alternatives

Three alternatives were prepared to explore large-scale development options for PNS. Each Alternative explores the development in a different location on-airport. The basic elements of each Alternative is similar; however, the configuration differs for each Alternative based on site characteristics. The evaluation of the Large-Scale Aeronautical Development Alternatives focused on the pros/cons associated with each site.

⁴⁰ The facility requirements indicate that the existing cargo facility is sufficient to accommodate the forecast cargo demand.

5.7.1.1 Large-Scale Aeronautical Development Alternative 1

Large-Scale Aeronautical Alternative 1 depicted in [Figure 5-22](#), explores the facility location in the northwest quadrant, west of the Runway 17 end. The proposed facility includes the following elements:

- » Construct new ADG IV / TDG 5 taxiway connecting to the north terminus of Taxiway A
- » Construct new potential buildings on the north and south side of the apron
- » Construct new roadways to provide site access from Tippin Avenue

5.7.1.2 Large-Scale Aeronautical Development Alternative 2

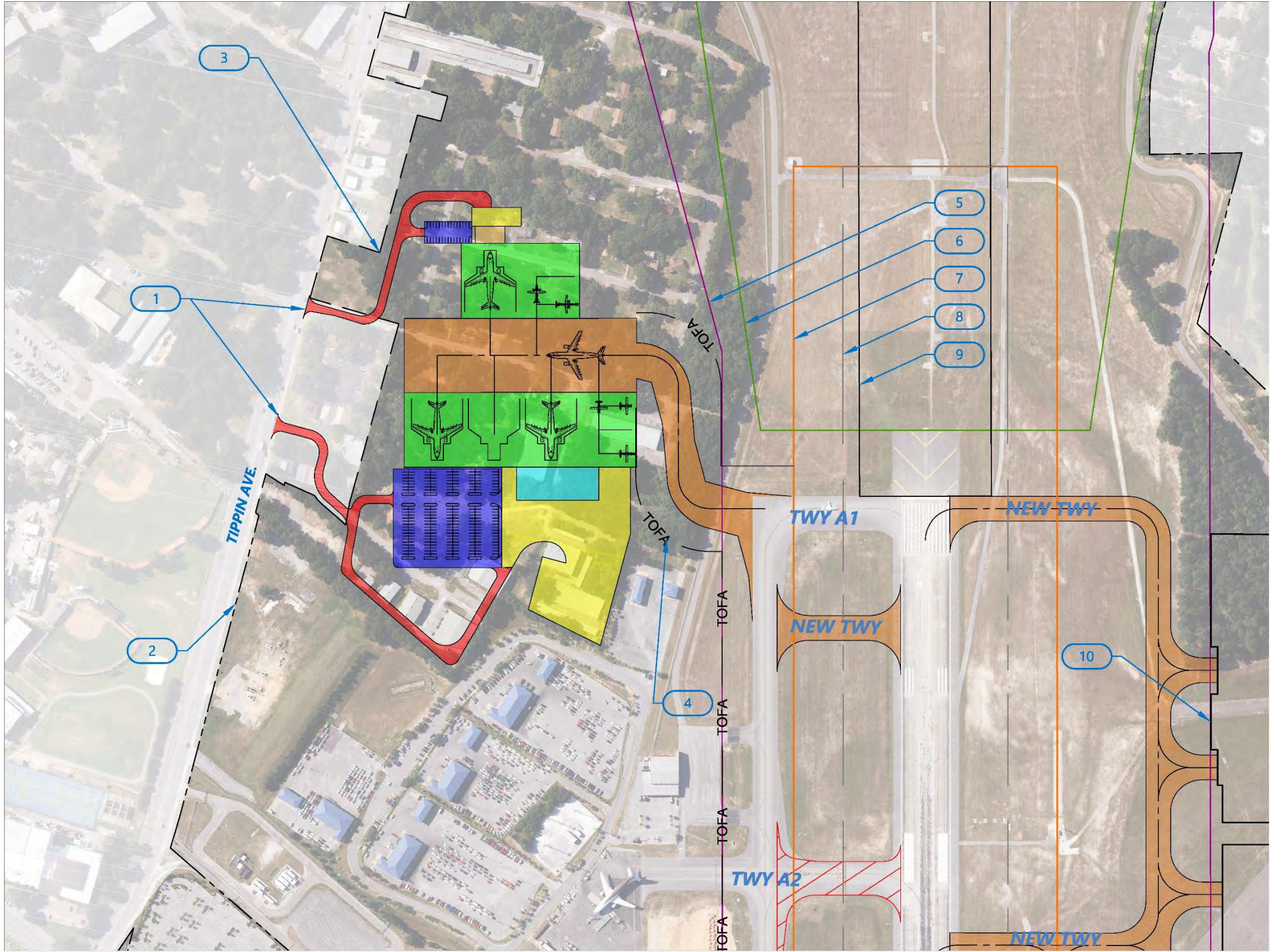
Large-Scale Aeronautical Alternative 2, depicted in [Figure 5-23](#), explores the facility location in the northeast quadrant, north of Taxiway B. The proposed facility includes the following elements:

- » Provide airside access via Taxiway B
- » Construct new potential buildings on the west and east side of the site
- » Construct new roadways to provide site access from Spanish Trail Road

5.7.1.3 Large-Scale Aeronautical Development Alternative 3

Large-Scale Aeronautical Alternative 3, depicted in [Figure 5-24](#), explores the facility location in the southeast quadrant, east of the Runway 35 end. The proposed facility includes the following elements:

- » Construct new ADG IV / TDG 5 taxiway connecting to the south portion of the new taxiway parallel to Runway 17-35
- » Construct new potential buildings on the north and south side of the site
- » Construct new roadways to provide site access from Summit Boulevard



Source: Pensacola International Airport, 2007; RS&H, 2017

FIGURE 5-22
LARGE AERONAUTICAL DEVELOPMENT
ALTERNATIVE 1

Legend

- Apron Area
- Proposed Taxiway
- Potential Tenant Building
- Potential Tenant Building
- Truck Landside Area
- Vehicle Parking Landside Area
- Access Road
- Existing Taxiway Removal

- 1 Access into Tippin Avenue
- 2 Existing Property Line
- 3 Future Property Line*
- 4 Taxiway Object-Free Area (TOFA)
- 5 Building Restriction Line (BRL)
- 6 Runway Protection Zone (RPZ)
- 7 Runway Object-Free Area (ROFA)
- 8 Runway Safety Area (RSA)
- 9 MALSR
- 10 VTMAE MRO

Note -
* Property acquisition underway independent of this potential development Alternative.

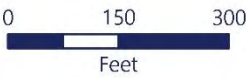
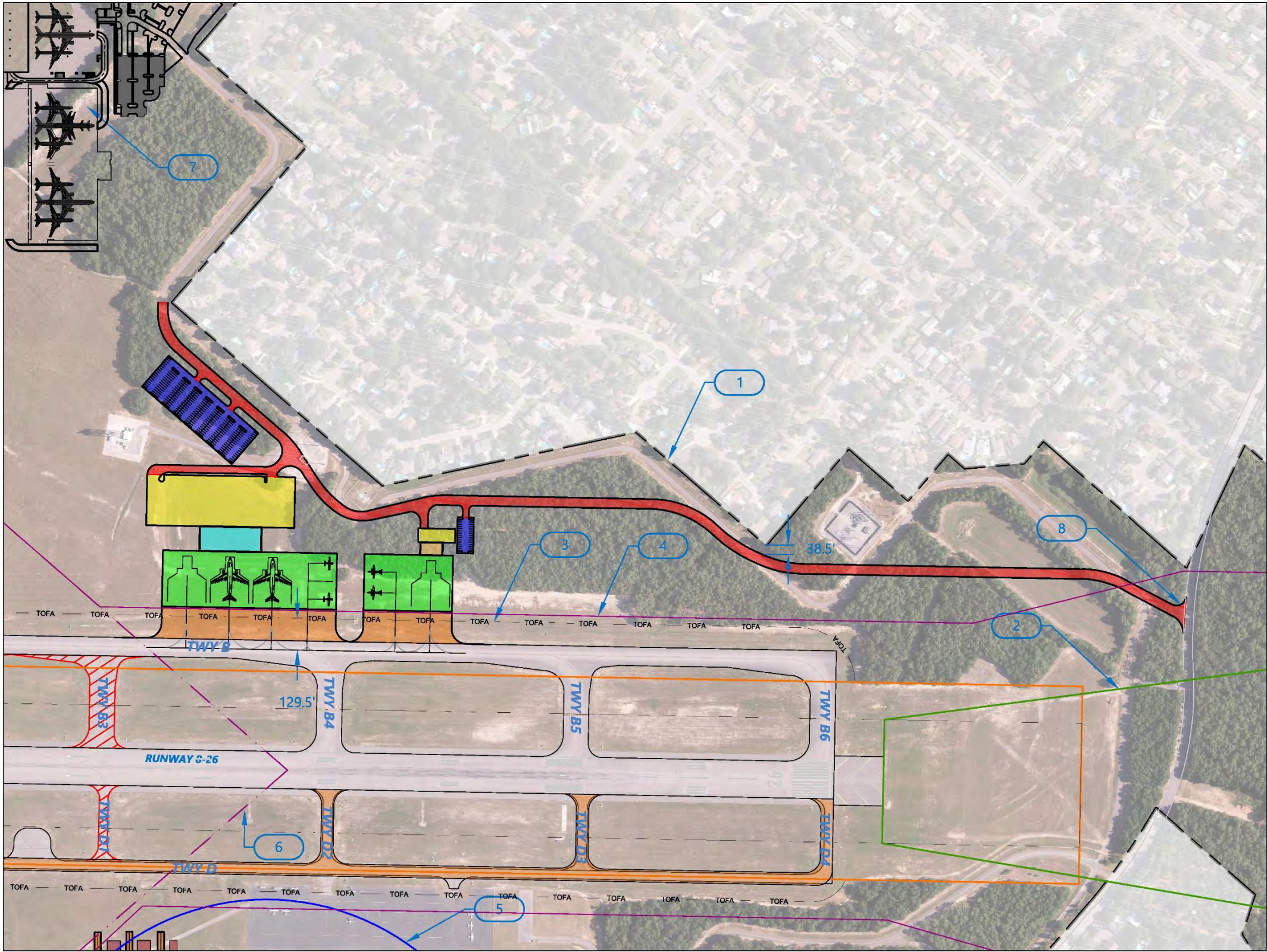


FIGURE 5-23
LARGE AERONAUTICAL DEVELOPMENT
ALTERNATIVE 2

- Legend**
- Apron Area
 - Proposed Taxiway
 - Potential Tenant Building
 - Potential Tenant Building
 - Truck Landside Area
 - Vehicle Parking Landside Area
 - Access Road
 - Existing Taxiway / Apron Removal

- 1 Property Line
- 2 Runway Protection Zone
- 3 Taxiway Object-Free Area
- 4 Building Restriction Line
- 5 ASR Critical Area*
- 6 Runway Visibility Zone
- 7 VTMAE MRO
- 8 Access into Spanish Trail Road

Note -
* Facilities from Airside Alternative 2 included for informational purposes. Not to be considered for evaluation of Cargo Alternative.



Source: Pensacola International Airport, 2007; RS&H, 2017

FIGURE 5-24
LARGE AERONAUTICAL DEVELOPMENT
ALTERNATIVE 3

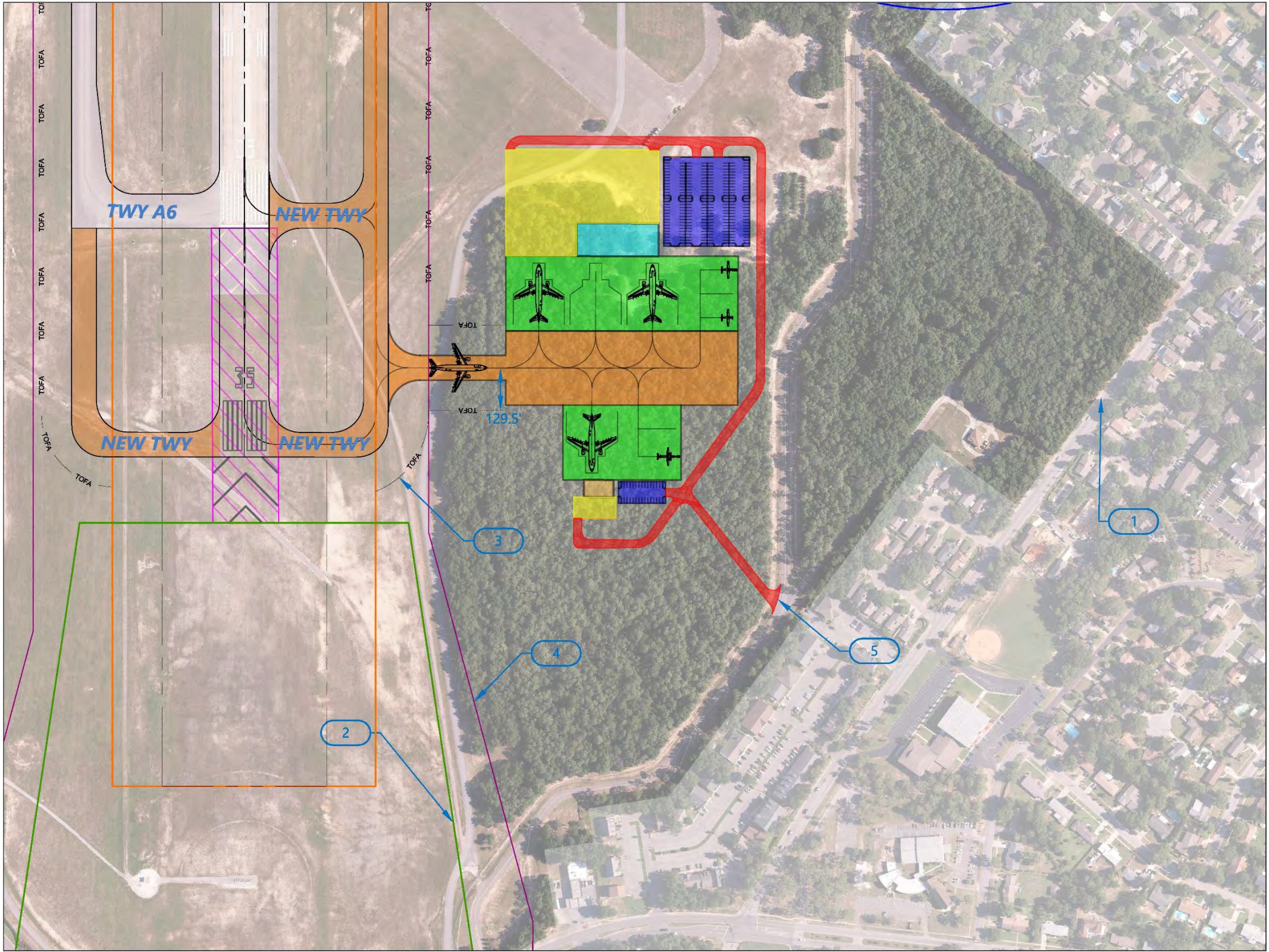
Legend

- Apron Area
- Proposed Taxiway
- Potential Tenant Building
- Potential Tenant Building
- Truck Landside Area
- Vehicle Parking Landside Area
- Access Road
- Proposed Runway 17-35 Extension

- 1 Property Line
- 2 Runway Protection Zone
- 3 Taxiway Object-Free Area
- 4 Building Restriction Line
- 5 Access into Maygarden Road



RS&H



PENSACOLA
International Airport

Source: Pensacola International Airport, 2007; RS&H, 2017

5.7.2 Large-Scale Aeronautical Development Alternatives Evaluation

Large-Scale Aeronautical Development Alternative 1 is advantageous because aeronautical development is the highest and best use for this site. One contributing factor is that the roadway connection to Tippin Avenue provides most direct route to both nearby interstate highways. Tippin Avenue is a four-lane arterial roadway with a center turn lane, and is capable of accommodating large truck traffic. Additionally, this site has minimal non-compatible land uses proximate to development location. The pros/cons for Large-Scale Aeronautical Development Alternative 1 are summarized in [Table 5-28](#).

The Large-Scale Aeronautical Development Alternative 2 may require pushback operations onto Taxiway B. Since Taxiway B is a movement area, pushback operations would require coordination with ATC, which results in an operational inefficiency. The layout in Large-Scale Aeronautical Development Alternative 2 would impact three existing facilities – the existing airside perimeter road, ASR, and RTR Site 2. The facility layout in Large-Scale Aeronautical Development Alternative 2 may require the relocation of the ASR to a viable because the buildings and parked aircraft may interfere with signal integrity. Additionally, the proposed access roadway alignment would impact the RTR Site 2. This site also requires significant roadway infrastructure to connect to Spanish Trail Road. Further, Spanish Trail Road provides the poorest direct access route to interstate highways, and is a two-lane roadway that is the least capable of accommodating large truck traffic. Large-Scale Aeronautical Development Alternative 2 also represents significant potential noise impacts to the off-airport land uses proximate to this site. However, Large-Scale Aeronautical Development Alternative 2 does not require a new access taxiway. The pros/cons for Large-Scale Aeronautical Development Alternative 2 are summarized in [Table 5-29](#).

TABLE 5-28
LARGE-SCALE AERONAUTICAL DEVELOPMENT ALTERNATIVE 1 PROS/CONS

Pros	Cons
SAFETY - No Pros	SAFETY - No Cons
OPERATIONAL EFFICIENCY - No Pros	OPERATIONAL EFFICIENCY - No Cons
LAND MANAGEMENT - Minimal non-compatible land uses proximate to development location. Berms and natural vegetation buffers can be used to reduce noise/visual impacts	ENVIRONMENTAL - Requires removal of scattered trees, shrubs, and cleared grassland. Given the previous disturbance of this area, it is unlikely that many species use the area
LAND MANAGEMENT - Highest and best use on-airport for large-scale aeronautical development	FISCAL - Most Costly (\$24.7M)
ECONOMIC - Roadway connection to Tippin Avenue provides most direct route to both nearby interstate highways. Tippin Ave. is capable of accommodating large truck traffic	FISCAL - Requires demolition of existing mini warehouses which are an important source of nonaeronautical revenue for the Airport
ECONOMIC - Space remains adjacent to site for complimentary uses (e.g., freight forwarders) to locate on-airport	

Source: RS&H, 2017

Large-Scale Aeronautical Development Alternative 3 is advantageous because there are no non-compatible land uses proximate to development location. Summit Boulevard, a four-lane divided highway with a raised median, provides moderate access to interstate highways. A notable negative attribute associated with Large-Scale Aeronautical Development Alternative 3 is that the layout impacts developable area that best suited for general aviation development. The pros/cons for Large-Scale Aeronautical Development Alternative 3 are summarized in [Table 5-30](#).

Large-Scale Aeronautical Development Alternative 1 is the most costly of the three alternatives at \$24.7 million. Large-Scale Aeronautical Development Alternative 2 is \$24 million and Large-Scale Aeronautical Development Alternative 3 is \$23.7 million. The higher cost for Large-Scale Aeronautical Development Alternative 1 is attributable to the longer taxiway required to access the proposed site. Conversely, Large-Scale Aeronautical Development Alternative 3 has a shorter taxiway length and Large-Scale Aeronautical Development Alternative 2 only requires access pavement for access to Taxiway B. The access road costs are the same for both Alternative 1 and Alternative 3. However, the costs of the three alternatives are within five percent of each other, which is not a major indicator of superiority for any alternative. The ROM implementation cost estimates are summarized in [Table 5-31](#).

TABLE 5-29
LARGE-SCALE AERONAUTICAL DEVELOPMENT ALTERNATIVE 2 PROS/CONS

Pros	Cons
OPERATIONAL EFFICIENCY - No new taxiways required	SAFETY - Not best practice for aircraft to pushback onto taxiway
FISCAL - Moderate Cost (\$24.0M)	LAND MANAGEMENT - May require relocation of ASR
ECONOMIC - Space remains adjacent to site for complimentary uses (e.g., freight forwarders) to locate on-airport	LAND MANAGEMENT - Area more suitable for small scale development due to size and proximity to residences
	OPERATIONAL EFFICIENCY - Challenges associated pushback operations onto Taxiway B (movement area)
	OPERATIONAL EFFICIENCY - Interrupts existing airside perimeter road
	ENVIRONMENTAL - Proximate to noise sensitive land use
	ENVIRONMENTAL - Requires the moderate removal of undisturbed vegetated area
	ECONOMIC - Spanish Trail Road is two-lane roadway and provides only indirect access to interstate highways
	ECONOMIC - Distance to main roadway may discourage development of complimentary uses near this site

Source: RS&H, 2017

Overall, Large-Scale Aeronautical Development Alternative 1 performed best with a score of 29.2 out of a possible 30 points. Large-Scale Aeronautical Development Alternative 3 also performed well with a score

of 26. Large-Scale Aeronautical Development Alternative 2 performed poorly with a score of 19.8. The evaluation results are described in [Table 5-32](#).

TABLE 5-30
LARGE-SCALE AERONAUTICAL DEVELOPMENT ALTERNATIVE 3 PROS/CONS

Pros	Cons
SAFETY - No Pros	SAFETY - No Cons
LAND MANAGEMENT - Non-compatible land uses not proximate to development location	OPERATIONAL EFFICIENCY - No Cons
FISCAL - Least Costly (\$23.7M)	LAND MANAGEMENT - Impacts developable area that can be used for general aviation development
ECONOMIC - Summit Boulevard is a four-lane arterial highway with raised median and provides moderate access to interstate highways	ENVIRONMENTAL - Requires substantial removal of undisturbed vegetated area

Source: RS&H, 2017

TABLE 5-31
LARGE-SCALE AERONAUTICAL DEVELOPMENT ALTERNATIVES ROM COSTS

	Alternative 1	Alternative 2	Alternative 3
Proposed Taxiway/Apron Access Construction	\$4.8M	\$2.8M	\$3.8M
Apron Construction	\$4.8M	\$4.8M	\$4.8M
Vehicle Parking Lot Construction	\$2.2M	\$2.2M	\$2.2M
Access Roadway Construction	\$1.0M	\$2.2M	\$1.0M
Building Construction	\$11.9M	\$11.9M	\$11.9M
Total ROM Cost	\$24.7M	\$24.0M	\$23.7M

Source: RS&H, 2017

Note: Numbers may not sum due to rounding.

TABLE 5-32

LARGE-SCALE AERONAUTICAL DEVELOPMENT ALTERNATIVES EVALUATION MATRIX

	Evaluator Description	Alt 1	Alt 2	Alt 3
GOAL	SAFETY	5.0	4.5	5.0
Crit. 1	Meets or exceeds standards to enhance safety	5	5	5
Crit. 2	Enhances safety through application of industry best practices	5	4	5
GOAL	STRATEGIC LAND MANAGEMENT	5.0	2.5	3.5
Crit. 1	Encourages compatibility between on- and off-airport land uses	5	2	4
Crit. 2	Promotes highest and best land use to support efficient airport operations	5	3	3
GOAL	OPERATIONAL EFFICIENCY	5.0	3.3	5.0
Crit. 1	Maintains or enhances operational efficiency	5	3	5
Crit. 2	Supports redundancy to enhance operational flexibility	n/a	n/a	n/a
Crit. 3	Strategically balances demand with supply using alternative methods	n/a	n/a	n/a
Crit. 4	Supports efficient operating environment for all aviation users	5	2	5
Crit. 5	Considers flexibility and adaptability to support future potential industry trends	5	5	5
GOAL	ENVIRONMENTAL AWARENESS	4.5	2.0	3.0
Crit. 1	Recognizes noise impacts	5	1	4
Crit. 2	Environmental compatibility	4	3	2
Crit. 3	Employs environmental sustainability initiatives	n/a	n/a	n/a
GOAL	FISCAL SUSTAINABILITY	4.7	5.0	5.0
Crit. 1	Cost effectiveness	4	5	5
Crit. 2	Minimizes costs	5	5	5
Crit. 3	Generates revenue	5	5	5
GOAL	ECONOMIC GROWTH	5.0	2.5	4.5
Crit. 1	Enhances regional transportation connections to the Airport	5	2	4
Crit. 2	Encourages increased economic impact to community	5	3	5
TOTAL SCORE		29.2	19.8	26.0
MAXIMUM SCORE		30	30	30

Source: RS&H, 2017

Notes: Alt = Alternative, Crit. = Criterion, n/a = not applicable

Scoring Rubric: 5 - Alternative Fully Responds to Criterion/Goal, 4 - Alternative Largely Responds to Criterion/Goal, 3 - Alternative Partially Responds to Criterion/Goal, 2 - Alternative Minimally Responds to Criterion/Goal, 1 - Alternative Does Not Respond to Criterion/Goal

5.7.3 Recommendation

Factors other than cost were used to drive the recommended development option, given the insignificant ROM cost differential. The primary determining factors were land use compatibility, environmental impacts, and regional ground transportation access. Based on the aforementioned pros/cons and the evaluation results, Large-Scale Aeronautical Development Alternative 1 is recommended as the preferred area to accommodate potential large-scale aeronautical development. Large-Scale Aeronautical Development Alternative 1 is preferred because the site supports more efficient regional ground transportation access. Site 3 is also viable; therefore, Site 3 should be preserved for long-term large-scale

aeronautical development. Large-Scale Aeronautical Development Alternative 2 should not be considered for implementation due to its poor performance and potential impacts to noise sensitive off-airport land uses.

Both Alternative 1 and Alternative 3 are consolidated into the airport-wide recommended development plan as depicted in [Figure 5-25](#).

5.8 ABANDONED TRACON BUILDING

This section describes the recommended disposition for the abandoned TRACON building. The abandoned TRACON building is located in the northwest quadrant of PNS, north of the passenger terminal building. The building is in poor condition and has exceeded its useful life. Demolition of the building is recommended so that it can be repurposed for other needs. The site has higher and better uses to serve as an aeronautical function to support short-term RON aircraft parking needs and long-term (beyond 20-years) terminal expansion needs.

Furthermore, upkeep of a vacant and unused facility can be costly with limited return on investment. A facility that deteriorates to a point of disrepair can become a liability and introduces the concern of foreign object debris that may be produced as the building deteriorates.

The demolition of the abandoned TRACON building is depicted as a project in [Figure 5-25](#).

5.9 RECOMMENDED DEVELOPMENT ALTERNATIVE

The recommended airport development alternative is the preferred layout for future airport development. The recommended development alternative is the combination and consolidation of the recommended alternative for each functional area, as described throughout this document.

This recommended alternative represents the culmination of the Master Plan Update alternatives evaluation process. The layout is reflected in the Airport Layout Plan future development sheet. The recommended airport development alternative was selected and refined based on both technical analysis and stakeholder input. The layout meets the forecast demand for airport operations throughout the planning horizon. It minimizes negative impacts through the consideration of the evaluation criteria and iterative refinement. Further, the layout allows for future expansion and continued development beyond the 20-year planning horizon.

The recommended airport development alternative is depicted in [Figure 5-25](#).

FIGURE 5-25
RECOMMENDED DEVELOPMENT
ALTERNATIVE

Project
Airside

- 1 Runway 17-35 Extension
- 2 Taxiway D Upgrade to ADG-III
- 3 New Parallel Taxiway
- 4 Extension of Taxiway D
- 5 Relocated RTR
- 6 Relocated ASR
- 7 New MALSR
- 8 New Airside Perimeter Road
- 9 New Jet A Fuel Farm
- 10 New Remain-Over-Night (RON) Apron
- 11 Airfield Demolition

Terminal

- 12 Terminal Building Expansion

Landside

- 13 Curbside Reconfiguration
- 14 Expansion of Parking Garage
- 15 Expansion of Economy 1 and Cell Lot
- 16 Modification of Surface Lot
- 17 Relocation of Employee Lot

General Aviation

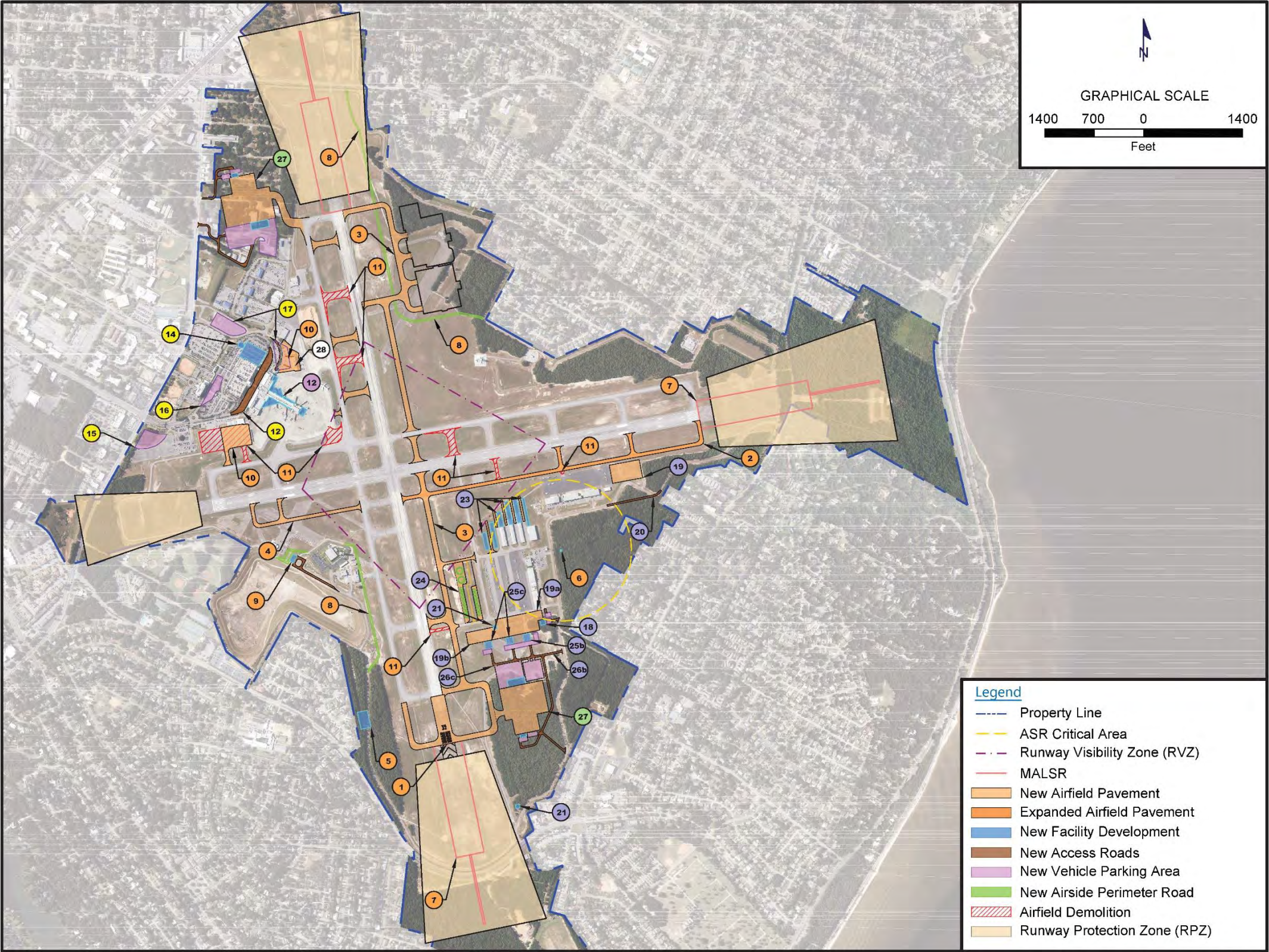
- 18 GA CBP FIS Facility
- 19 New Apron
- 20 Realignment of Maygarden Road
- 21 New GA Fuel Farm
- 22 Self-Serve AvGas Fueling Station
- 23 T-Hangar Expansion
- 24 Relocation of Helicopter Hardstand
- 25 New Conventional Hangars
- 26 New Access Road and Vehicle Parking Area

Aeronautical Development

- 27 Large Aeronautical Development

Non-Aeronautical

- 28 Demolish Abandoned TRACON Building



5.10 PRELIMINARY PHASING PLAN

A preliminary phasing plan was prepared for the recommended airport development plan. The goal was to determine the preferred timing for implementation that meets both the projected need for future facilities and the ability to finance construction.

The phasing plan considers projects that should be implemented within the 5-year, 10-year and 20-year planning horizons. The phasing plan considers project dependency (i.e., the projects that must be implemented prior to the project under consideration). The preliminary phasing plan is described below and summarized in [Table 5-33](#). The phasing plan is also depicted in [Figure 5-26](#), [Figure 5-27](#), and [Figure 5-28](#).

This analysis represents a preliminary phasing plan that considers implementation economies of scale and forecast demand for facility enhancements. A more detailed phasing plan that considers the airport financial planning is described in [Chapter 7](#). The detailed phasing plan will also include a description of trigger points for design and construction start.

The recommendation is to extend Runway 35 to 7,700 feet in the near-term. The need for this project has been triggered because the existing runway lengths at PNS are insufficient to accommodate the existing demand. Extension to 8,000 feet would not be required until a longer runway length is required by the fleet, which is not anticipated until beyond the 20-year planning horizon. The near-term runway extension should be coordinated with the parallel taxiway construction and new instrument approach for Runway 35.

The new parallel taxiway construction should be implemented in the near-term, in coordination with the extension to Runway 35. Implementation of the PBN/RNAV approaches is also recommended in the near-term. The facility requirements analysis results indicates that weather conditions and existing runway use are enough to trigger near-term implementation. No project needs to precede the implementation for Runway 26; however, implementation for Runway 35 should follow or coincide with the runway extension. Coincidence with the runway extension would support construction cost and time savings. Further, coordination with FAA Flight Procedures could be down at one time to facilitate the runway end location update and new instrument approach procedure.

The relocation of the RTR facilities is recommended within the 5-year planning horizon. Relocation of the RTR facilities at Site 1 (northwest quadrant near rental car service centers) must precede the expansion of the rental car service centers. Relocation of RTR Site 2 (northeast quadrant near ASR) must be complete to allow the Phase II hangar construction for VTMAE. The FAA has determined that the hangar associated with the Phase II construction will negatively impact the signal integrity for the RTR. The ASR can remain in its existing location until such time the land is needed for other uses. The hangar construction has no known impacts to the ASR signal integrity.

The replacement of the existing taxiway segments that do not meet the airfield best practices should occur incrementally throughout the planning horizon. Typically, the FAA will require replacement as the pavement section is slated for reconstruction. At that time, the new replacement taxiways should be implemented and the existing nonstandard and non-conforming segments should be demolished.

Upgrades to Taxiway D (east of Runway 17-35) should occur in the near-term to accommodate the larger general aviation aircraft that currently operate at PNS. The Taxiway D extension to the west should occur

within the 10-year planning horizon as the larger general aviation aircraft being operating with greater frequency. Neither project must be preceded by another project and, therefore, can be implemented independently.

The airside perimeter road can be implemented at any point during the planning horizon. PNS can complete this project when able because it is not deemed a high priority project. Implementation of the new roadway segments can occur incrementally and independently of another. No other projects need to precede this implementation; however, implementation with other projects to take advantage of economies of scale should be considered. For example, economies of scale may benefit the implementation of the airside perimeter road segment in the northeast quadrant in conjunction with the new parallel taxiway construction.

The fuel facility relocation to the southwest quadrant and the implementation of the fuel facilities in the southeast quadrant should be coordinated. Implementation of the general aviation fuel facilities (fuel farm and self-serve fueling station) should be implemented in the near-term to accommodate the forecast demand for additional fuel storage capacity by the end of the 5-year planning horizon. Offsetting this demand in the southeast quadrant will allow for delayed implementation of the larger fuel farm recommended relocation to the southwest quadrant. Relocation is recommended within the 5-year planning horizon timeframe. At the time of relocation, the 20-year forecast demand for fuel storage does not need to be met. Additional storage tanks can be implemented incrementally in the 20-year planning horizon timeframe, as demand materializes.

The summary of terminal building capacity is described in [Table 4-33](#) in [Chapter 4](#). The Tables describes the aviation demand levels at which each functional area of the terminal building reaches capacity. The overall terminal building expansion can be implemented incrementally, as demand warrants, throughout the planning period. For example, it is recommended that the terminal bag claim lobby and holdroom reconfiguration occur in the near-term to accommodate existing demand. Expansion of the bag make-up area should occur within the 10-year planning horizon to accommodate forecast demand. The overall expansion of the terminal building should be phased based on actual design and economies of scales identified during the advanced planning process. The terminal building phasing is depicted in [Figure 5-29](#).

The curbside expansion can occur incrementally throughout the planning horizon, with the initial phase implemented in the near-term to resolve existing congestion and poor level of service. This project can be implemented without consideration of a preceding project link. Expansion of the parking facilities can occur towards the end of the planning horizon. The facility requirements results indicate that demand for the Garage and Surface Lot will exceed capacity in the near-term because these are premium parking products. However, the facility requirements results indicate that latent capacity exists in the economy lots, such that the demand for the Garage and Surface Lot can be offset in the near-term. In the long-term implementation of the Garage expansion and the expansion of Economy Lot 1 should be undertaken to accommodate forecast demand. Construction of the Economy Lot 1 expansion should occur prior to the expansion of the Garage to offset impacts during construction.

Employee parking lot relocation can occur in the near-term. The trigger driving this project is the need for additional land north of the terminal building to accommodate RON aircraft parking.

Near-term implementation of the GAF FIS facility is recommended. CBP has indicated that existing demand is sufficient to trigger the near-term implementation. As discussed in [Section 5.6](#), implementation

of the FIS facility can occur without construction of a dedicated aircraft parking apron. Construction of this apron can occur later, as funding allows.

Implementing the T-hangar expansion can occur incrementally throughout the planning horizon, with the initial phase implemented in the near-term to resolve existing capacity shortfall. Implementation of the corporate general aviation apron and hangars can occur incrementally throughout the planning horizon. The facility requirements analysis results indicate that additional hangar space is required by the end of the 10-year planning horizon. However, actual implementation should occur based on tenant demand. Therefore, implementation may occur prior to and/or after the 10-year planning horizon timeframe.

The relocation of the helicopter parking to the southeast quadrant should occur in the near-term. Near-term relocation to southeast quadrant would support the existing need to enhance level of service for helicopter users. It would also support repurposing the land area for an aircraft parking apron to accommodate commercial aircraft that need to remain overnight (RON).

Implementation of the large-scale aeronautical development is based on when a tenant indicates interest in initiating or expanding service at PNS. At that time, the development should be implemented.

The demolition of the abandoned TRACON building can be completed in the near-term to accommodate reuse of the site as RON aircraft parking. Facility condition may also become the trigger for demolition if the building deteriorates to a point of condemnation.

TABLE 5-33
PRELIMINARY PHASING PLAN

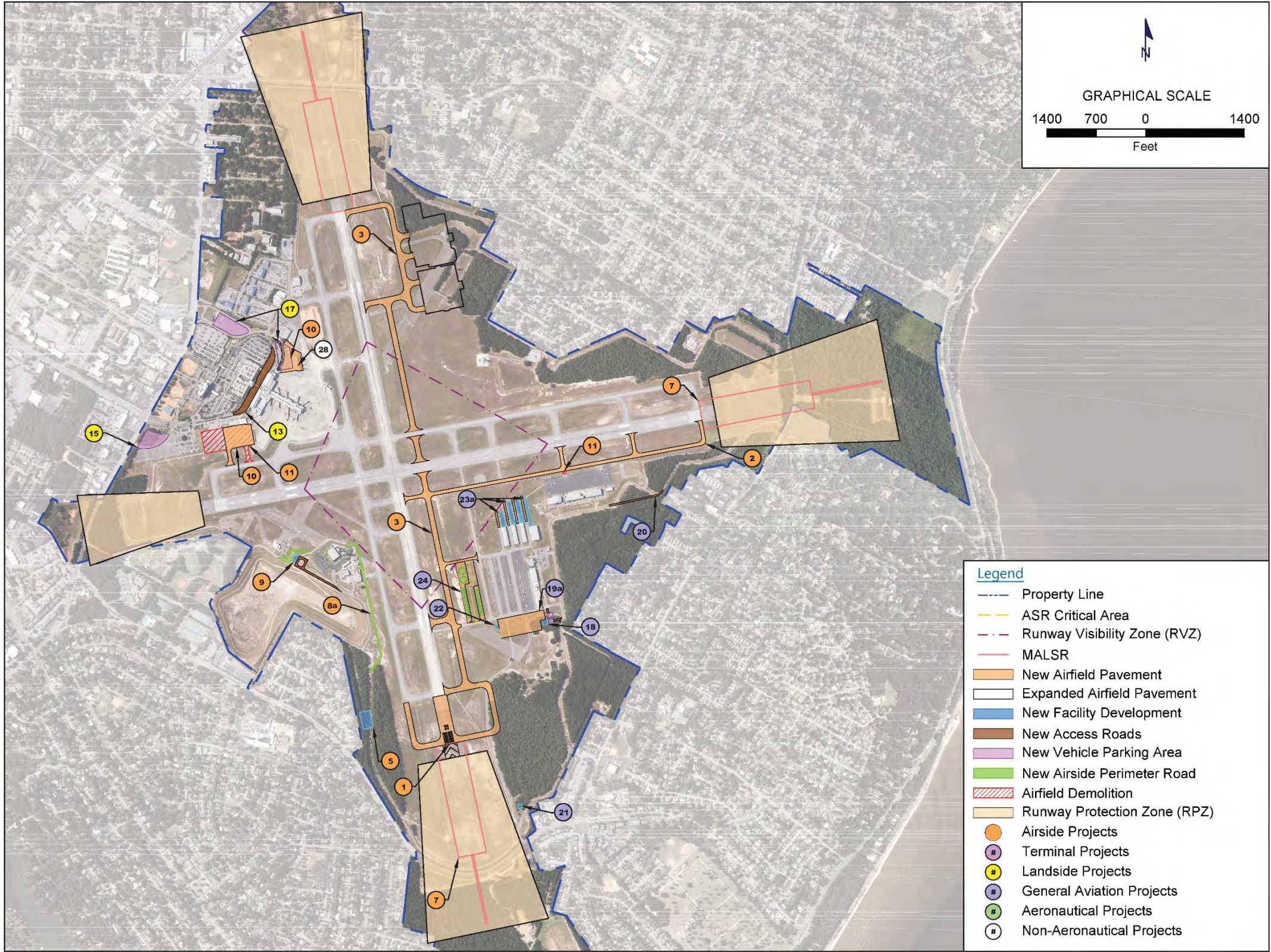
Project	Implementation Period	Project Dependency
Runway 35 Extension to 7,700 feet	5-year planning horizon	None
Runway 35 Extension to 8,000 feet	Beyond 20-year horizon	None
RTR Relocation	5-year planning horizon	None
ASR Relocation	20-year planning horizon	None
Runway 35 PBN/RNAV	5-year planning horizon	Runway extension
Runway 26 PBN/RNAV	5-year planning horizon	None
New Parallel Taxiway	5-year planning horizon	Runway extension
Taxiway Replacement	Incremental implementation	None
Taxiway D Upgrade (East of Runway 17-35)	5-year planning horizon	None
Taxiway D Extension (West of Runway 17-35)	10-year planning horizon	None
New Aircraft RON Parking Apron	5-year planning horizon	TRACON demo, Employee Lot relocation, New helicopter apron
Construct Airside Perimeter Road Segments	Incremental implementation	None
Fuel Facility Relocation	5-year planning horizon	None
Overall Terminal Building Expansion	Incremental implementation	None
Terminal Bag Claim Lobby Expansion	5-year planning horizon	None
Terminal Bag Make-up Expansion	10-year planning horizon	None
Holdroom Reconfiguration	5-year planning horizon	None
Curbside Reconfiguration	5-year planning horizon	None
Garage Construction	10-year planning horizon	Economy Lot 1 Expansion
Economy Lot 1 Expansion	5-year planning horizon	None
Employee Lot Relocation	5-year planning horizon	Fuel facility relocation
GAF FIS	5-year planning horizon	None
T-Hangar Expansion	Incremental implementation	None
GA Fuel Facility Implementation	5-year planning horizon	None
New Corporate GA Apron and Hangars	Incremental implementation	None
New Helicopter Parking Apron	5-year planning horizon	None
Large-scale Aeronautical Development	TBD	None
Demolish Abandoned TRACON Building	5-year planning horizon	None

Source: RS&H, 2017

FIGURE 5-26
RECOMMENDED DEVELOPMENT PHASING
0-5 YEARS FUTURE

Project

- 1 Runway 17-35 Extension
- 2 Taxiway D Upgrade to ADG-III
- 3 New Parallel Taxiway
- 5 Relocated RTR
- 7 New MALSR
- 8a New Airside Perimeter Road
- 9 New Jet A Fuel Farm
- 10 New Remain-Over-Night (RON) Apron
- 11 Airfield Demolition
- 13 Curbside Reconfiguration
- 15 Expansion of Economy 1 and Cell Lot
- 17 Relocation of Employee Lot
- 18 GA CBP FIS Facility
- 19a New Apron
- 20 Realignment of Maygarden Road
- 21 New GA Fuel Farm
- 22 Self-Serve AvGas Fueling Station
- 23a T-Hangar Expansion
- 24 Relocation of Helicopter Hardstand
- 28 Demolish Abandoned TRACON Building

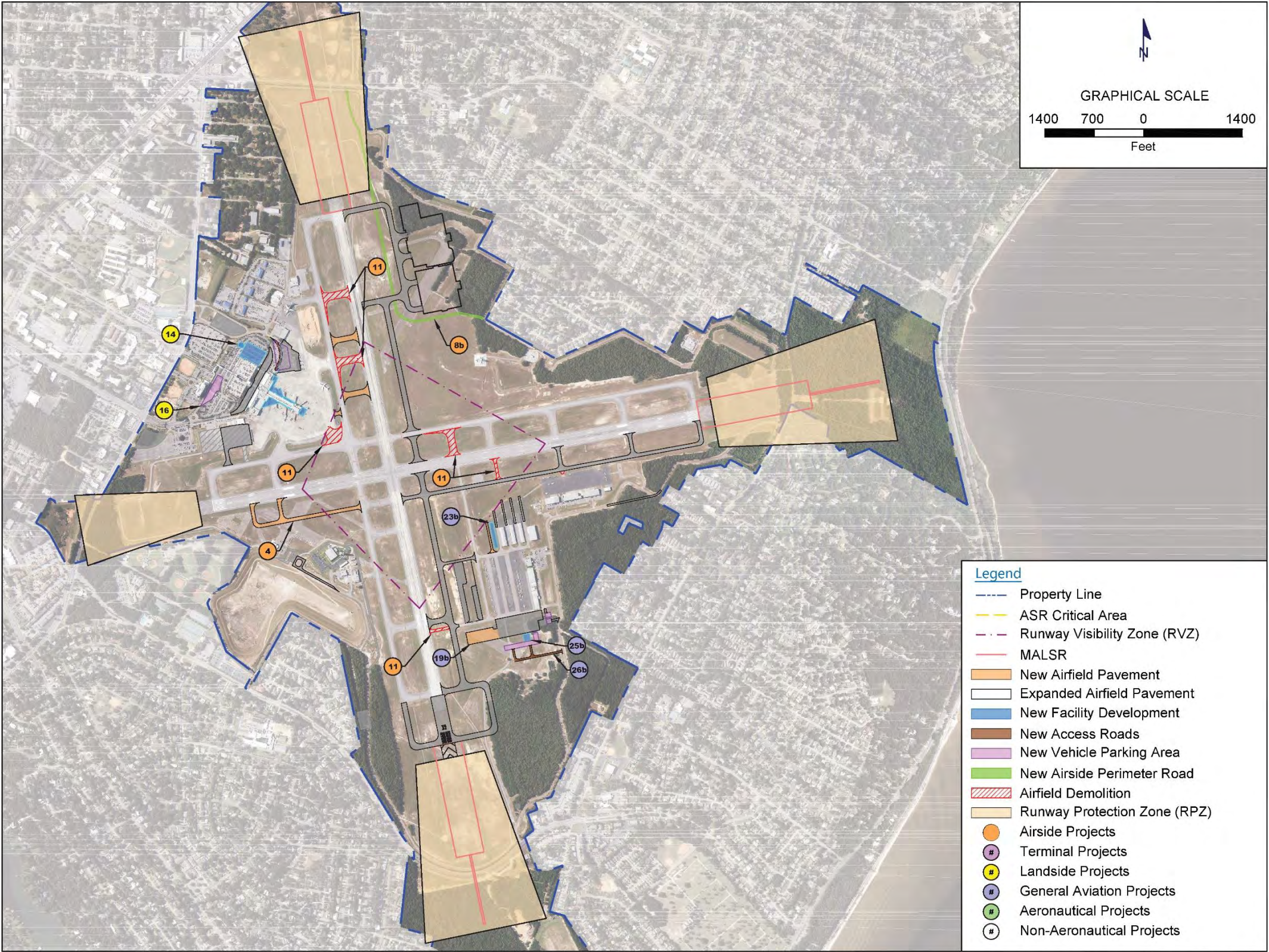


Source: Pensacola International Airport, 2007; RS&H, 2017

FIGURE 5-27
RECOMMENDED DEVELOPMENT PHASING
6-10 YEARS FUTURE

Project

- 4 Extension of Taxiway D
- 8b New Airside Perimeter Road
- 11 Airfield Demolition
- 14 Expansion of Parking Garage
- 16 Modification of Surface Lot
- 19b New Apron
- 23b T-Hangar Expansion
- 25b New Conventional Hangars
- 26b New Access Road and Vehicle Parking Area

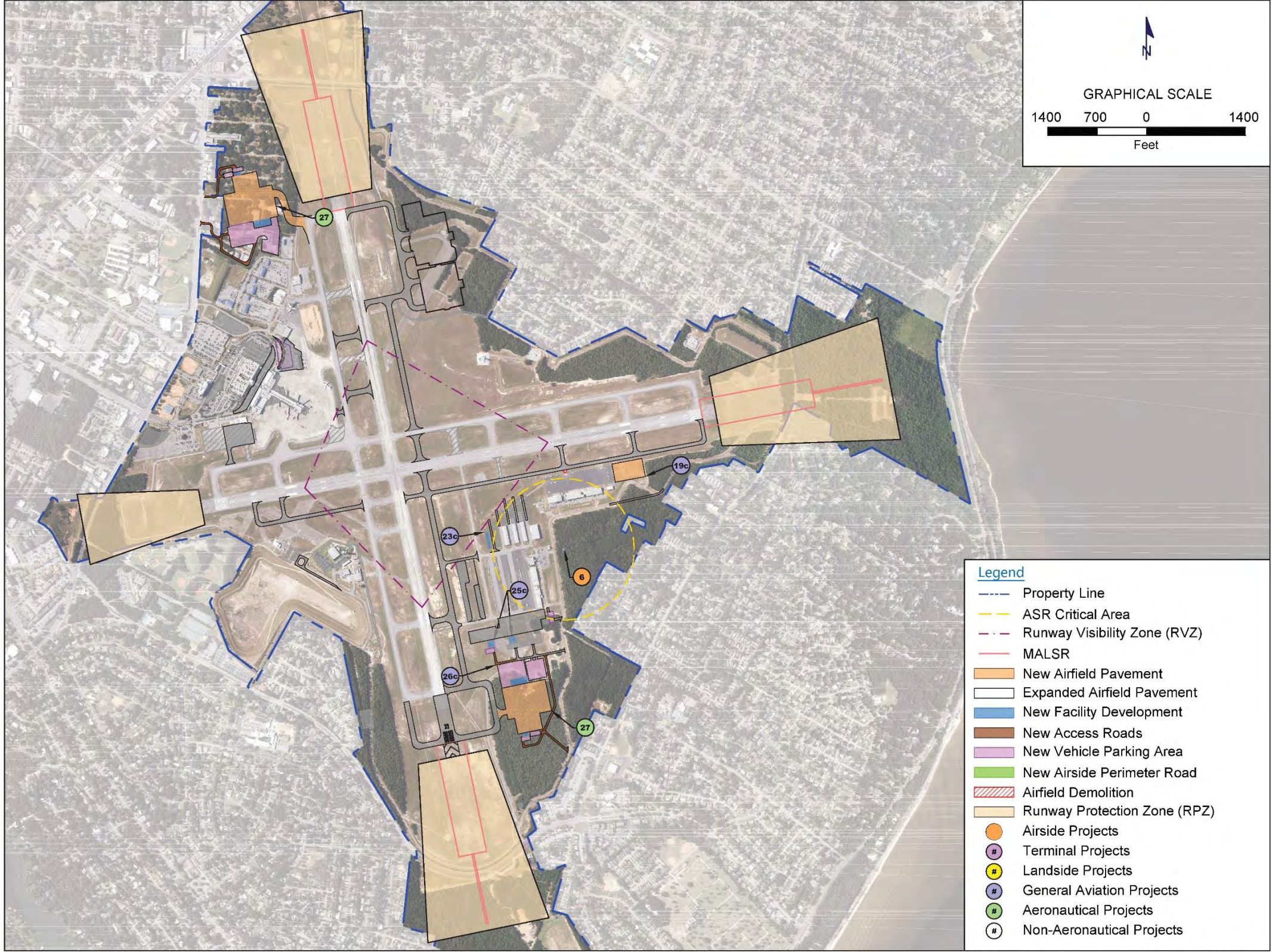


Source: Pensacola International Airport, 2007; RS&H, 2017

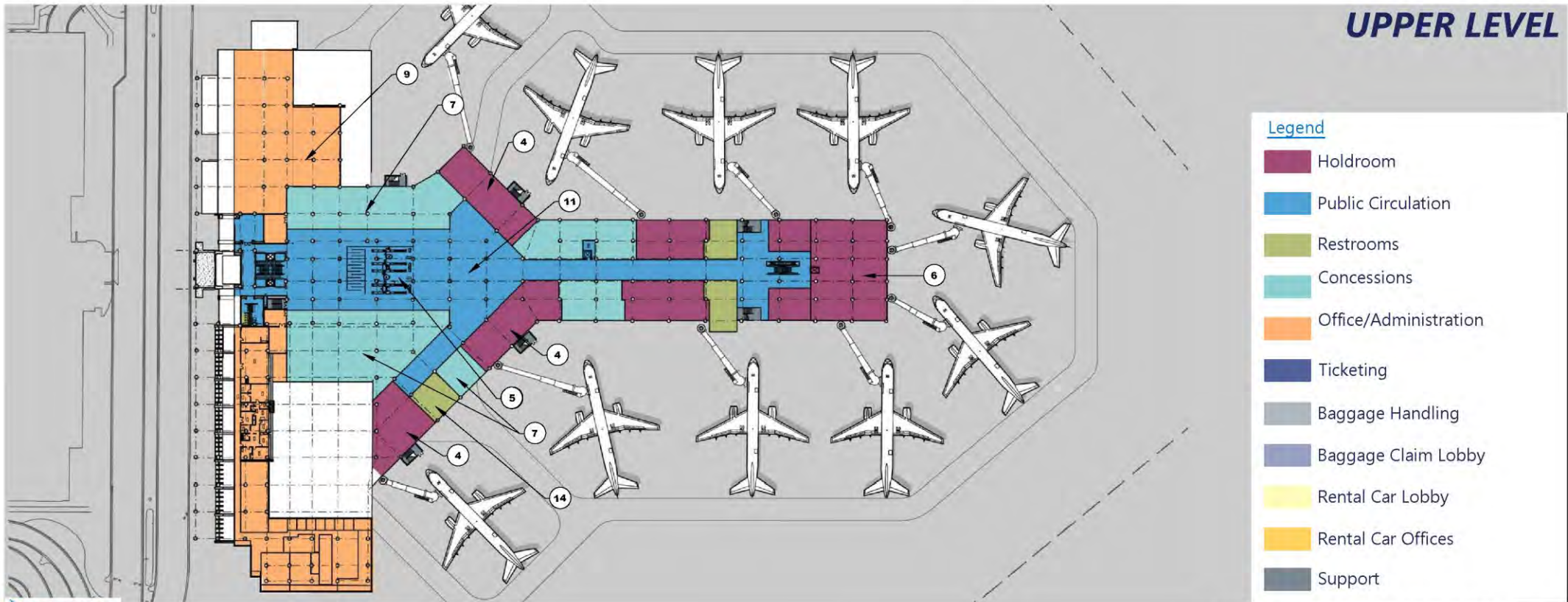
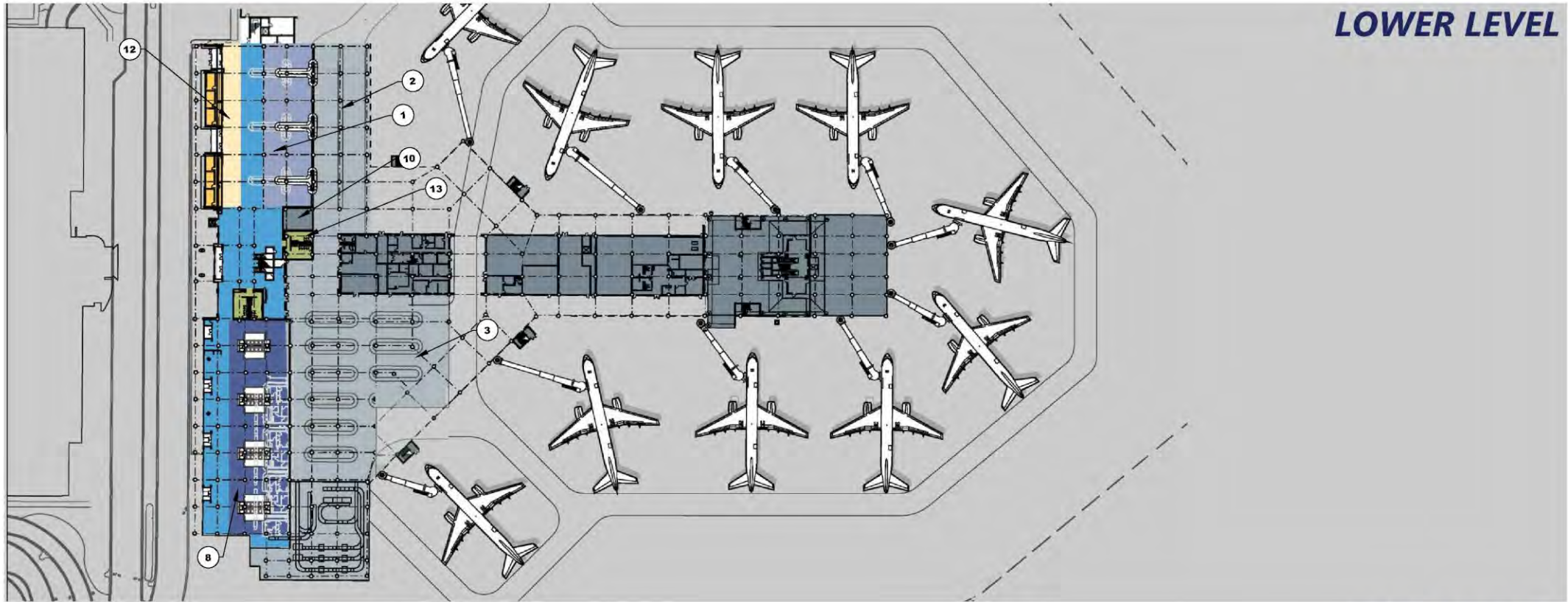
FIGURE 5-28
RECOMMENDED DEVELOPMENT PHASING
11-20 YEARS FUTURE

Project

- 6 Relocated ASR
- 19c New Apron
- 23c T-Hangar Expansion
- 25c New Conventional Hangars
- 26c New Access Road and Vehicle Parking Area
- 27 Large Aeronautical Development



Source: Pensacola International Airport, 2007; RS&H, 2017



Source: Pensacola International Airport, 2007; RS&H, 2017

FIGURE 5-29
RECOMMENDED TERMINAL
DEVELOPMENT PHASING

Project

0 - 5 Years Future

- ① Bag Claim Lobby Expansion
- ② Inbound Bag Room Relocation

6 - 10 Years Future

- ③ Make-up Area Expansion

11 - 20 Years Future

- ④ New Holdrooms
- ⑤ Expand and Relocate SSCP
- ⑥ Existing Holdroom Expansion
- ⑦ Post-Security Concessions
- ⑧ Reconfigured Ticket Lobby
- ⑨ North Lobby Mezzanine Support Spaces
- ⑩ Baggage Service Office Relocation
- ⑪ Public Circulation
- ⑫ Rental Car Lobby Expansion
- ⑬ Restroom Relocation
- ⑭ New Restroom



5.11 PRELIMINARY FINANCIAL FEASIBILITY

The total implementation cost of the Master Plan Recommended projects is described in [Table 5-34](#).

[Table 5-35](#) presents a summary of the financial results from this preliminary financial feasibility analysis with specific years selected to highlight the results based on five-year increments. The financial feasibility analysis is presented in greater detail in [Chapter 7](#). Most of the projects are assumed to be online by the end of fiscal year (FY) 2022 periods, and the associated costs are shown in the FY 2023 periods and beyond. Discussed below are the financial results for each of the major areas.

Note that the enplaned passenger forecast figures described in [Table 5-35](#) represents a revised forecast based on actual demand in 2018.

TABLE 5-34
RECOMMENDED AIRPORT DEVELOPMENT ALTERNATIVE ROM COSTS

	Implementation Cost
Recommended Airside Alternative	\$52.6M
Recommended Terminal Alternative	\$39.4M
Recommended Curbside Alternative	\$0.9M
Recommended Parking Alternative	\$27.8M
Recommended General Aviation Alternative	\$26.9M
Recommended Cargo Alternative	\$24.7M
Total ROM Cost	\$172.3M

Source: RS&H, 2017

Notes: Numbers may not sum due to rounding.

TABLE 5-35
PRELIMINARY FINANCIAL FEASIBILITY ANALYSIS

	2017 Actual	2018 Estimated	2019 Budget	2020 Projected	2025	2030	2035
Enplaned Passenger Forecast	835,000	850,000	900,000	948,000	1,073,000	1,215,000	1,376,000
Passenger Airlines Rents and Fees							
Airline Terminal Building rents	\$ 2,845,000	\$ 2,430,000	\$ 2,690,000	\$ 2,709,000	\$ 3,191,000	\$ 3,025,000	\$ 2,618,000
Apron Area rents	\$ 611,000	\$ 750,000	\$ 720,000	\$ 645,000	\$ 686,000	\$ 720,000	\$ 770,000
Loading Bridge Use Fee	\$ 359,000	\$ 530,000	\$ 322,000	\$ 297,000	\$ 349,000	\$ 372,000	\$ 397,000
BHS Use Fee	\$ 11,000	\$ 1,125,000	\$ 1,079,000	\$ 1,097,000	\$ 1,180,000	\$ 1,269,000	\$ 1,367,000
Airlines Landing Fees	\$ 2,074,000	\$ 598,000	\$ 594,000	\$ 2,212,000	\$ 3,581,000	\$ 2,276,000	\$ 2,420,000
Total Passenger Airlines Rents and Fees	\$ 5,900,000	\$ 5,433,000	\$ 5,405,000	\$ 6,960,000	\$ 8,987,000	\$ 7,662,000	\$ 7,572,000
Average Cost per Enplaned Passenger	\$ 7.07	\$ 6.39	\$ 6.01	\$ 7.34	\$ 8.38	\$ 6.31	\$ 5.50
Cargo Airlines Fees							
Landing Fees	\$ 230,000	\$ 75,000	\$ 75,000	\$ 267,000	\$ 412,000	\$ 243,000	\$ 242,000
Cargo Apron Fees	\$ 7,000	\$ 87,000	\$ 107,000	\$ 110,000	\$ 237,000	\$ 255,000	\$ 273,000
Total Cargo Airline Fees	\$ 237,000	\$ 162,000	\$ 182,000	\$ 377,000	\$ 649,000	\$ 498,000	\$ 515,000
Total Airline Rents and Fees	\$ 6,137,000	\$ 5,595,000	\$ 5,587,000	\$ 7,337,000	\$ 9,636,000	\$ 8,160,000	\$ 8,087,000
Airport Revenue							
Airline Rents and Fees	\$ 6,137,000	\$ 5,595,000	\$ 5,587,000	\$ 7,337,000	\$ 9,636,000	\$ 8,160,000	\$ 8,087,000
Non-Airline Revenue and Transfers	\$ 22,412,000	\$ 24,003,000	\$ 22,327,000	\$ 21,467,000	\$ 25,509,000	\$ 28,019,000	\$ 31,397,000
Gross Revenue	\$ 28,549,000	\$ 29,598,000	\$ 27,914,000	\$ 28,804,000	\$ 35,145,000	\$ 36,179,000	\$ 39,484,000
Less Operation and Maintenance Expense	\$ 12,399,000	\$ 15,434,000	\$ 16,738,000	\$ 17,050,000	\$ 19,923,000	\$ 21,476,000	\$ 23,142,000
Less Restricted PFC Funds	\$ 1,122,000	\$ 1,707,000	\$ 1,985,000	\$ 2,236,000	\$ 591,000	\$ 1,189,000	\$ 1,861,000
Less Restricted CFC Funds	\$ 1,711,000	\$ 1,597,000	\$ 1,547,000	\$ 1,716,000	\$ 1,280,000	\$ 2,181,000	\$ 2,669,000
Net Airport Revenue	\$ 13,317,000	\$ 10,860,000	\$ 7,644,000	\$ 7,802,000	\$ 13,351,000	\$ 11,333,000	\$ 11,812,000
Debt Service Requirements:							
Existing Debt Service							
Bond Fund:							
2008 PFC Eligible	\$ 2,133,000	\$ 1,817,000	\$ -	\$ -	\$ -	\$ -	\$ -
2008 Series Airport Revenue Bonds	\$ 506,000	\$ 454,000	\$ -	\$ -	\$ -	\$ -	\$ -
2010 Series Airport Revenue Bonds	\$ 1,302,000	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ -
Bank Notes:							
2012 Bank Note	\$ 232,000	\$ 280,000	\$ -	\$ -	\$ -	\$ -	\$ -
2015 Bank Loan Refunding Note	\$ 1,221,000	\$ 1,196,000	\$ 1,217,000	\$ 1,217,000	\$ 1,219,000	\$ -	\$ -
2017 Series Airport Bank Note	\$ -	\$ -	\$ 700,000	\$ 693,000	\$ 722,000	\$ -	\$ -
2018 Series Airport Bank Note (PFC)	\$ -	\$ -	\$ 1,718,000	\$ 1,718,000	\$ 1,720,000	\$ 1,714,000	\$ 1,714,000
2018 Series Airport Note	\$ -	\$ -	\$ 430,000	\$ 430,000	\$ 430,000	\$ 428,000	\$ 428,000
Existing Debt Service	\$ 5,394,000	\$ 5,047,000	\$ 4,065,000	\$ 4,058,000	\$ 4,091,000	\$ 2,142,000	\$ 2,142,000
Proposed Debt Service							
Series 2021 Bonds - MP Update Projects:							
2021 Series Airport Revenue Bonds (PFC)	\$ -	\$ -	\$ -	\$ -	\$ 2,164,000	\$ 2,164,000	\$ 2,164,000
2021 Series Airport Revenue Bonds	\$ -	\$ -	\$ -	\$ -	\$ 2,254,000	\$ 2,254,000	\$ 2,254,000
Proposed Debt Service Requirements	\$ -	\$ -	\$ -	\$ -	\$ 4,418,000	\$ 4,418,000	\$ 4,418,000
Total Debt Service Requirements	\$ 5,394,000	\$ 5,047,000	\$ 4,065,000	\$ 4,058,000	\$ 8,509,000	\$ 6,560,000	\$ 6,560,000
Debt Service Coverage	\$ 2.47	\$ 2.15	\$ 1.88	\$ 1.92	\$ 1.57	\$ 1.73	\$ 1.80

Source: Mike Maroney & Associates, Inc., 2018; City of Pensacola, 2018

5.12 NONAERONAUTICAL LAND USE DESIGNATIONS

Airports often rely on nonaeronautical uses of airport property to provide alternate sources of revenue. These nonaeronautical land areas support the ability of the airport to be financially self-sufficient.

Airports that accept grants under the Airport Improvement Program (AIP) have agreed to comply with certain Federal policies included in each AIP grant agreement. These policies often restrict all federally obligated land to aeronautical uses. However, the Airport Compliance Manual indicates that airports can use specific lands approved by the FAA as nonaeronautical land uses to generate revenue to support the airport's aviation needs. The airport must demonstrate it has sufficient space designated aeronautical purposes to meet the demand in order to designate supplementary land as nonaeronautical.

The FAA requires certain criteria must be met and maintained for all nonaeronautical land uses. Per FAA Federal Grant Assurance 24, as described in FAA Order 5190.6B, *Airport Compliance Manual*, an airport is obligated to maintain a fee and rental structure for the facilities and services being provided on these properties. This allows the airports to charge Fair Market Value for nonaeronautical activities.

Nonaeronautical properties should also always remain in FAA concurrence. The airport must maintain control of the land use (e.g., lease agreement, deed restriction) to ensure non-compatible land uses do not arise, which may interfere with airport operation. Lease agreements typically also include provisions for the leasehold to revert back to the airport in the event that the property is needed for aeronautical reasons.

It is important to identify which portions of the airport property may be considered for nonaeronautical land uses and pre-cleared for potential development as nonaeronautical. Factors in this determination include that land should be located beyond RPZs and comply with BRL constraints. The purpose of the RPZ is to enhance the protection of people and property on the ground. The FAA indicates that the RPZ should be clear of all facilities supporting incompatible land uses. Incompatible land uses are those that generally support the congregation of people, transportation facilities, or large scale infrastructure. The BRL identifies suitable and unsuitable locations for buildings on airport property. The BRL delineation is based on the location of RPZs, the Obstacle Free Zones, OFAs, RVZ, NAVAID critical areas, areas required for Terminal Instrument Procedures (TERPS), and ATCT clear line of site. The BRL represents the location at which buildings can be 35 feet tall.

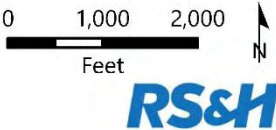
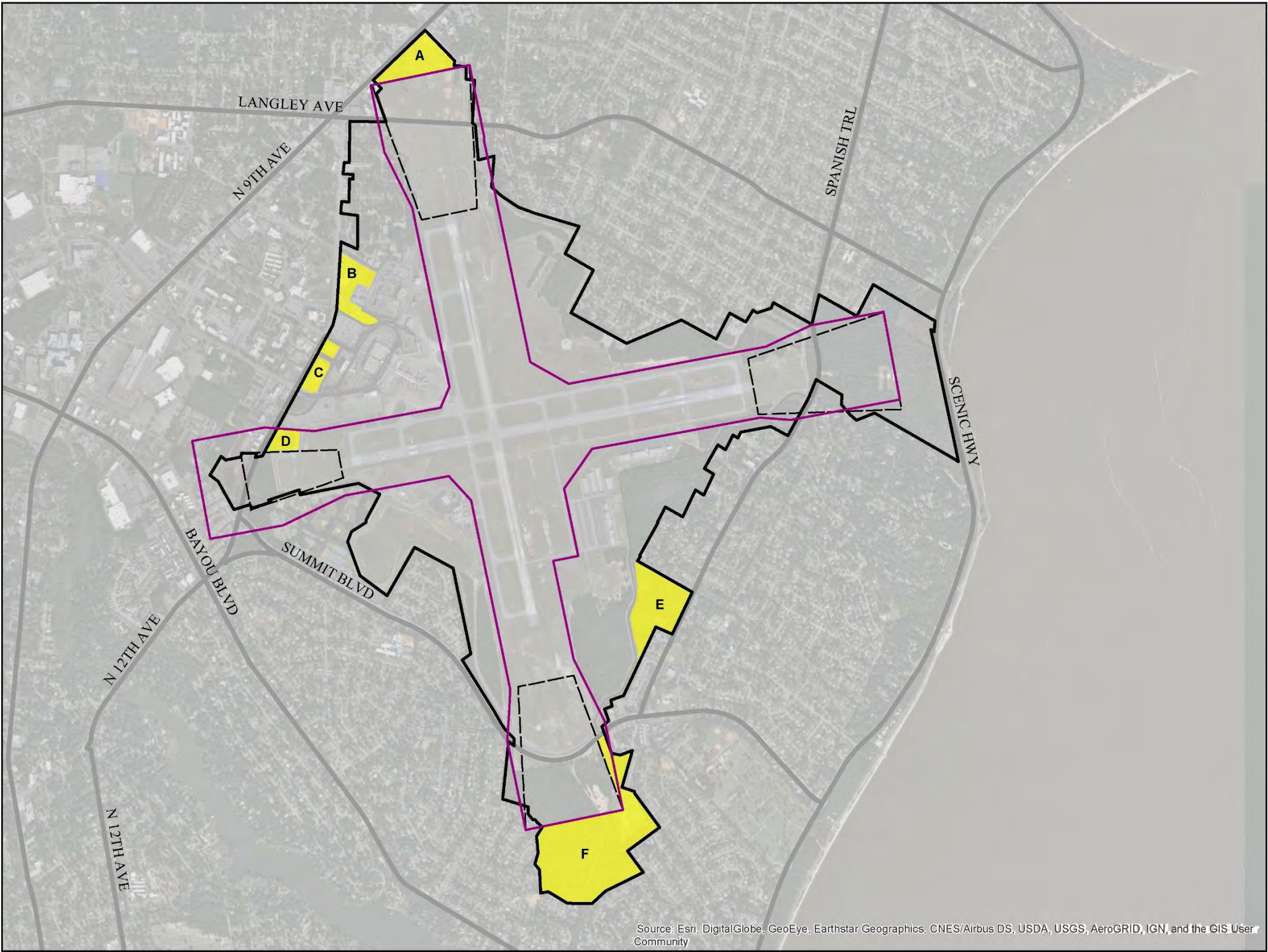
Several sites of airport property at PNS can be designated for nonaeronautical use given the aforementioned constraints. These areas are depicted in [Figure 5-30](#). These nonaeronautical land areas are not needed to support the aeronautical function of the airport throughout the planning horizon. These nonaeronautical land areas have limited utility as an aeronautical use due to their distance from and access to the airfield. All of the proposed nonaeronautical land areas are outside of the RPZs. Most of the recommended nonaeronautical uses are outside the BRL. Parcel D is located inside the BRL but beyond the Runway 8 RPZ. Location within the BRL does not prohibit the use of the property; however, it restricts the height of buildings within the BRL area to 35 feet. Buildings located outside of the BRL on this property are less restricted on height limits.

PNS intends to lease these land areas, which allows oversight and management of the type of development to ensure development is compatible airport operations. PNS has no intention of selling or disposing of these land areas.

PNS has hired the commercial real estate firm SVN to assist in soliciting tenants for the available nonaeronautical areas. Currently SVN has listings on Parcels A and D and a portion of parcel C depicted in [Figure 5-30](#). All parcels are currently available to be leased under the zoning code ARZ or Airport Restricted Zoning. Parcels B, E, and F have not yet been made available for development.

FIGURE 5-30
NONAERONAUTICAL LAND USES

- Legend
- Building Restriction Line
 - Airport Property Boundary
 - Runway Protection Zone
 - Nonaeronautical Sites
 - A. 14.4 Acres
 - B. 11.9 Acres
 - C. 6.7 Acres
 - D. 4.4 Acres
 - E. 22.5 Acres
 - F. 66.8 Acres



5.13 FUTURE LAND USE PLAN

The Future Land Use Plan represents the highest and best land use for PNS and provides the framework for making decisions regarding future land development at PNS by identifying the most appropriate location to accommodate each major development component. The Future Land Use Plan reflects the proposed layout depicted in the recommended airport development alternative.

This Section describes how each category shown on the Future Land Use Plan is to be interpreted. According to the City of Pensacola 2011 Comprehensive Plan Future Land Use Chapter, PNS is located within the “Airport” future land use category. The Airport land use category is intended to regulate land encompassing the Pensacola International Airport and immediately adjacent to the Airport that is considered sensitive due to its proximity to the runways and its potential for noise exposure.

This Section describes the land use subcategories of “Airport” for PNS. The land use subcategories were defined into categories specifically for airport purposes. The land use categories promote the advancement of uses customarily related to airport operations, enhance the management of Airport land assets, maximize property availability for aviation development through efficient and compatible planning, and allow appropriate strategic decision-making to accommodate future demand. In addition, the Conservation and Airport Commercial land use categories correspond to the future land use category provisions found in the City of Pensacola 2011 Comprehensive Plan Future Land Use Chapter.

The Future Land Use Plan is intended to be use as a document to guide airport decision-making regarding locations of future development. The following criteria were considered while preparing the highest best land use.

- » Facility requirements
- » Airfield access requirements
- » Compatibility with adjacent land uses
- » Landside access and parking
- » Potential environmental factors
- » Financial implications

The land use categories are presented below with the above-mentioned considerations in mind. The highest and best land use configuration is depicted in [Figure 5-31](#). The following land use designations were used:

- » Aeronautical Support
- » Aeronautical Use
- » Airfield
- » Commercial Use
- » Conservation
- » Future Airport Use
- » Terminal/Landside

Aeronautical Support represents areas of Airport land related to the accommodation of facilities that are in support of the operation and/or maintenance of aircraft and the Airport but do not require aircraft access to the airfield. Example facilities and activities include, but are not limited to, aircraft fuel storage, FAA facilities, and airport maintenance.

Aeronautical Use represents Aeronautical activities which require direct aircraft access to the airfield. This land use category includes Airport lands related to the accommodation of facilities for maintenance and storage of aircraft, aircraft parking, and flight operations. Example facilities and activities include, but are not limited to, air cargo, full service FBOs, GA, aircraft hangars, air ambulance operations, and small commercial or private aircraft operations.

Airfield represents the area used for the runway and taxiway system and other pavement areas within the area where aircraft may taxi, takeoff, or land. It also includes land areas where airfield lighting and navigational aids (NAVAIDs) may be located. This land use also includes areas adjacent to the runway and taxiway system that are to remain undeveloped to protect for the safe movement of aircraft, as required by FAA airport design standards.

Commercial Use represents commercial uses that are located on-airport to support airport revenue generation. The areas designated as Commercial Use may also support nonaeronautical commercial uses customarily related to airport operations.

Conservation represents the area established to preserve open space as necessary for protecting wetlands, water resources, vegetation, preventing flood damage and soil erosion, and managing stormwater.

Future Airport Use represents areas of Airport land that are vacant or have not yet been categorized as another land use but are reserved for potential airport development.

Terminal / Landside represents the area that is necessary for the passenger terminal building and related activities that are located within the passenger terminal envelope, generally comprising the passenger terminal building and apron areas. It also includes associated passenger terminal landside facilities including public and employee parking, access and circulation roadways, passenger terminal curbside, ground transportation and commercial vehicle, rental car, and other transit.

FIGURE 5-31
FUTURE LAND USE PLAN



CHAPTER 6

ENVIRONMENTAL OVERVIEW

6.1 INTRODUCTION

This environmental impacts analysis is based on the alternatives identified in [Chapter 5](#), along with the environmental impact categories identified in Federal Aviation Administration (FAA) Order 1050.1F, *Environmental Impacts: Policies and Procedures* and Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

[Table 6-1](#) lists the alternatives and environmental resource categories, and indicates if there is the potential for an alternative to affect an environmental category. The following subsections describe the potential environmental effects of each alternative, and compare the various alternatives to one another from an environmental perspective. As [Table 6-1](#) shows, none of the proposed alternatives has the potential to affect climate; farmlands; or historical, architectural, archeological, and cultural resources. Therefore, those environmental resource categories are not discussed further.

It is important to note that the environmental analysis included in this section is not in and of itself a NEPA document (e.g., Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement).

TABLE 6-1
POTENTIAL ENVIRONMENTAL IMPACTS OVERVIEW

Environmental Category	Alternatives										
	Airside 1	Airside 2	Passenger Terminal 1-4a	Terminal Curbside 1 & 2	Parking 1 & 2	GA 1	GA 2	GA 3	Large-Scale Aeronautical 1	Large-Scale Aeronautical 2	Large-Scale Aeronautical 3
Air Quality (Construction Emissions only)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Biological Resources	Y	Y	N	N	Y	Y	Y	Y	Y	Y	Y
Climate	N	N	N	N	N	N	N	N	N	N	N
Coastal Resources	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Department of Transportation Act, Section 4(f)	Y	N	N	N	N	N	N	N	N	N	N
Farmlands	N	N	N	N	N	N	N	N	N	N	N
Hazardous Materials, Solid Waste, and Pollution Prevention	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Historical, Architectural, Archeological, and Cultural Resources	N	N	N	N	N	N	N	N	N	N	N
Land Use	Y	Y	N	N	N	N	N	N	N	N	N
Noise and Noise-Compatible Land Use	Y	Y	N	N	N	Y	Y	Y	N	Y	Y
Socioeconomics, Environmental Justice, and Children's Health and Safety Risks	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Visual Effects	Y	Y	N	N	N	N	N	N	N	N	N
Water Resources	Y	Y	N	N	Y	Y	Y	Y	Y	Y	Y

Source: RS&H, 2017
Notes: Y = Potential Effect
N = No Potential Effect

6.2 AIRSIDE ALTERNATIVES

The master plan considers two airside alternatives, identified as Airside Alternative 1 and Airside Alternative 2.

Implementation of either of the alternatives has the potential to affect the following environmental categories: air quality; biological resources; coastal resources; Department of Transportation Act, Section 4(f) resources (subsequently referred to as Section 4(f) resources); hazardous materials, solid waste, and pollution prevention; noise and noise-compatible land use; socioeconomics, environmental justice, and children's health; and water resources. The potential impacts are discussed in more detail below.

6.2.1 Air Quality

Implementation of any of the airside alternatives would temporarily increase construction emissions in the area during construction. Emissions would occur from disturbing land (particulate dust emissions), motor vehicles accessing the site and traversing disturbed grounds, and direct emissions from construction equipment. Given the similar size of the alternatives, there would not be a noticeable difference between the alternatives as it relates to potential air quality effects.

Therefore, implementation of either of the airside alternatives would have similar effects to air quality.

6.2.2 Biological Resources

Although there is the potential for federal- and state-listed species to occur in the area of the airport, the existing characteristics of the airfield (paved, mowed and maintained grass) do not provide suitable habitat for those species with the potential to occur within the area. Implementation of either alternative would require some tree clearing.

Overall, implementation of either alternative would have similar effects to biological resources

6.2.3 Coastal Resources

Neither of the airside alternatives intersect a Coastal Barrier Resources System (CBRS). The closest CBRS unit, Basin Bayou (Unit FL-102), is about four miles east of the Airport.⁴¹ In addition, neither of the airside alternatives would affect other environmental resource categories in a manner that would affect coastal resources.

Overall, there would not be a difference between either of the airside alternatives as it relates to potential effects to coastal resources.

⁴¹ USFWS (2017, October 3). CBRS Mapper. Retrieved September 2017, from Coastal Barrier Resources System Mapper: <https://www.fws.gov/cbra/maps/Mapper.html>

6.2.4 Hazardous Materials, Solid Waste and Pollution Prevention

Implementation of either of the airside alternatives would increase the use of hazardous materials commonly used in construction and generation of construction waste. This waste would be managed and disposed of in accordance with applicable regulations.

Overall, there would be no noticeable difference between the airside alternatives as it relates to potential effects to hazardous materials, solid waste, and pollution prevention.

6.2.5 Noise and Noise-Compatible Land Use

Implementation of either alternative has the potential to impact noise and compatible land use near the Airport. Implementation of Airside Alternative 1 would include placing a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) on Runway 26. This could result in a change in runway use percentages. Consequentially, residential properties near Runway 8-26 have the potential to be affected by noise from airplanes passing overhead. Additionally, the extension Runway 17-35 to the south has the potential to affect noise and non-compatible land uses south of the runway.

Implementation of Airside Alternative 2 would have similar impacts to noise and noise-compatible uses. According to aerial imagery, there are residential properties located west of Runway 8-26 that could be impacted by installing a MALSR on Runway 8. This could result in a change in runway use percentages; residential properties near the runway could be impacted.

The extent of the potential effects cannot be determined at this time; therefore, a quantitative comparison between the two alternatives cannot be made.

6.2.6 Section 4(f) Resources

Implementation of Airside Alternative 1 would require the acquisition of a park protected under the Department of Transportation (DOT) Act, Section 4(f). Under this Act, a Section 4(f) evaluation would need to be prepared. The Section 4(f) evaluation would need to determine if a feasible and prudent alternative would avoid the use of Section 4(f) property and describe all possible planning to minimize harm resulting from use of the resource.

Implementation of Airside Alternative 2 would not require the acquisition of a Section 4(f) resource. Therefore, Airside Alternative 1 would have a greater potential effect on Section 4(f) resources than Airside Alternative 2.

6.2.7 Socioeconomics, Environmental Justice, and Children's Environmental Health

Implementation of either of the airside alternatives would not require the relocation of businesses and/or residences, alteration of surface transportation patterns, the division or disruption of established communities, or the disruption of orderly planned development. Implementation of either of the alternatives may cause the short-term employment of local construction-related contractors and could be considered a positive impact.

There would not be a noticeable difference between either airside alternative as it related to potential socioeconomic, environmental justice, and children's environmental health and safety risks.

6.2.8 Visual Effects

Implementation of either airside alternative would produce light emissions, which has the potential to have an impact on visual effects to residential and commercial properties near the areas where the Runway 8 MALSR would be placed. For both airside alternatives, there is heavy vegetation surrounding the areas where the MALSRs would be placed. There is a greater number of residential properties surrounding the Airside Alternative 1 area than the Airside Alternative 2 area. Comparatively, there is a public baseball field located next to the end of Runway 8, which could experience a change in potential light emissions.

Overall, due to the vegetative buffer between the MALSR and the surrounding residential properties and ball field, there would be no measurable difference between implementation of either alternative.

6.2.9 Water Resources

Implementation of either alternative would increase the amount of impervious surface at the Airport, which would increase stormwater runoff. Airside Alternative 1 would increase impervious surface by about 1.5 acres. Comparatively, Airside Alternative 2 would increase impervious surface by about two acres. Best Management Practices (BMPs) could be implemented to control stormwater runoff from construction.

Although Airside Alternative 2 would have an additional 0.5-acre of impervious surface than Airside Alternative 1, the difference would be minimal and would not cause a noticeable difference in stormwater runoff.

6.2.10 Conclusions for Airside Alternatives

There are no notable environmental differences between the airside alternatives, with the exception of potential impacts to a Section 4(f) resource. The Section 4(f) evaluation could result in additional time and financial resources to complete by the Airport.

6.3 PASSENGER TERMINAL ALTERNATIVES

The master plan considers four alternatives for passenger terminal development, identified as Passenger Terminal Alternative 1, Passenger Terminal Alternative 2, Passenger Terminal Alternative 3, and Passenger Terminal Alternative 4. Based on preliminary research and in addition to the environmental resource categories previously dismissed, the passenger terminal alternatives would have no potential effect to biological resources, Section 4(f) resources, land use, noise and noise-compatible land use, or water resources. Therefore, these categories are not discussed further for the curbside alternatives.

Implementation of any of the passenger terminal development alternatives has the potential to affect the following environmental categories: air quality; biological resources; coastal resources; hazardous materials, solid waste, and pollution prevention; and socioeconomics, environmental justice, and children's health. The potential impacts are discussed in more detail below.

6.3.1 Air Quality

Implementation of any of the passenger terminal alternatives would temporarily increase construction emissions in the area during construction. Emissions would occur from disturbing land (particulate dust emissions), motor vehicles accessing the site and traversing disturbed grounds, and direct emissions from

construction equipment. Given the similar size of the alternatives, there would not be a noticeable difference among the alternatives as it relates to potential air quality effects.

Therefore, implementation of any of the passenger terminal alternatives would have similar effects to air quality.

6.3.2 Coastal Resources

None of the passenger terminal alternatives intersect a CBRS. The closest CBRS unit, Basin Bayou (Unit FL-102), is about four miles east of the Airport.⁴² In addition, none of the passenger terminal alternatives would affect other environmental resource categories in a manner that would affect coastal resources.

Overall, there would not be a difference among any of the passenger terminal alternatives as it relates to potential effects to coastal resources.

6.3.3 Hazardous Materials, Solid Waste, and Pollution Prevention

Implementation of any passenger terminal alternative would increase the use of hazardous materials commonly used in construction and generation of construction waste. This waste would be managed and disposed of in accordance with applicable regulations.

Given the similar extent of the alternatives, there would be no noticeable difference among the passenger terminal alternatives as it relates to potential effects to hazardous materials, solid waste, and pollution prevention.

6.3.4 Socioeconomics, Environmental Justice, and Children's Health and Safety Risks

Implementation of either of the passenger terminal alternatives would not require the relocation of businesses and/or residences, alteration of surface transportation patterns, the division or disruption of established communities, or the disruption of orderly planned development. Implementation of any of the alternatives may cause the short-term employment of local construction-related contractors and could be considered a positive impact.

There would not be a noticeable difference in the implementation of any passenger terminal alternative as it related to potential socioeconomic, environmental justice, and children's environmental health and safety risks.

6.3.5 Conclusions for Passenger Terminal Alternatives

There are no measurable differences between any of the passenger terminal alternatives in the potential impacts to the environmental categories listed above.

⁴² USFWS (2017, October 3). CBRS Mapper. Retrieved September 2017, from Coastal Barrier Resources System Mapper: <https://www.fws.gov/cbra/maps/Mapper.html>

6.4 TERMINAL CURBSIDE ALTERNATIVES

The master plan considers two alternatives for the terminal curbside development, identified as Terminal Curbside Alternative 1 and Terminal Curbside Alternative 2. Based on preliminary research and in addition to the environmental resource categories previously dismissed, the curbside alternatives would have no potential effect to biological resources, Section 4(f) resources, land use, noise and noise-compatible land use, or water resources. Therefore, these categories are not discussed further for the terminal curbside alternatives.

Implementation of either curbside alternative has the potential to affect the following environmental categories: air quality; coastal resources; hazardous materials, solid waste, and pollution prevention; and socioeconomics, environmental justice, and children's health. The potential impacts are discussed in more detail below.

6.4.1 Air Quality

Implementation of either alternative would temporarily increase emissions in the area during construction. Emissions would occur from disturbing land (particulate dust emissions), motor vehicles accessing the site and traversing disturbed grounds, and direct emissions from construction equipment. Given the similar size of the alternatives, there would not be a noticeable difference between alternatives as it relates to potential air quality effects.

Therefore, implementation of either curbside alternative would have similar effects to air quality.

6.4.2 Coastal Resources

Neither of the curbside alternatives intersect a CBRS. The closest CBRS unit, Basin Bayou (Unit FL-102), is about four miles east of the Airport⁴³. In addition, neither of the curbside alternatives would affect other environmental resource categories in a manner that would affect coastal resources.

Overall, there would not be any difference between either curbside alternative as it relates to potential effects to coastal resources.

6.4.3 Hazardous Materials, Solid Waste, and Pollution Prevention

Implementation of either curbside alternative would increase the use of hazardous materials commonly used in construction and generation of construction waste. This waste would be managed and disposed of in accordance with applicable regulations.

Overall, there would be no noticeable difference between either of the curbside alternatives as it relates to potential effects to hazardous materials, solid waste, and pollution prevention.

⁴³ USFWS (2017, October 3). CBRS Mapper. Retrieved September 2017, from Coastal Barrier Resources System Mapper: <https://www.fws.gov/cbra/maps/Mapper.html>

6.4.4 Socioeconomics, Environmental Justice, and Children's Environmental Health

Implementation of either of the terminal curbside alternatives would not require the relocation of businesses and/or residences, alteration of surface transportation patterns; the division or disruption of established communities, or the disruption of orderly planned development. Implementation of either of the alternatives may cause short-term employment of local construction-related contractors and could be considered a positive impact. The potential short-term employment effects from either of the alternatives would be similar.

There would not be a noticeable difference between the implementation of either of the curbside alternatives as it relates to potential socioeconomic, environmental justice, and children's environmental health and safety risks.

6.4.5 Conclusions for Terminal Curbside Alternatives

There are no measurable differences between the terminal curbside alternatives as relates to the potential impacts to the environmental categories described above.

6.5 PARKING ALTERNATIVES

The master plan considers two alternatives for parking, identified as Parking Alternative 1 and Parking Alternative 2. Based on preliminary research and in addition to the environmental resource categories previously dismissed, the parking alternatives would have no potential effect to Section 4(f) resources; land use; or noise and noise-compatible land use. Therefore, these categories will not be discussed further for these parking alternatives.

Implementation of either parking alternative has the potential to affect the following environmental categories: air quality; biological resources; coastal resources; hazardous materials, solid waste, and pollution prevention; socioeconomics, environmental justice, and children's health; and water resources. These impacts are discussed in more detail below.

6.5.1 Air Quality

Implementation of either parking alternatives would temporarily increase construction emissions in the area during construction. Emissions would occur from disturbing land (particulate dust emissions), motor vehicles accessing the site and traversing disturbed grounds, and direct emissions from construction equipment. Implementation of Parking Alternative 1 would have a greater potential effect to air quality than Parking Alternative 2. Construction of Parking Alternative 1 would require the use of more equipment for a longer duration, which would lead to greater construction emissions than Parking Alternative 2.

6.5.2 Biological Resources

The existing characteristics of most of the area for the parking alternatives (paved, mowed and maintained) do not provide suitable habitat for species with the potential to occur within that area. A portion of Parking Alternative 1 is vegetated and undisturbed. Therefore, there is the potential for various species to occur within this area. Parking Alternative 1 would require the removal of about 0.6-acre of vegetation. Parking Alternative 2 would not require the removal of any vegetation.

Overall, Parking Alternative 1 has the potential for greater effects to biological resources than Parking Alternative 2.

6.5.3 Coastal Resources

Neither of the parking alternatives intersect a CBRS. The closest CBRS unit, Basin Bayou (Unit FL-102), is about four miles east of the Airport.⁴⁴ In addition, neither of the parking alternatives would affect other environmental resource categories in a manner that would affect coastal resources.

Overall, there would not be a difference between either parking alternative as it relates to potential effects to coastal resources.

6.5.4 Hazardous Materials, Solid Waste, and Pollution Prevention

Implementation of either parking alternative would increase the use of hazardous materials commonly used in construction and generation of construction waste. This waste would be managed and disposed of in accordance with applicable regulations.

Parking Alternative 1 would require the clearing of vegetation, whereas Parking Alternative 2 would not. Therefore, Alternative 1 would produce a greater amount of solid waste than Alternative 2.

6.5.5 Socioeconomics, Environmental Justice, and Children's Environmental Health

Implementation of either of parking alternative would not require the relocation of businesses and/or residences, alteration of surface transportation patterns, the division or disruption of established communities, or the disruption of orderly planned development. Implementation of either of the alternatives may cause the short-term employment of local construction-related contractors and could be considered a positive impact. The potential short-term employment effects from Parking Alternative 1 would be greater than Parking Alternative 2. Parking Alternative 1 would be a greater undertaking than Parking Alternative 2 and would provide more job opportunities for a longer period of time.

6.5.6 Water Resources

Implementation of either of the alternatives would increase the amount of impervious surface at the Airport, which would increase stormwater runoff. Parking Alternative 1 would increase impervious surface by about two acres. Comparatively, Parking Alternative 2 would increase impervious surface by about one-half acre. BMPs could be implemented to control stormwater runoff from construction.

Therefore, Parking Alternative 1 would have a greater potential effect on water resources, specifically stormwater runoff, than Parking Alternative 2.

6.5.7 Conclusions for the Parking Alternatives

There are no measurable environmental differences between the parking alternatives as it relates to potential effects to coastal resources.

⁴⁴ USFWS (2017, October 3). CBRS Mapper. Retrieved September 2017, from Coastal Barrier Resources System Mapper: <https://www.fws.gov/cbra/maps/Mapper.html>

Parking Alternative 1 would have a greater potential effect to air quality; biological resources; hazardous materials, solid waste, and pollution prevention; socioeconomics, environmental justice, and children's health and safety; and water resources.

6.6 GENERAL AVIATION ALTERNATIVES

The master plan identifies three alternatives for development of the general aviation (GA) area at the Airport, identified as GA Alternative 1, GA Alternative 2, and GA Alternative 3. Based on preliminary research and in addition to the environmental resource categories dismissed at the beginning of [Chapter 6](#), none of the proposed GA alternatives would have potential effects to the following categories: Section 4(f) resources, land use, or noise and noise-compatible land use. Therefore, these categories are not discussed further in this section.

Implementation of any GA alternative has the potential to impact the following environmental categories: air quality; biological resources; coastal resources; hazardous materials, solid waste, and pollution prevention; socioeconomics, environmental justice, and children's health; and water resources. These impacts are discussed in more detail below.

6.6.1 Air Quality

Implementation of any of the three GA alternatives would temporarily increase construction emissions in the area during construction. Emissions would occur from disturbing land (particulate dust emissions), motor vehicles accessing the site and traversing disturbed grounds, and direct emissions from construction equipment. Given the similar size of the GA alternatives, there would not be a noticeable difference between alternatives as it relates to potential air quality effects.

Therefore, implementation of any of the three GA alternatives would have similar effects on air quality.

6.6.2 Biological Resources

The existing characteristics of the all three GA alternative areas (paved, and mowed and maintained grass) do not provide suitable habitat for species with the potential to occur within the area. Under any of the three GA alternatives, there would be minimal disturbance of previously undisturbed and vegetated areas.

Overall, implementation of any of the three GA alternatives would have similar effects to biological resources.

6.6.3 Coastal Resources

None of the GA alternatives intersect a CBRS. The closest CBRS unit, Basin Bayou (Unit FL-102), is about four miles east of the Airport.⁴⁵ In addition, none of the GA alternatives would affect other environmental resource categories in a manner that would affect coastal resources.

⁴⁵ USFWS (2017, October 3). CBRS Mapper. Retrieved September 2017, from Coastal Barrier Resources System Mapper: <https://www.fws.gov/cbra/maps/Mapper.html>

Overall, there would not be a difference among any GA alternative as it relates to potential effects to coastal resources.

6.6.4 Hazardous Materials, Solid Waste, and Pollution Prevention

Implementation of any GA alternative would increase the use of hazardous materials commonly used in construction and generation of construction waste. This waste would be managed and disposed of in accordance with applicable regulations.

Overall, there would be no noticeable difference among the GA alternatives as it relates to potential effects to hazardous materials, solid waste, and pollution prevention.

6.6.5 Noise and Noise-Compatible Land Use

Implementation of any of the GA alternatives would have the potential to increase aviation noise on the east side of the Airport. A difference between the implementation of any of these alternatives as it relates to noise is not anticipated.

6.6.6 Socioeconomics, Environmental Justice, and Children's Environmental Health

Implementation of any of the GA alternatives would not require the relocation of businesses and/or residences; alteration of surface transportation patterns, the division or disruption of established communities, or the disruption of orderly planned development. Implementation of any of these alternatives may cause the short-term employment of local construction-related contractors and could be considered a positive impact. The potential short-term employment effects from any of the GA alternatives would be similar.

There would not be a noticeable difference in the implementation of any GA alternative as it relates to potential socioeconomic, environmental justice, and children's environmental health and safety risks.

6.6.7 Water Resources

Implementation of any of the GA alternatives would increase the amount of impervious surface at the Airport, which could increase stormwater runoff. GA Alternative 1 would increase impervious surface by about two acres, GA Alternative 2 would increase impervious surface by about three-quarters of an acre, and GA Alternative 3 would increase impervious surface by less than one-half acre. BMPs could be implemented to control stormwater runoff from construction.

Therefore, implementation of GA Alternative 1 would have a greater effect on water resources, specifically stormwater runoff, than the other two GA alternatives, and GA Alternative 3 would have the least effect.

6.6.8 Conclusions for GA Alternatives

There are no measurable differences among the three GA alternatives as it relates to the potential effects to: air quality; biological resources; coastal resources; hazardous materials, solid waste, and pollution prevention; and socioeconomics, environmental justice, and children's environmental health and safety risks.

There would be a measurable difference in the potential impacts to water resources. GA Alternative 1 would have the greatest potential effect to water resources.

6.7 LARGE-SCALE AERONAUTICAL DEVELOPMENT ALTERNATIVES

The master plan considers three alternatives for large-scale aeronautical development, identified as Large-Scale Aeronautical Development Alternative 1, Large-Scale Aeronautical Development Alternative 2, and Large-Scale Aeronautical Development Alternative 3. Based on preliminary research and in addition to the environmental resource categories previously dismissed, the alternatives would have no potential effect to Section 4(f) resources or land use. Therefore, these categories are not discussed further for these alternatives.

Implementation of any of the three Large-Scale Aeronautical Development Alternatives has the potential to affect the following environmental categories: air quality; biological resources; coastal resources; hazardous materials, solid waste, and pollution prevention; socioeconomics, environmental justice, and children's environmental health and safety risks; and water resources. Implementation of Alternative 2 and 3 has the potential to affect noise on the east side of the Airport. The potential impacts are discussed in more detail below.

6.7.1 Air Quality

Implementation of any of the three alternatives would temporarily increase emissions in the area during construction. Emissions would occur from disturbing land (particulate dust emissions), motor vehicles accessing the site and traversing disturbed grounds, and direct emissions from construction equipment. Given the similar size of the alternatives, there would not be a noticeable difference among the alternatives as it relates to potential air quality effects.

Therefore, implementation of any of the alternatives would have similar effects to air quality.

6.7.2 Biological Resources

Biological resources include terrestrial and aquatic plant and animal species; game and non-game species; special status species; and environmentally sensitive or critical habitats.

The area of Large-Scale Aeronautical Development Alternative 1 is a former residential and commercial development area. This area consists of scattered trees, shrubs, cleared grassland, and previously paved areas. Given the previous disturbance of this area, it is unlikely that many species use the area. Comparatively, portions of Large-Scale Aeronautical Development Alternative 2 and Large-Scale Aeronautical Development Alternative 3 occur in areas that are previously undisturbed and have dense vegetation. Alternative 3 would require the greatest amount of tree-clearing activities.

Given the existing condition of the land, it is estimated that Alternative 3 would have a greater potential effect to biological resources than the other two alternatives. Alternative 1 is estimated to have the least potential effect to biological resources.

6.7.3 Coastal Resources

Although the Pensacola International Airport is located in the Florida Coastal Management Program area, the alternatives do not intersect a Coastal Barrier Resources System Unit (CBRS). The closest CBRS unit,

Basin Bayou (Unit FL-102), is about four miles east of the Airport.⁴⁶ In addition, none of the alternatives would affect other environmental resource categories in a manner that would affect coastal resources.

Overall, there would not be a difference among any of the alternatives as it relates to potential effects to coastal resources.

6.7.4 Hazardous Materials, Solid Waste, and Pollution Prevention

Implementation of any of the alternatives would increase the use of hazardous materials commonly used in construction and generation of construction waste. This waste would be managed and disposed of in accordance with applicable regulations.

With regard to solid waste, all alternatives would require the clearing and grubbing of land. Given the existing dense vegetation in the areas of Alternative 2 and Alternative 3, implementation of either of these alternatives would produce more solid waste than Alternative 1.

Based on this preliminary research, implementation of Alternative 2 has the potential to have the greatest effect on hazardous materials and solid waste than the implementation of Alternative 1 or Alternative 2.

6.7.5 Noise and Noise-Compatible Land Use

Implementation of Alternative 2 and Alternative 3 would have the potential to increase aviation noise on the east side of the Airport. A difference between the implementation of either of these alternatives as it relates to noise is not anticipated.

6.7.6 Socioeconomics, Environmental Justice, and Children's Environmental Health

Implementation of any of the alternatives would not require the relocation of businesses and/or residences, alteration of surface transportation patterns, the division or disruption of established communities, or the disruption of orderly planned development. Any of the alternatives may result in short-term employment of local construction-related contractors and could be considered a positive impact to the local economy. The potential short-term employment effects from any alternative would be similar.

There would not be a noticeable difference between the implementation of any of the alternatives as it relates to potential socioeconomic, environmental justice, and children's environmental health and safety risks.

6.7.7 Water Resources

Implementation of any of the alternatives would not affect wetlands or floodplains.^{47,48} However, implementation of any of the alternatives would increase the amount of impervious surface at the Airport,

⁴⁶ USFWS (2017, October 3). CBRS Mapper. Retrieved September 2017, from Coastal Barrier Resources System Mapper: <https://www.fws.gov/cbra/maps/Mapper.html>

⁴⁷ USFWS. (2017). Wetlands Mapper. Retrieved September 2017, from National Wetlands Inventory: <https://www.fws.gov/wetlands/data/mapper.html>

⁴⁸ Federal Emergency Management Agency. (2017). Flood Insurance Rate Map 3710451400K, Effective September 2, 2015. Retrieved September 2017, from FEMA Flood Map Service Center:

which could increase stormwater runoff. Alternative 1 would increase impervious surface by an estimated 15 acres. Comparatively, Alternative 2 would increase impervious surface by an estimated seven acres, while Alternative 3 would increase impervious surface by an estimated 10 acres. Under any alternative, BMPs could be implemented to control stormwater runoff from construction.

In summary, Alternative 1 would have the greatest effect on water resources, specifically stormwater runoff. Comparatively, Alternative 2 would have the least effect to water resources.

6.7.8 Conclusions for Large-Scale Aeronautical Development Alternatives

There are no measurable differences among the three alternatives as it relates to potential effects to air quality; coastal resources; hazardous materials, solid waste, and pollution prevention; and socioeconomics, environmental justice, and children's health and safety.

There would be a measurable difference between the potential impacts to biological resources and water resources. Alternative 3 would have the greatest potential effect to biological resources and Alternative 1 would have the least potential effect to biological resources. Alternatively, Alternative 1 would have the greatest potential effect to water resources and Alternative 2 would have the least potential effect to water resources. Additionally, Alternatives 2 and 3 would have the potential to increase aviation noise on the east side of the Airport.

CHAPTER 7

FINANCIAL PLAN

7.1 INTRODUCTION

Projected development at Pensacola International Airport (Airport) has been broken into three phases, roughly spanning the first five years, years six through 10, and from 10 to 20 years. This section describes a financial analysis that determined the effect that the project costs would have on the Airport's cash flow and airline rates and charges. A preliminary financial plan for implementation of Phase 1 of the Master Plan Update was also prepared. The costs related to Planning Phases 2 and 3 are briefly addressed at the end of this Chapter.

The Master Plan Update presents the recommendations in three phases. The following is the phasing of the Master Plan Update:

- » Phase 1 projects are to be constructed over the next five years. Phase 1 projects are estimated to cost \$109,331,000 in 2018 dollars. These projects are known collectively as Project 2025.
- » Phase 2 projects are to be constructed by the end of 10 years. Phase 2 projects are estimated to cost \$15,900,000 in 2018 dollars.
- » Phase 3 projects are to be constructed by the end of 20 years. Phase 3 projects are estimated to cost \$88,100,000 in 2018 dollars.

To perform this analysis, some of assumptions have been made and are outlined in each of the relevant sections. The forecast period for this analysis is FY 2015 through FY 2035. Also, the enplanement forecast used for the financial analysis differs slightly from the enplanement forecast approved by the FAA and used as a basis for the facility requirements described elsewhere in the Airport Master Plan. The primary difference is that the actual enplanements in recent fiscal periods have exceeded the approved aviation forecasts, which were developed earlier.

This Chapter contains the following major components:

- » Airport's financial structure (bond ordinance, airline agreements, etc.)
- » Project costs discussion and analysis
- » Planning to resolve \$52,895,000 of airfield pavement rehabilitation requirements identified by the Florida Department of Transportation for the 2015 through 2024 period
- » Financial Plan for funding the implementation of the Program 2025 (as later defined)
- » Preliminary Financial feasibility analysis
 - o Airline costs
 - o Debt service coverage ratio

As in any financial analysis that requires some assumptions, the underlying assumptions provide a reasonable basis for the forecasts. However, any forecast is subject to uncertainties. Inevitably, some assumptions will not be realized, and unanticipated events and circumstances may occur. Therefore, there will be differences between the forecast and actual results, and those differences may be material.

7.2 ENPLANEMENT FORECAST

For financial analytical purposes, the enplanement forecast has been adjusted to reflect the higher level of passengers the Airport experienced in FY 2017-18. As shown in the table below, the level of enplaned

passengers used as an underlying assumption throughout the financial analysis shows a somewhat higher average passenger growth in rate than the Airport has experienced in recent years.

The Airport experienced unprecedented growth of 14.4 percent in FY 2018. This growth was generated from three sources:

- » A new entrant carrier, Frontier Airlines, began offering service to Chicago and Denver
- » American Airlines began offering service to Philadelphia
- » An overall increase in air carrier capacity

Increases in airline scheduled capacity into FY 2019 exceeded expectations significantly, with capacity increasing by more than 12 percent, and even more increases have been announced by carriers. As a result of the FY 2018/FY 2019 capacity increases and the accompanying FY 2018 increase in traffic, the Airport believed a re-examination of future enplanement levels was warranted. This reexamination was completed in conjunction with the financial analysis of the Capital Improvement Program.

In order to remain in line with the FAA's forecasting approach, the FY 2017 TAF was reviewed to determine how its results compared to actual enplanements at PNS. The FAA recognized recent growth trends at PNS during FY 2018 in its FY 2017 Terminal Area Forecast. After reviewing the FY2017 TAF and using the PNS actuals for FY 2017 and an estimate of enplanement levels for FY 2018, the growth rate from the FY 2017 TAF was applied to future years beginning in FY 2019 to assess how the enplanements under that scenario tracked against the approved forecast. The results of this reexamination showed that while the growth in the near term was greater than previously projected, over the term of the forecast through 2030 there was a minimal difference in the enplanement levels in the out years.

The new enplaned passenger forecast was used to project future passenger facility charge (PFC) revenue, Airport Improvement Program (AIP) entitlement grants, and certain non-airline revenue sources such as parking, rental car, and terminal concession revenue. Enplaned passengers are projected to increase from the actual 835,000 in FY 2017 and to continue to increase to 1,376,000 in FY 2035, which represents an average annual growth rate of 2.8 percent over the forecast period.

Table 7-1 shows the forecast used in the financial plan and compares it to the approved forecast.

TABLE 7-1
FORECAST USED IN THE FINANCIAL PLAN

Year	Enplanements	%Growth
2017 Actual	835,000	
2018 Estimated	850,000	1.8%
2019	900,000	5.9%
2020	948,000	5.3%
2021	972,000	2.5%
2022	996,000	2.5%
2023	1,021,000	2.5%
2024	1,046,000	2.4%
2025	1,073,000	2.6%
2026	1,100,000	2.5%
2027	1,128,000	2.5%
2028	1,156,000	2.5%
2029	1,185,000	2.5%
2030	1,215,000	2.5%
2031	1,246,000	2.6%
2032	1,277,000	2.5%
2033	1,309,000	2.5%
2034	1,342,000	2.5%
2035	1,376,000	2.5%
Average Annual Growth Rates		
2017-2020		4.3%
2020-2025		2.5%
2025-2030		2.5%
2030-2035		2.5%

Source: InterVISTAS Consulting, Inc., 2016

7.3 AIRPORT'S FINANCIAL STRUCTURE

7.3.1 Regulations and Requirements

The Airport must comply with a series of regulations and requirements in areas such as Accounting, Financial Reporting, and Federal Regulation of Rents, Fees, and Charges.

The City of Pensacola (the City) accounts for the financial operations of the Airport as an enterprise fund. Financial statements for the Airport are prepared according to generally accepted accounting principles for governmental entities and are included in the Enterprise Funds section of the City's annual financial report. Furthermore, the Airport is subject to FAA accounting and financial reporting requirements. Airport rents, fees, and charges are calculated in a manner that is consistent with federal regulations.

The Airport and Airway Improvement Act forbids Airport revenue diversion. Airport revenues must be expended by the Airport sponsor for Airport purposes. Additionally, when an Airport sponsor receives a grant from the federal government, the FAA requires that the Airport sponsor agree to various grant assurances, including Assurance 25 on Airport revenues. The FAA monitors compliance through Airport self-certification, audits, and third-party complaints. Penalties for revenue diversion include withholding of grants and civil penalties.

7.3.2 Bond Resolution

To date, most major capital improvements have been financed with internal capital funds, PFC revenue, state and federal grants, and Airport revenue bonds, notes, and loans. The bonds are issued under the City's Bond Resolution No. 59-88 (Resolution) and are payable as a first lien on the Net Revenues (Gross Revenues less Maintenance and Operation Expenses) of the Airport. As part of this analysis, it is assumed that any revenue bond, note, or loan issuance would be done in accordance with the terms and conditions of the Resolution and on a parity basis with the Airport's bank loans and notes.

7.3.3 Rate Covenant Provision

One of the major provisions in the Resolution is the rate covenant in which the City guarantees that it will at all times fix, charge, impose and collect rentals, rates, fees and other charges for the use of the Airport such that in each fiscal year the net revenues will be at least equal to an amount (together with other available funds) not less than 125 percent of the debt service requirements for the parity bonds for that fiscal year.

Depicted in the financial results at the end of this Chapter is the rate covenant calculation that identifies the ratio of Net Revenues to total Debt Service Requirements, including any future debt service for the Program 2025 project costs, plus the project cost associated with projects that are not included in the Master Plan Update.

7.3.4 Airline Agreements

Most commercial airlines operate as signatory airlines at the Airport, which means they operate under a five-year airport use and lease agreement with the City that terminates on September 30, 2022, unless it is extended. [Table 7-2](#) shows the agreement and charge basis that determine what the airlines must pay.

TABLE 7-2
AIRLINE CHARGES AND CHARGE BASIS

Airline agreement rents, fees, and charges	Charge Basis
Terminal Building Rent	The Terminal building rents are calculated using a cost center residual formula.
BHS Use Fee	The BHS Use Fee is established under a compensatory rate setting methodology
Loading Bridge Use Fee	The Loading Bridge Use Fee is established under a compensatory rate setting methodology
Apron Area Use Fee	The Apron Area Use Fee is established under a compensatory rate setting methodology
Cargo Apron Area Use Fee	The Cargo Apron Area Use Fee is established under a compensatory rate setting methodology.
Landing Fees	The Signatory Airline landing fees are calculated according to a total airport residual cost methodology.

Source: Pensacola International Airport

As discussed later in this section, the Master Plan Update project costs are allocated to the Airport's various cost centers so that the effect on airline rates and charges can be determined. The financial results at the end of this Chapter identify the total airline cost per enplaned passenger, which is frequently used in the industry as a basis for comparing costs among various airports from the airline perspective.

7.3.5 Operating Budget

Like most local government agencies, the Airport has an operating budget and a capital improvement program (CIP). Operating revenues and expenses are collected in a series of cost centers.

7.3.6 Airport Cost Centers

The Airline Agreements establish certain direct cost centers to be used for Airport management purposes and the calculating rents, fees, and charges as follows:

- » Terminal Building: The Terminal Building serving the airlines
- » Terminal Area: The access roads and parking areas surrounding the Terminal Building
- » Airfield Area: Those areas of the Airport that provide for landing, takeoff, taxiing, parking, or other operations of aircraft
- » Apron Area: The area dedicated to parking and ground handling of aircraft at the Terminal Building
- » Cargo Apron Area: The area dedicated to parking, and ground handling of cargo aircraft
- » Loading Bridges: The loading bridges serving the airlines
- » BHS System: The baggage handling system serving the passenger airlines in the Terminal Building

- » Other Buildings and Areas: Those portions of the Airport not included in the previous Airport cost centers

Airport management has established certain indirect cost centers to be used for Airport management purposes and the calculating rents, fees, and charges as follows:

- » Administration
- » Aircraft Rescue and Firefighting
- » City Administrative Allocation
- » Maintenance and Operations
- » Security

Costs from these indirect cost centers are allocated based on management analysis to direct cost centers for inclusion in the calculation of Airport rents, fees, and charges.

7.3.7 Non-Airline Revenue

Besides airline revenue, the Airport obtains significant income from other sources such as public parking, rental car concessions, terminal concessions, and building and ground rental from its tenants. Non-airline revenue has been increasing in recent years due to the increasing passenger enplanements, growing amounts of land coming under lease, improvement in the quality of in-terminal concessionaires, and Terminal Advertising. Most other concession-type revenue sources are also increasing along with passenger growth, whereas the building and ground rentals are fixed with modest increases where allowable per the agreement with the tenant.

7.3.8 Maintenance and Operation Expenses

The major Maintenance and Operation Expenses at the Airport include building maintenance, pavement maintenance, utilities, police and security, airport rescue and fire-fighting, parking management, and custodial services. Maintenance and Operation encompasses an array of services, competencies, processes, and tools required to ensure the Airport facilities will perform the functions for which they were designed and constructed. Operations and maintenance typically include the day-to-day activities necessary for the facilities to continue to perform with a high level of reliability.

7.4 PROJECT COSTS

7.4.1 Capital Improvement Program

In addition to an operating budget, the City maintains an Airport CIP and funds capital projects. Generally, the Airport can pay for capital improvements using grants, PFCs, Customer Facility Charges (CFCs), debt financing (e.g., notes, loans, bond) proceeds, Airport cash (from internal cash flow), and/or tenant or third-party financing, subject to various requirements and restrictions that vary from project to project.

7.4.2 Airfield Pavement Maintenance Requirements

The Florida Department of Transportation (FDOT) has issued a Pavement Evaluation Report that shows the need for \$52,895,000 in major pavement rehabilitation through 2024. The requirements are not included

in the recommended 5-Year Future CIP in this Master Plan Update. [Table 7-3](#) shows the projects FDOT is advocating.

TABLE 7-3
AIRFIELD PAVEMENT REHABILITATION REQUIREMENTS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP E	4405	\$ 4,594,320.00	62	Mill and Overlay	100
2015	AP S	4510	\$ 6,088,788.00	50	Mill and Overlay	100
2015	AP TERM	4230	\$ 546,503.00	8	Reconstruction	100
2015	TW A1	120	\$ 1,090,177.00	37	Reconstruction	100
2016	TW B7	270	\$ 276,227.00	64	Mill and Overlay	100
2017	AP S	4515	\$ 4,183,844.00	64	Mill and Overlay	100
2017	TW A7	215	\$ 1,377,982.00	64	Mill and Overlay	100
2019	AP S	4505	\$ 2,279,966.00	64	Mill and Overlay	100
2019	AP W	4605	\$ 4,444,292.00	64	Mill and Overlay	100
2021	RW 8-26	6215	\$ 2,041,830.00	64	Mill and Overlay	100
2021	RW 8-26	6235	\$ 3,653,800.00	64	Mill and Overlay	100
2021	RW 8-26	6245	\$ 859,718.00	65	Mill and Overlay	100
2021	TW C	252	\$ 353,580.00	65	Mill and Overlay	100
2022	RW 8-26	6225	\$ 1,992,329.00	65	Mill and Overlay	100
2022	RW 8-26	6225	\$ 1,328,264.00	65	Mill and Overlay	100
2022	TW A	115	\$ 6,594,631.00	64	Mill and Overlay	100
2023	RW 17-35	6115	\$ 1,197,098.00	64	Mill and Overlay	100
2023	RW 8-26	6205	\$ 2,964,242.00	64	Mill and Overlay	100
2023	TW A2	160	\$ 854,910.00	65	Mill and Overlay	100
2023	TW B7	217	\$ 250,820.00	64	Mill and Overlay	100
2023	TW B8	280	\$ 303,652.00	64	Mill and Overlay	100
2023	TW C	505	\$ 299,571.00	64	Mill and Overlay	100
2023	TW D	140	\$ 995,256.00	64	Mill and Overlay	100
2024	TW D	410	\$ 459,640.00	64	Mill and Overlay	100
2024	RW 8-26	6210	\$ 1,526,585.00	65	Mill and Overlay	100
2024	RW 8-26	6220	\$ 1,115,581.00	64	Mill and Overlay	100
2024	TW B	210	\$ 1,220,845.00	65	Mill and Overlay	100
Total=			\$ 52,894,451.00			

Source: FDOT Pavement Evaluation Report-Pensacola International Airport, (Table F-1: Airfield Pavement 10-Year Major Rehabilitation)

Note: *Costs are adjusted for inflation at 3%

The Airport has determined any pavement with a reported pavement condition index (PCI) of less than 60 will be included in the Phase 1 CIP for early action. [Table 7-4](#) shows the two projects that have been added to the Airport's CIP.

TABLE 7-4
PHASE 1 CAPITAL IMPROVEMENT PROGRAM PAVEMENT PROJECTS

Year	Branch ID	PCI	Section ID	FDOT Project Cost
2015	APS	50	4510	\$ 6,088,788
2015	TW A1	37	120	\$ 1,090,177
Total				\$ 7,178,965

Source: FDOT

Upon review, Airport management determined the projects shown in [Table 7-5](#) could be removed from the future project list or deferred.

TABLE 7-5
REMOVED/DEFERRED PAVEMENT PROJECTS

FDOT Year	Branch ID	Section ID	FDOT Project Cost	Reason
2015	APE	4405	\$ 4,594,320	Being completed this year
2016	APTERM	4230	\$ 546,503	Already completed as part of cargo apron project
2019	TW B7	270	\$ 276,227	To be completed when helicopter ramp is repurposed
2019	APS	4505	\$ 2,279,966	Will look at this some other time
2019	APW	4605	\$ 4,444,292	To be completed when helicopter ramp is repurposed
2023	TW A2	160	\$ 854,910	Already completed as part of the cargo apron project
2023	TW B8	280	\$ 303,652	To be completed when helicopter ramp is repurposed
Total			\$ 13,299,870	

Source: Pensacola International Airport

[Table 7-6](#) shows the remaining projects to be accomplished FY 2025-2030. These projects have been determined to be less of a priority than the airfield projects shown in the recommended Airport Master Plan CIP, and pavement rehabilitation could be deferred until after FY 2025. The City plans to fund the projects in the FY 2025 – FY 2030 period with federal and state grants and annual deposits to the Airport's Capital Improvement Account.

TABLE 7-6
PAVEMENT REHABILITATION TO BE ACCOMPLISHED FY 2025-2030

FDOT Year	Branch ID	Section ID	Current PCI	FDOT Cost Projections
2017	APS	4515	64	\$ 4,183,844
2017	TW A7	215	64	\$ 1,377,982
2021	RW 8-26	6215	64	\$ 2,041,830
2021	RW 8-26	6235	64	\$ 3,653,800
2021	RW 8-26	6245	65	\$ 859,718
2021	TW C	252	65	\$ 353,580
2022	RW 8-26	6225	65	\$ 1,992,329
2022	RW 8-26	6225	65	\$ 1,328,264
2022	TW A7	115	64	\$ 6,594,631
2023	RW 17-35	6115	64	\$ 1,197,098
2023	RW 8-26	6205	64	\$ 2,964,242
2023	TW B	217	64	\$ 250,820
2023	TW C	505	64	\$ 299,571
2023	TW D	140	64	\$ 995,256
2023	TW D	410	64	\$ 459,640
2024	RW 8-26	6210	65	\$ 1,526,585
2024	RW 8-26	6220	64	\$ 1,115,581
2024	TW B	210	65	\$ 1,220,845
Total				\$32,415,616

Source: FDOT

7.4.3 Integrating Airport's Capital Improvement Programs

The City has said it intends to implement Airport capital improvements that have been combined with the Master Plan Update recommended improvements. The combined list of CIP (Program 2025) consists of the following projects.

- » Master Planning recommended Phase 1 projects
- » Terminal Building HVAC system replacement
- » TRACON building removal and RON Construction
- » Parking Structure Construction
- » Airfield Pavement Rehabilitation
 - o APS – Section Identification 4510
 - o TW A1 – Section Identification 120

The costs of these projects are considered in this financial analysis and are listed on [Table 7-9](#) (presented at the end of this Chapter) in 2018 dollars and in inflated dollars. The costs are inflated at 2.5 percent per year until the project's construction start date to ensure that an adequate amount is being funded. To determine the start dates, it was assumed that the City immediately proceeds with project definition and obtains independent cost estimates of projects. It was further assumed that the City would proceed with an Airport revenue financing of Program 2025 in FY 2021, with most construction to be completed within two years.

7.4.4 Cost Center Allocation

On [Table 7-10](#) (presented at the end of this Chapter) project costs are assigned to Airport cost centers, which serves as the basis for allocating costs to the various airline rents, fees, and charges, including landing fees, terminal building rents, loading bridge fees, cargo apron fees, and terminal building apron fees, and baggage handling system fees. Most of the Program 2025 costs are for Airfield Area, Apron Area, Terminal Building, and Terminal Area projects.

7.5 FINANCIAL PLAN

A number of funding sources have been identified to fund these project costs, including AIP federal grants, FDOT grants, PFC revenue, CFC revenue, Airport Capital Improvement Account deposits, and general obligation airport revenue bonds. The Master Plan Update has also identified projects that are to be funded with third-party funds in Phase 1, which should not have any adverse financial implications for the Airport and instead could result in incremental revenue from sources such as ground rentals. It is assumed that no Airport funding will be used toward projects funded by third parties.

[Table 7-10](#) (presented at the end of this Chapter) outlines the proposed funding plan for Program 2025 project costs. Each funding source and the underlying assumptions that accompany it is described in the following narrative.

7.5.1 AIP Grants

AIP grants include amounts received from entitlement grants and discretionary grants. Over the past five years, the Airport has received \$12,719,000 in grants from FAA AIP 38-AIP 42. In the past, the City has been successful in obtaining discretionary grants primarily for airfield projects. For purposes of this analysis, it is assumed that the \$18,241,000 of entitlements to be received in the 2020-2025 time frame are to be used toward airfield projects, and that an additional \$6,000,000 of discretionary grants will also be received for airfield projects, as shown on [Table 7-10](#). The AIP entitlement grant amount is based on passenger traffic according to a pre-established formula set by the FAA.

7.5.2 FDOT Grants

The FDOT Aviation and Spaceports Office operates the Aviation Grant Program to provide for a safe, cost-effective, and efficient statewide aviation transportation system. The Aviation Grant Program provides financial assistance to Florida's airports in the areas of safety, security, preservation, capacity improvement, land acquisition, planning, and economic development. Program funds assist local governments and airport authorities in planning, designing, constructing, and maintaining public-use aviation facilities. The Aviation Grant Program is funded from the State Transportation Trust Fund.

Florida's aviation industry is a major contributor to this fund through the state's aviation fuel tax. An excise tax is applied to aviation fuels at a rate of 6.9 cents per gallon. This aviation fuel tax is not tied to an inflation index and therefore will remain at its current rate until changed by legislative action.

From FY 2014 through FY 2018, the City received \$27.7 million in FDOT grant funding for a variety of Airport projects excluding the special purpose ST Aerospace MRO Hangar grants. The FDOT funds are distributed as a grant, that is, they are reimbursed as funds are expended by the Airport owner/operator. FDOT may provide up to 50 percent of the local share of commercial service Airport project costs when federal funding is available. For example, FDOT provides up to 12.5 percent of project costs when the Federal Aviation Administration (FAA) provides 75 percent funding. When no federal funding is available, FDOT provides up to 50 percent of project costs.

For purposes of this analysis, it is assumed that the \$7,135,000 of FDOT grant proceeds in the 2020-2025 time frame are to be used toward Airfield Area and Terminal Area projects as shown on [Table 7-10](#).

7.5.3 Passenger Facility Charge (PFC) Revenue

Currently, the Airport levies a \$4.50 per enplaned passenger PFC that is used to pay debt service related to eligible Airport projects. This charge is collected by the airlines as a tax on airline tickets. As shown on [Table 7-10](#), by continuing to leverage its PFC revenue, the City may be able to fund approximately \$32,163,000 of Program 2025 project cost with airport revenue bonds, the debt service for which would be paid by PFC revenue. Most of the bond proceeds from the leveraged PFC are to be used to pay Terminal Building, Airfield Area, and Apron Area debt service. By using PFC revenue to fund most of the debt service allocable to the Terminal Building, Airfield Area, and Apron, the amount of debt service to be included in the airline rate base, and thus paid by the airlines, is significantly reduced.

PFCs are collected by the airlines when passengers purchase tickets and the funds are forwarded to the Airport owner/operator, less a handling charge. PFCs are not collected on airline tickets purchased with frequent flyer miles. To be eligible for PFC funding, a project must (1) preserve or enhance capacity, safety, or security, (2) reduce noise or mitigate noise impacts, or (3) enhance airline competition. PFCs are considered local (not federal) funds, but the FAA still approves the imposition and use of PFCs, and PFC-funded projects require consultation with the airlines. Like AIP grants, PFCs may be used to construct non-exclusive use terminals and related facilities but may not be used to construct certain revenue-producing portions, such as concessions, parking facilities, and rental car facilities.

7.5.4 Tenant/Third-Party Financing

This Financial Plan assumes that tenant or third-party financing will be used to fund non-Airport tenant improvements in the plan. As shown on [Table 7-10](#), among these improvements are the construction of general aviation T-hangars, a general aviation fuel farm, and a general aviation self-service fuel station.

7.5.5 Airport Capital Improvement Funds

Monies from this fund represent cash that the Airport has deposited to the Capital Improvement Account from the Capital Improvement Factor charged to the airlines. As shown on [Table 7-10](#), it is assumed that \$13,548,000 from the Capital Improvement Account is to be used to fund Program 2025 projects.

Capital Improvement Account money was allocated to fund Airfield Area, Terminal Area, and Other Buildings and Areas costs. By using Capital Improvement Account revenue to fund most of the Airfield Area, Terminal Area, and Other Buildings and Areas, the amount to be included in the airline rate base and thus paid by the airlines, is significantly reduced.

7.5.6 Customer Facility Charges

All on-Airport rental car companies that lease space at the Airport and all off-Airport rental car companies that obtain customers from the Airport must collect a daily CFC. The City of Pensacola Code Section 10-2-100 and the rental car concession agreement require rental car operators to collect a CFC of \$4.25 per transaction day per vehicle from all Airport customers. A transaction day means a car rented for 24 or fewer hours for the first transaction day, and every 24 hours for each transaction day after that.

CFC revenues are to be used only to finance the design, construction, operation, maintenance and financing of Airport rental car facilities at the Airport. In FY 2017, CFCs generated approximately \$3.4 million in revenue.

Rental car concessionaire's participation in the cost of the new parking structure is assumed. Currently, the rental car companies pay 25 percent of the debt service of the existing parking structure and one-seventh of the costs the Terminal Area cost center. Since the proposed parking structure will involve an increase in the size of the rental car ready/return area, it is assumed that the rental car concessionaires will continue to collect CFCs to support parking facility debt service and continue to participate in the cost of the Terminal Area.

For purposes of this analysis, in addition to paying a portion of annual debt service, it is assumed that \$3,000,000 of CFC proceeds in the 2020-2025 timeframe are to be used toward paying some capital costs to reduce the amount of debt service allocated to the rental car concessionaires after the date of beneficial occupancy of parking facilities, as shown on [Table 7-10](#).

7.5.7 Debt Financing

The Airport can finance capital projects by borrowing money and incurring either short-term or long-term debt. Financing options currently available to the Airport include airport revenue bonds and long-, medium-, and short-term debt in the form of bank loans and notes. [Table 7-7](#) shows a summary of the Airport's existing debt obligations.

TABLE 7-7
REMAINING DEBT SERVICE

Notes	Remaining Obligation/Debt Service 9/30/2018	End Date
Airport Taxable CFC Note	\$ 5,800,000	2021
2010 Airport Revenue Note	\$ 1,300,000	2019
2015 Airport Refunding Note	\$ 12,036,000	2028
2016 Grant Anticipation Note VTMAE	\$ 6,300,000	2020
2017 Refunding Airport Note	\$ 6,300,000	2028
2018 Refunding Airport Loan	\$ 43,488,000	2038
Total	\$ 75,224,000	

Source: Pensacola International Airport

7.5.8 Airport Revenue Bonds

As shown on [Table 7-10](#), all remaining project costs are to be funded with Airport Revenue Bonds. The debt service costs related to these bond proceeds is allocable to Airport cost centers, thus recoverable through annual airline rents, fees, and charges.

[Table 7-11](#) (presented at the end of this Chapter) shows estimated Program 2025 financing, identifying the anticipated sources and uses of funds necessary to finance Program 2025. The table shows the estimated sources of funds for Program 2025 are projected to be (1) proceeds from the sales of proposed Series 2021 bonds, (\$67,929,000); (2) Airport pay-as-you-go funds (\$13,548,000), (3) CFC pay-as-you-go funds (\$3,000,000), federal AIP grants funds (\$24,241,000), FDOT grants (\$7,135,000); and (7) interest earnings allowances (\$3,324,000). [Table 7-10](#) shows total uses of funds of \$119,177,000 for Program 2025.

Also, [Table 7-11](#) shows the estimated uses of funds are (1) Program 2025 costs (\$109,122,000); (2) deposit to the Bond Fund for capitalized interest on the non PFC eligible portion of the Program 2025 Bonds debt service, (\$3,398,000); (3) deposit to the Debt Service Reserve Fund (\$4,418,000); (4) costs of Bond original issue discount (\$1,019,000); and costs of bond issuance (\$1,220,000). [Table 7-11](#) shows total uses of funds of \$119,177,000. During the construction, period debt service on the PFC eligible portion of Program 2025 will be paid with current PFC revenue.

As shown on [Table 7-11](#), to calculate the annual debt service on non-PFC eligible bonds (\$33,979,000), some assumptions were made including the capitalized interest period on Non-PFC eligible bonds (equal to 24-months), bond interest rate (5.0 percent), and the amortization of the bond principal over 30 years. The new debt service is added to the Airport's cash flow requirements and the airline rate base as projects are completed.

[Table 7-11](#) shows that \$33,950,000 in PFC eligible bonds are issued to fund PFC eligible projects. These bonds are to be repaid with annual PFC revenue collections and therefore should not require direct funding from the Airport or its tenants. To the extent the debt service for these bonds are paid with annual PFC revenue collections, the debt service for these bonds will not require any coverage funding for

the related annual debt service amounts because the payments are from annual PFC revenue collections and are dedicated to the payment of the annual PFC debt service requirement.

7.6 FINANCIAL FEASIBILITY ANALYSIS

Table 7-12 presents a summary of the financial results from this financial feasibility analysis, with specific years selected to highlight the results based on five-year increments. Most of the projects are assumed to be operational by the end of FY 2022-3 periods, and the associated costs are shown in the FY 2023-4 periods and beyond. Discussed below are the financial results for each of the major areas.

7.6.1 Revenue

Airline revenues are expected to increase from \$5,587,000 in FY 2019 budget to \$8,087,000 in FY 2035 as shown on *Table 7-12*, which represents a 2.3 percent annual average growth rate. There are a few increases in certain years based upon completion of the projects. Defining these costs in terms of cost per enplaned passengers is discussed in a subsequent section.

Non-airline revenues are projected to increase from \$22,327,000 million in FY 2019 Budget to \$31,397,000 in FY 2035 as shown on *Table 7-12*, an average annual increase of 2.2 percent. With the additional parking constructed under the Program 2025, it is assumed that parking revenue would not be facility-constrained.

7.6.2 Maintenance and Operations Expenses

Maintenance and Operations expenses are projected based on the budget for FY 2019 as the baseline and then increased using a 2.0 percent annual growth rate throughout the forecast period. In addition, adjustments are made to account for facilities expansion. Maintenance and Operations expenses are expected to increase from \$16,738,000 in FY 2019 (budget) to \$23,142,000 in FY 2035.

7.6.3 Debt Service

The allocation of the annual debt service requirements to cost centers is based on the percentage allocation of the 2021 series bonds to each Airport cost center. Debt service on the proposed 2021 series bonds is allocated to the Airfield Area, Terminal Building, Terminal Area, Apron Area and Other Building and Areas cost centers.

7.6.4 Airline Cost per Enplaned Passenger

A common way to examine total airline rents and fees is on a "cost per enplaned passenger" basis. Cost per enplaned passenger (CPE), is the average passenger airline payments per enplaned passenger at a given Airport. The CPE is considered a key metric to evaluate the financial operations and the competitiveness of an Airport, as well as the financial feasibility of an airport capital improvement program.

7.6.4.1 Computing Airline cost per enplaned passenger.

The cost (all rents, fees, and charges) to the passenger airlines for operating at the Airport can be divided by the number of enplaned passengers to compute the average airline cost per enplaned passenger. That is, the airline cost per enplaned passenger is the total amount the passenger airlines pay the Airport on

average for each enplaning airline passenger. It is important to note that the passenger airlines do not pay the Airport based on cost per enplaned passenger; the airlines pay rents, fees, and charges that are used in the calculation of the CPE. Airline CPE is a calculated number that is useful for various analyses and comparisons.

The airline CPE can be compared to industry averages, competing airports, other airline costs, and airfares, and can be used to evaluate the financial impact on airlines of increasing (or decreasing) Airport operating expenses. When comparing an Airport's airline cost per enplaned passenger to industry averages or other airports, it is often difficult to get an "apples to apples" comparison because each Airport collects costs in different cost centers and those cost centers may or may not be in the airline rate base.

7.6.4.2 Upper Gulf Coast Airline Cost Per Enplaned Passenger Survey.

By utilizing the PFC capacity to fund eligible element of Program 2025, the airline cost per enplaned passenger amounts (shown in [Table 7-8](#)) did not significantly increase. The cost per enplaned passenger increasing from \$7.07 in FY 2017 to \$8.38 in FY 2025 (due to the completion of Program 2025) then decreasing to \$5.50 in FY 2035, is competitive with competing airports.

[Table 7-8](#) shows the Airport's cost per passenger in FY 2025 (\$8.38) is less than it was in Mobile Regional Airport in FY 2016 (\$14.07). Also, the CPEs for Destin-Fort Walton Beach Airport and Northwest Florida Beaches International Airport (Panama City Bay-County) are trending up. It should also be noted that the Airport's CPE averages \$6.99 for the period FY 2019 through the end of the forecast period in FY 2035. By maintaining a comparatively reasonable CPE, the Airport will continue to be competitive in retaining air service and recruiting new service.

7.6.5 Debt Service Coverage

In all fiscal years during the forecast period, the debt service coverage ratio (bond, note, and loan debt service as a percentage of Net Revenues) never falls below 1.57, which is more than sufficient to meet the rate covenant requirement of 1.25 per the Bond Resolution. As expected, FY 2023 has the lowest ratio during the forecast period of 1.57 because of adding the new debt service used to fund the Master Plan Update CIP.

TABLE 7-8
UPPER GULF COAST AIRPORTS COMPARISON OF AIRLINE COST PER ENPLANED PASSENGER

	2010	2011	2012	2013	2014	2015	2016
Pensacola International Airport							
Airline Revenue	\$ 4,548,085	\$ 5,162,991	\$ 5,182,294	\$ 5,956,490	\$ 5,372,199	\$ 6,592,494	\$ 7,072,379
Enplaned Passengers	713,492	754,750	738,013	744,947	756,102	776,139	788,517
PNS Cost Per Enplaned Passenger	\$6.37	\$6.84	\$7.02	\$8.00	\$7.11	\$8.49	\$8.97
Mobile Regional Airport							
Airline Revenue	\$ 4,267,418	\$ 3,312,126	\$ 4,324,557	\$ 4,324,557	\$ 4,249,063	\$ 4,020,844	\$ 3,985,091
Enplaned Passengers	276,057	286,427	278,526	286,747	287,632	278,454	283,309
MOB Cost Per Enplaned Passenger	\$15.46	\$11.56	\$15.53	\$15.08	\$14.77	\$14.44	\$14.07
Destin-Fort Walton Beach Airport							
Airline Revenue	\$ 1,992,367	\$ 2,101,323	\$ 2,337,130	\$ 1,761,022	\$ 1,897,670	\$ 1,922,032	\$ 2,229,828
Enplaned Passengers	348,437	432,661	370,755	358,718	356,891	369,853	417,858
VPS Cost Per Enplaned Passenger	\$5.72	\$4.86	\$6.30	\$4.91	\$5.32	\$5.20	\$5.34
Northwest Florida Beaches International Airport (Panama City-Bay County, Florida)							
Airline Revenue	\$ 845,782	\$ 836,584	\$ 2,894,314	\$ 2,787,949	\$ 2,922,030	\$ 2,451,524	\$ 2,837,142
Enplaned Passengers	248,663	417,172	431,547	398,540	391,670	420,122	429,339
ECP Cost Per Enplaned Passenger	\$3.40	\$2.01	\$6.71	\$7.00	\$7.46	\$5.84	\$6.61

Source: Airline Revenue - FAA Home ▶ Airports ▶ Airport Compliance ▶ CATS - Operating and Financial Summary Report 127
Enplaned Passengers - FAA APO Terminal Area Forecast Detail Report

TABLE 7-9
CAPITAL IMPROVEMENT PROJECT COSTS 2025 PROGRAM

Project Description	*Project Cost	Escalation	Escalated Project Cost
Airfield Cost Center Projects			
APS ¹	\$ 6,089,000	\$ 468,000	\$ 6,557,000
TW A1 ¹	\$ 1,090,000	\$ 84,000	\$ 1,174,000
Runway 17-35 Extension to 7,700 ft.	\$ 2,900,000	\$ 223,000	\$ 3,123,000
New Parallel Taxiway Construction	\$ 17,500,000	\$ 1,346,000	\$ 18,846,000
Taxiway A Extension	\$ 1,600,000	\$ 123,000	\$ 1,723,000
Taxiway D Upgrade (East of Runway 17-35)	\$ 5,500,000	\$ 423,000	\$ 5,923,000
Taxiway A Connectors Replacement	\$ 2,200,000	\$ 169,000	\$ 2,369,000
Taxiway/Apron Removal	\$ 900,000	\$ 69,000	\$ 969,000
Runway 26 MALSR Installation	\$ 2,650,000	\$ 204,000	\$ 2,854,000
Runway 35 MALSR Installation	\$ 2,650,000	\$ 204,000	\$ 2,854,000
PBN/RNAV Commissioning	\$ 100,000	\$ 8,000	\$ 108,000
Paved Airside Perimeter Road	\$ 700,000	\$ 54,000	\$ 754,000
Subtotal	\$ 43,879,000	\$ 3,375,000	\$ 47,254,000
Apron Area Cost Center			
TRACON building removal and RON Construction ¹	\$ 5,000,000	\$ -	\$ 5,000,000
Subtotal	\$ 5,000,000	\$ -	\$ 5,000,000
Terminal Area Cost Center			
Curbside:			
Center Median Demolition	\$ 100,000	\$ 8,000	\$ 108,000
Center Median Reconstruction	\$ 100,000	\$ 8,000	\$ 108,000
Crosswalk Median Canopy Demolition	\$ 100,000	\$ 8,000	\$ 108,000
Crosswalk Median Canopy Reconstruction	\$ 600,000	\$ 46,000	\$ 646,000
North Crosswalk Canopy Demolition	\$ 100,000	\$ 8,000	\$ 108,000
North Crosswalk Canopy Reconstruction	\$ 100,000	\$ 8,000	\$ 108,000
Center Median to Traffic Lane	\$ 100,000	\$ 8,000	\$ 108,000
Outer Curb Demolition	\$ 100,000	\$ 8,000	\$ 108,000
Subtotal	\$ 1,300,000	\$ 102,000	\$ 1,402,000

Project Description	*Project Cost	Escalation	Escalated Project Cost
Terminal Area Cost Center cont.			
Parking:			
Parking Structure Construction - allowance ²	\$ 30,000,000	\$ -	\$ 30,000,000
Heliworks Buildings Demolition	\$ 20,000	\$ 2,000	\$ 22,000
Helicopter Apron to Parking Lot Conversion	\$ 150,000	\$ 12,000	\$ 162,000
Subtotal	\$ 30,170,000	\$ 14,000	\$ 30,184,000
Terminal Building Cost Center			
HVAC Redevelopment ¹	\$ 9,932,000	\$ -	\$ 9,932,000
Bag Claim Lobby Expansion	\$ 2,600,000	\$ 200,000	\$ 2,800,000
Inbound Bag Room Relocation	\$ 7,400,000	\$ 569,000	\$ 7,969,000
Subtotal	\$ 19,932,000	\$ 769,000	\$ 20,701,000
Buildings and Other Areas Cost Center			
Jet A Fuel Farm Construction ³	\$ 1,250,000	\$ -	\$ 1,250,000
Existing Fuel Farm Demolition ³	\$ 100,000	\$ -	\$ 100,000
Subtotal	\$ 1,350,000	\$ -	\$ 1,350,000
General Aviation Cost Center			
Taxiway Removal	\$ 200,000	\$ 15,000	\$ 215,000
Helicopter Hard Stand Construction	\$ 100,000	\$ 8,000	\$ 108,000
GA Fuel Farm Construction	\$ 600,000	\$ 46,000	\$ 646,000
GA Self-Service Fuel Station	\$ 200,000	\$ 15,000	\$ 215,000
T Hangar Construction	\$ 3,900,000	\$ 300,000	\$ 4,200,000
T Hangar Taxilane Construction	\$ 700,000	\$ 54,000	\$ 754,000
GA CBP Facility Construction	\$ 2,000,000	\$ 154,000	\$ 2,154,000
Subtotal	\$ 7,700,000	\$ 592,000	\$ 8,292,000
Total	\$ 109,331,000	\$ 4,852,000	\$ 114,183,000

Source: Except as noted - RS&H, 2018

Notes: *Project costs in \$2018; 1-City added project, 2-City allowance for parking structure development, 3-City advanced implementation

TABLE 7-10
FUNDING PROJECT COST AND COST CENTER ALLOCATIONS 2025 PROGRAM

Project Description	Escalated Project Cost	AIP Grants	FDOT Grants	PFC Funding	Tenant Financed Improvements	Airport/CFC PayGo Funding	Bond Proceeds	Total
Airfield Cost Center Projects								
APS ¹	\$ 6,557,000	\$ -	\$ 1,639,000	\$ -	\$ -	\$ 4,918,000	\$ -	\$ 6,557,000
TW A1 ¹	\$ 1,174,000	\$ -	\$ 294,000	\$ -	\$ -	\$ 880,000	\$ -	\$ 1,174,000
Runway 17-35 Extension to 7,700 ft.	\$ 3,123,000	\$ 2,811,000	\$ 156,000	\$ -	\$ -	\$ 156,000	\$ -	\$ 3,123,000
New Parallel Taxiway Construction	\$ 18,846,000	\$ 16,961,000	\$ 942,000	\$ -	\$ -	\$ 943,000	\$ -	\$ 18,846,000
Taxiway A Extension	\$ 1,723,000	\$ -	\$ 862,000	\$ -	\$ -	\$ 861,000	\$ -	\$ 1,723,000
Taxiway D Upgrade (East of Runway 17-35)	\$ 5,923,000	\$ 4,469,000	\$ 727,000	\$ -	\$ -	\$ 727,000	\$ -	\$ 5,923,000
Taxiway A Connectors Replacement	\$ 2,369,000	\$ -	\$ 1,184,000	\$ -	\$ -	\$ 1,185,000	\$ -	\$ 2,369,000
Taxiway/Apron Removal	\$ 969,000	\$ -	\$ 484,000	\$ -	\$ -	\$ -	\$ 485,000	\$ 969,000
Runway 26 MALSR Installation	\$ 2,854,000	\$ -	\$ -	\$ 2,854,000	\$ -	\$ -	\$ -	\$ 2,854,000
Runway 35 MALSR Installation	\$ 2,854,000	\$ -	\$ -	\$ 2,854,000	\$ -	\$ -	\$ -	\$ 2,854,000
PBN/RNAV Commissioning	\$ 108,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,000	\$ 108,000
Paved Airside Perimeter Road	\$ 754,000	\$ -	\$ -	\$ 754,000	\$ -	\$ -	\$ -	\$ 754,000
Subtotal	\$ 47,254,000	\$ 24,241,000	\$ 6,288,000	\$ 6,462,000	\$ -	\$ 9,670,000	\$ 593,000	\$ 47,254,000
Apron Area Cost Center								
TRACON building removal and RON Construction ¹	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Subtotal	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	\$ -	\$ -	\$ -	\$ 5,000,000
Terminal Area Cost Center								
Curbside:								
Center Median Demolition	\$ 108,000	\$ -	\$ 54,000	\$ -	\$ -	\$ 54,000	\$ -	\$ 108,000
Center Median Reconstruction	\$ 108,000	\$ -	\$ 54,000	\$ -	\$ -	\$ 54,000	\$ -	\$ 108,000
Crosswalk Median Canopy Demolition	\$ 108,000	\$ -	\$ 54,000	\$ -	\$ -	\$ 54,000	\$ -	\$ 108,000
Crosswalk Median Canopy Reconstruction	\$ 646,000	\$ -	\$ 323,000	\$ -	\$ -	\$ 323,000	\$ -	\$ 646,000
North Crosswalk Canopy Demolition	\$ 108,000	\$ -	\$ 54,000	\$ -	\$ -	\$ 54,000	\$ -	\$ 108,000
North Crosswalk Canopy Reconstruction	\$ 108,000	\$ -	\$ 54,000	\$ -	\$ -	\$ 54,000	\$ -	\$ 108,000
Center Median to Traffic Lane	\$ 108,000	\$ -	\$ 54,000	\$ -	\$ -	\$ 54,000	\$ -	\$ 108,000
Outer Curb Demolition	\$ 108,000	\$ -	\$ 54,000	\$ -	\$ -	\$ 54,000	\$ -	\$ 108,000
Subtotal	\$ 1,402,000	\$ -	\$ 701,000	\$ -	\$ -	\$ 701,000	\$ -	\$ 1,402,000

Project Description	Escalated Project Cost	AIP Grants	FDOT Grants	PFC Funding	Tenant Financed Improvements	Airport/CFC PayGo Funding	Bond Proceeds	Total
Parking:								
Parking Structure Construction – allowance ²	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 27,000,000	\$ 0,000,000
Heliworks Buildings Demolition	\$ 22,000	\$ -	\$ 11,000	\$ -	\$ -	\$ -	\$ 11,000	\$ 22,000
Helicopter Apron to Parking Lot Conversion	\$ 162,000	\$ -	\$ 81,000	\$ -	\$ -	\$ -	\$ 81,000	\$ 162,000
	\$ 30,184,000	\$ -	\$ 92,000	\$ -	\$ -	\$ 3,000,000	\$ 27,092,000	\$ 30,184,000
Terminal Building Cost Center								
HVAC Redevelopment ¹	\$ 9,932,000	\$ -	\$ -	\$ 9,932,000	\$ -	\$ -	\$ -	\$ 9,932,000
Bag Claim Lobby Expansion	\$ 2,800,000	\$ -	\$ -	\$ 2,800,000	\$ -	\$ -	\$ -	\$ 2,800,000
Inbound Bag Room Relocation	\$ 7,969,000	\$ -	\$ -	\$ 7,969,000	\$ -	\$ -	\$ -	\$ 7,969,000
Subtotal	\$ 20,701,000	\$ -	\$ -	\$ 20,701,000	\$ -	\$ -	\$ -	\$ 20,701,000
Buildings and Other Areas Cost Center								
Jet A Fuel Farm Construction ³	\$ 1,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250,000	\$ 1,250,000
Existing Fuel Farm Demolition ³	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
Subtotal	\$ 1,350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,350,000	\$ 1,350,000
General Aviation Cost Center								
Taxiway Removal	\$ 215,000	\$ -	\$ -	\$ -	\$ -	\$ 215,000	\$ -	\$ 215,000
Helicopter Hard Stand Construction	\$ 108,000	\$ -	\$ 54,000	\$ -	\$ -	\$ 54,000	\$ -	\$ 108,000
GA Fuel Farm Construction	\$ 646,000	\$ -	\$ -	\$ -	\$ 646,000	\$ -	\$ -	\$ 646,000
GA Self-Service Fuel Station	\$ 215,000	\$ -	\$ -	\$ -	\$ 215,000	\$ -	\$ -	\$ 215,000
T Hangar Construction	\$ 4,200,000	\$ -	\$ -	\$ -	\$ 4,200,000	\$ -	\$ -	\$ 4,200,000
T Hangar Taxilane Construction	\$ 754,000	\$ -	\$ -	\$ -	\$ -	\$ 754,000	\$ -	\$ 754,000
GA CBP Facility Construction	\$ 2,154,000	\$ -	\$ -	\$ -	\$ -	\$ 2,154,000	\$ -	\$ 2,154,000
Subtotal	\$ 8,292,000	\$ -	\$ 54,000	\$ -	\$ 5,061,000	\$ 3,177,000	\$ -	\$ 8,292,000
Total	\$ 114,183,000	\$ 24,241,000	\$ 7,135,000	\$ 32,163,000	\$ 5,061,000	\$ 16,548,000	\$ 29,035,000	\$ 114,183,000

Source: Except as noted - RS&H, 2018
Notes: 1-City added project, 2-City allowance for parking structure development, 3-City advanced implementation

TABLE 7-11
2025 PROGRAM FINANCE PLAN

	PFC Eligible	Non PFC Eligible	Total
Sources of Funds			
Bond Proceeds--Par Amount ¹	\$ 33,950,000	\$ 33,979,000	\$ 67,929,000
Airport PFC PayGo Funds	\$ -	\$ -	\$ -
Airport PayGo Funds	\$ -	\$ 13,548,000	\$ 13,548,000
CFC PayGo Funds	\$ -	\$ 3,000,000	\$ 3,000,000
Federal Grants ²	\$ -	\$ 24,241,000	\$ 24,241,000
FDOT Grants	\$ -	\$ 7,135,000	\$ 7,135,000
Interest Earnings Allowances ³	\$ -	\$ -	\$ -
Reserve Fund	\$ 180,000	\$ 180,000	\$ 360,000
Construction Fund	\$ 1,360,000	\$ 1,400,000	\$ 2,760,000
Capitalize Interest Account	\$ -	\$ 204,000	\$ 204,000
Total Sources of Funds	\$ 35,490,000	\$ 83,687,000	\$ 119,177,000
Uses of Funds			
Elements			
Airfield	\$ 6,462,000	\$ 40,792,000	\$ 47,254,000
Apron	\$ 5,000,000	\$ -	\$ 5,000,000
Terminal Area	\$ -	\$ 1,402,000	\$ 1,402,000
Parking	\$ -	\$ 30,184,000	\$ 30,184,000
Terminal Building	\$ 20,701,000	\$ -	\$ 20,701,000
Buildings and Other Areas	\$ -	\$ 1,350,000	\$ 1,350,000
General Aviation	\$ -	\$ 3,231,000	\$ 3,231,000
Project Costs	\$ 32,163,000	\$ 76,959,000	\$ 109,122,000
Capitalized Interest Allowance ⁴	\$ -	\$ 3,398,000	\$ 3,398,000
Debt Service Reserve ⁵	\$ 2,208,000	\$ 2,210,000	\$ 4,418,000
Original Issue Discount Allowance ⁶	\$ 509,000	\$ 510,000	\$ 1,019,000
Bond Issuance Expenses ⁷	\$ 610,000	\$ 610,000	\$ 1,220,000
Total Uses of Funds	\$ 35,490,000	\$ 83,687,000	\$ 119,177,000

Source: Mike Moroney & Associates, Inc., 2018; City of Pensacola, 2018

Notes: 1- Assumes Airport Revenue Bonds are sold at 5% with twenty-four months of capitalized interest on GARBs and a 30 year amortization period, 2- City Projection of State Grants-in-Aid, 3- Interest earnings are assumed at an average annual rate of 4% on available balances in the PFC Construction Fund and Capitalized Interest Account, 4- Interest is capitalized 24 months on GARBs, 5- Assumes a Debt Service Reserve requirement will be funded from bond proceeds, 6- Assumes a 1.5% original issue discount allowance, 7- Assumes underwriter and issuance expenses equal 1.5% of bond proceeds.

TABLE 7-12
FINANCIAL FEASIBILITY ANALYSIS SUMMARY

	2017 Actual	2018 Estimated	2019 Budget	2020 Projected	2025	2030	2035
Enplaned Passenger Forecast	835,000	850,000	900,000	948,000	1,073,000	1,215,000	1,376,000
Passenger Airlines Rents and Fees							
Airline Terminal Building rents	\$ 2,845,000	\$ 2,430,000	\$ 2,690,000	\$ 2,709,000	\$ 3,191,000	\$ 3,025,000	\$ 2,618,000
Apron Area rents	\$ 611,000	\$ 750,000	\$ 720,000	\$ 645,000	\$ 686,000	\$ 720,000	\$ 770,000
Loading Bridge Use Fee	\$ 359,000	\$ 530,000	\$ 322,000	\$ 297,000	\$ 349,000	\$ 372,000	\$ 397,000
BHS Use Fee	\$ 11,000	\$ 1,125,000	\$ 1,079,000	\$ 1,097,000	\$ 1,180,000	\$ 1,269,000	\$ 1,367,000
Airlines Landing Fees	\$ 2,074,000	\$ 598,000	\$ 594,000	\$ 2,212,000	\$ 3,581,000	\$ 2,276,000	\$ 2,420,000
Total Passenger Airlines Rents and Fees	\$ 5,900,000	\$ 5,433,000	\$ 5,405,000	\$6,960,000	\$ 8,987,000	\$ 7,662,000	\$ 7,572,000
Average Cost per Enplaned Passenger	\$7.07	\$6.39	\$6.01	\$7.34	\$8.38	\$6.31	\$5.50
Cargo Airlines Fees							
Landing Fees	\$ 230,000	\$ 75,000	\$ 75,000	\$ 267,000	\$ 412,000	\$ 243,000	\$ 242,000
Cargo Apron Fees	\$ 7,000	\$ 87,000	\$ 107,000	\$ 110,000	\$ 237,000	\$ 255,000	\$ 273,000
Total Cargo Airline Fees	\$ 237,000	\$ 162,000	\$ 182,000	\$ 377,000	\$ 649,000	\$ 498,000	\$ 515,000
Total Airline Rents and Fees	\$ 6,137,000	\$ 5,595,000	\$ 5,587,000	\$ 7,337,000	\$ 9,636,000	\$ 8,160,000	\$ 8,087,000
Airport Revenue							
Airline Rents and Fees	\$ 6,137,000	\$ 5,595,000	\$ 5,587,000	\$ 7,337,000	\$ 9,636,000	\$ 8,160,000	\$ 8,087,000
Non-Airline Revenue and Transfers	\$ 22,412,000	\$ 24,003,000	\$ 22,327,000	\$ 21,467,000	\$ 25,509,000	\$ 28,019,000	\$ 31,397,000
Gross Revenue	\$ 28,549,000	\$ 29,598,000	\$ 27,914,000	\$ 28,804,000	\$ 35,145,000	\$ 36,179,000	\$ 39,484,000
Less Operation and Maintenance Expense	\$ 12,399,000	\$ 15,434,000	\$ 16,738,000	\$ 17,050,000	\$ 19,923,000	\$ 21,476,000	\$ 23,142,000
Less Restricted PFC Funds	\$ 1,122,000	\$ 1,707,000	\$ 1,985,000	\$ 2,236,000	\$ 591,000	\$ 1,189,000	\$ 1,861,000
Less Restricted CFC Funds	\$ 1,711,000	\$ 1,597,000	\$ 1,547,000	\$ 1,716,000	\$ 1,280,000	\$ 2,181,000	\$ 2,669,000
Net Airport Revenue	\$ 13,317,000	\$ 10,860,000	\$ 7,644,000	\$ 7,802,000	\$ 13,351,000	\$ 11,333,000	\$ 11,812,000
Debt Service Requirements:							
Existing Debt Service							
Bond Fund:							
2008 PFC Eligible	\$ 2,133,000	\$ 1,817,000	\$ -	\$ -	\$ -	\$ -	\$ -
2008 Series Airport Revenue Bonds	\$ 506,000	\$ 454,000	\$ -	\$ -	\$ -	\$ -	\$ -
2010 Series Airport Revenue Bonds	\$ 1,302,000	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ -

	2017 Actual	2018 Estimated	2019 Budget	2020 Projected	2025	2030	2035
Bank Notes:							
2012 Bank Note	\$ 232,000	\$ 280,000	\$ -	\$ -	\$ -	\$ -	\$ -
2015 Bank Loan Refunding Note	\$ 1,221,000	\$ 1,196,000	\$ 1,217,000	\$ 1,217,000	\$ 1,219,000	\$ -	\$ -
2017 Series Airport Bank Note	\$ -	\$ -	\$ 700,000	\$ 693,000	\$ 722,000	\$ -	\$ -
2018 Series Airport Bank Note (PFC)	\$ -	\$ -	\$ 1,718,000	\$ 1,718,000	\$ 1,720,000	\$ 1,714,000	\$ 1,714,000
2018 Series Airport Note	\$ -	\$ -	\$ 430,000	\$ 430,000	\$ 430,000	\$ 428,000	\$ 428,000
Existing Debt Service	\$ 5,394,000	\$ 5,047,000	\$ 4,065,000	\$ 4,058,000	\$ 4,091,000	\$ 2,142,000	\$ 2,142,000
Proposed Debt Service							
Series 2021 Bonds - MP Update Projects:							
2021 Series Airport Revenue Bonds (PFC)	\$ -	\$ -	\$ -	\$ -	\$ 2,164,000	\$ 2,164,000	\$ 2,164,000
2021 Series Airport Revenue Bonds	\$ -	\$ -	\$ -	\$ -	\$ 2,254,000	\$ 2,254,000	\$ 2,254,000
Proposed Debt Service Requirements	\$ -	\$ -	\$ -	\$ -	\$ 4,418,000	\$ 4,418,000	\$ 4,418,000
Total Debt Service Requirements	\$ 5,394,000	\$ 5,047,000	\$ 4,065,000	\$ 4,058,000	\$ 8,509,000	\$ 6,560,000	\$ 6,560,000
Debt Service Coverage	\$2.47	\$2.15	\$1.88	\$1.92	\$1.57	\$1.73	\$1.80

Source: Mike Moroney & Associates, Inc., 2018; City of Pensacola, 2018

7.7 MASTER PLAN UPDATE PHASES 2 AND 3

The costs associated with these phases are not included in this financial analysis. To the extent these costs are ever incurred, funding sources will have to be determined. FDOT and federal grant monies should be available after FY 2030 because this analysis only assumed usage of the grant monies through FY 2030 for the Program 2025 and the Airport's pavement rehabilitation program. Limited PFC revenue would be available as a funding source because most of the PFC revenue is committed to amortize the 2018 Revenue Note and the Airport revenue bonds used to fund Program 2025.

APPENDICES

APPENDIX A AIRPORT RECYCLING, REUSE, AND WASTE REDUCTION PLAN

A.1 Introduction

In September 2014, the Federal Aviation Administration (FAA) provided guidance for preparing airport recycling, reuse, and waste reduction plans as an element of a master plan or master plan update.⁴⁹ This guidance was in response to the *FAA Modernization and Reform Act* (FMRA) of 2012⁵⁰ that added a requirement for all master plans and master plan updates to include a plan for “recycling and minimizing the generation of airport solid waste” to be consistent with the local recycling laws.

This Chapter describes the Airport’s existing solid waste generation and recycling activity and identifies opportunities to increase the Airport’s recycling efforts. In reviewing the Airport’s existing solid waste and recycling activity, an effort was made to:

- » Review the current waste management sources
- » Review local recycling programs and practices
- » Review the feasibility of recycling efforts at the Airport
- » Review waste hauler management contracts
- » Identify potential recycling opportunities for cost savings or revenue generation
- » Identify a plan to minimize solid waste generation at the Airport

A.2 Current Airport Waste Management Sources

As described in *Section 2.13.8*, the Perdido Landfill is the closest landfill to the Airport (about six miles northwest of the Airport). Based on the most recent USEPA data, the Perdido Landfill has over seven million tons of capacity.⁵¹ As *Chapter 3* describes, the Airport had 104,400 operations and almost 800,000 enplanements in 2015, and is forecast to have more than 115,000 operations and over 1.2 million enplanements by the 2035 planning year. The forecasted increase in passengers will result in increased waste generation and its disposal at the Perdido Landfill. However, through existing Airport recycling efforts and the potential for increased recycling efforts, the amount of municipal solid waste that has the potential to reach the Perdido Landfill can be reduced. These actions can help extend the life expectancy of the landfill.

Waste management at an airport includes many components and can be complex. For instance, an airport has various tenants, agreements, differing operational requirements, and disposal processes that all contribute to the waste stream. According the FAA’s September 2014 guidance, an airport’s waste management is divided into three main areas:

⁴⁹ FAA Memorandum, *Guidance on Airport Recycling, Reuse, and Waste Reductions Plans*, Accessed: <https://www.faa.gov/airports/environmental/media/airport-recycling-reuse-waste-reduction-plans-guidance.pdf>, March 2018.

⁵⁰ 49 United State Code (U.S.C.), §§ 132 and 133.

⁵¹ U.S. Environmental Protection Agency, *Landfill Technical Data, Landfill Data Files* (all landfills) – Updated February 2018 (XLS). Accessed: <https://www.epa.gov/lmop/landfill-technical-data>, March 2018.

- » Areas where an airport has direct control over the waste stream (e.g., public spaces, office space, main terminal, and airfield)
- » Areas where an airport does not have direct control over the waste stream, but can influence waste management (e.g., tenants and aircraft deplaned waste)
- » Areas where an airport has no control over the waste stream (i.e., areas where the airport does not own or lease). These areas have been excluded from this plan.

Additionally, the FAA's 2013 Recycling Synthesis report⁵² identified seven main airport waste streams: terminals, airfields, cargo hangars, aircraft, airport construction, flight kitchens, and administrative offices (see [Figure A-1](#)).

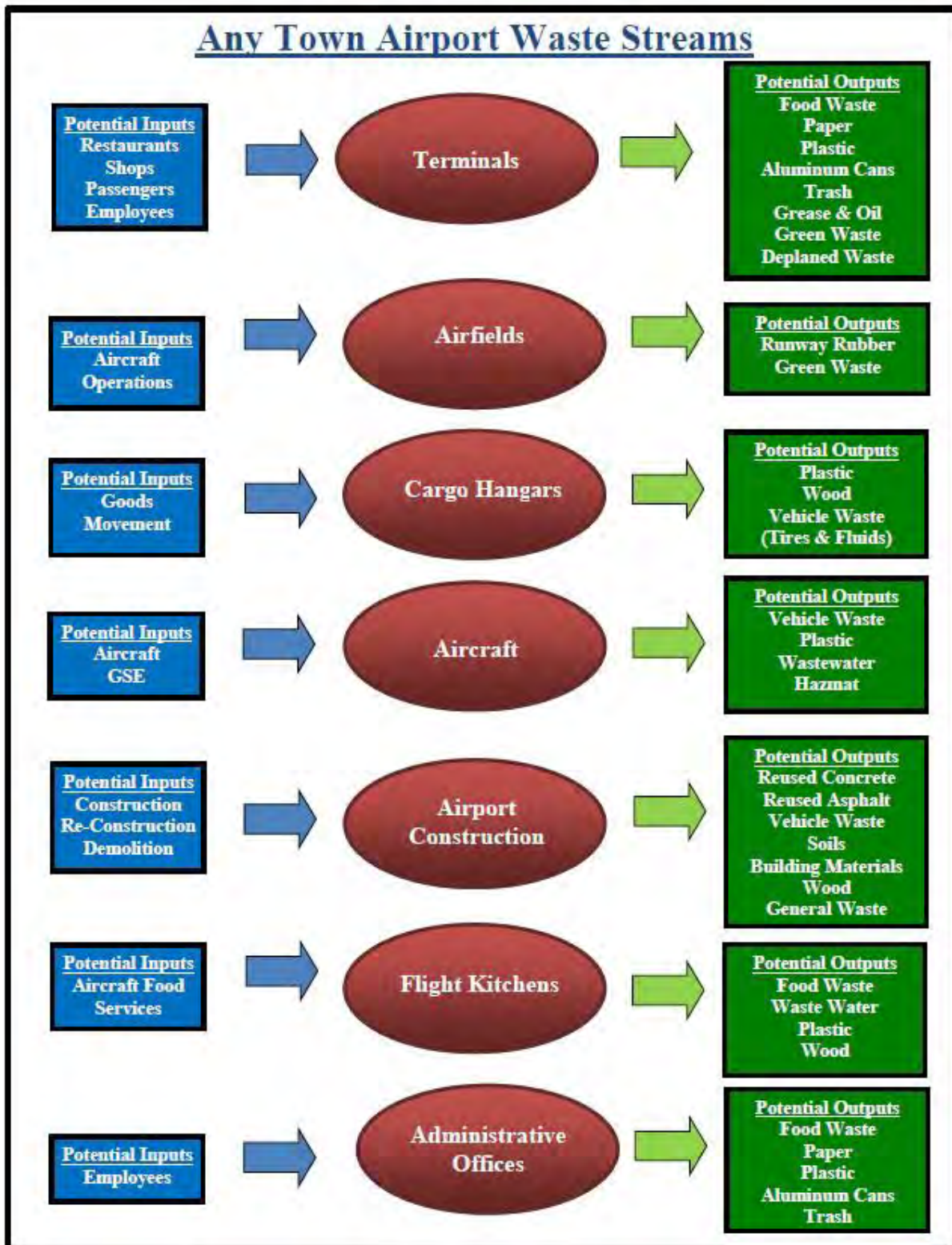
The main generators of waste at the Airport are its tenants, fixed based operators, passengers, and the airfield. The airfield generates waste typically during construction projects and waste materials can range from concrete or asphalt to old lighting and signage.

There are many types of solid waste generated at airports, and the following types of municipal solid waste can be included in this solid waste recycling plan:

- » **Municipal Solid Waste.** This type of waste usually includes everyday items, such as glass bottles, aluminum, paper products, etc.
- » **Construction and Demolition Debris.** This type of debris usually includes concrete, wood, metals, bricks, asphalt, and other items associated with construction and demolition activities.
- » **Compostables.** This type of waste is considered green waste (e.g., tree clippings, weeds, grass clippings, leaves, etc.) and food waste.
- » **Deplaned Waste.** This type of waste is removed from the passenger aircraft and includes items, such as newspapers, plastic cups, utensils, food waste, unconsumed food, etc.

⁵² Federal Aviation Administration, *Recycling, Reuse, and Waste Reduction at Airports – A Synthesis Document*. FAA Office of Airports. April 24, 2013.

FIGURE A-1
TYPICAL AIRPORT WASTE STREAMS



Source: FAA, 2013 recycling synthesis document

A.3 Local and Airport Recycling Programs

A.3.1 Escambia County Recycling Program

The Energy, Climate Change, and Economic Security Act of 2008 (House Bill 7135) established a Florida statewide recycling goal of 75 percent to be achieved by the year 2020, with interim goals established for the years 2012 (40 percent), 2014 (50 percent), 2016 (60 percent), and 2018 (70 percent).⁵³ The Florida Department of Environmental Protection (DEP) submitted a program to the State Legislature in January 2010 designed to help reach the statewide goal. Within the Florida DEP program, recycling goals were set for all counties with a population higher than 100,000 and a public education campaign was created. Statewide, the interim goals for years 2012 and 2014 were successfully achieved; however, the interim goal for 2016 was not achieved, falling four percent short of the goal.

In Escambia County (the County) a recycling rate of about 45 percent in 2016 was reported, 15% lower than the statewide interim goal for 2016. The County has a single-stream curbside recycling program, which is available to all County residents. Curbside recycling is also available to residents of unincorporated areas through the Emerald Coast Utilities authority (ECUA). The ECUA reports 65 percent recycling participation from residents of unincorporated areas.⁵⁴ The County also provides recycling drop-off locations located throughout the County, accepting glass, aluminum, plastics (numbers 1-7), cardboard and newspaper.⁵⁵ Recycling pick up is also available to businesses upon registration.⁵⁶

Household Hazardous Waste (HHW) such as paint, household chemicals, motor oil, fluorescent bulbs, and batteries, are available for drop off at the Perdido Landfill free of charge. Regional Roundups are also organized by the County each year, where residents can bring their HHW to the designated location for disposal free of charge.

A.3.2 City of Pensacola Recycling Program

Curbside recycling collection is provided by the Department of Sanitation Services and Fleet Management once a week for residents of the City of Pensacola (the City) for the following materials:⁵⁷

- » **Plastic Bottles.** Bottle or containers with 1 and 2 labels, such as milk jugs, water bottle, soda bottles, and detergent bottles.
- » **Mixed Paper.** Junk mail, envelopes, office paper, newspapers, magazines, catalogs, and phone books.

⁵³ Florida Department of Environmental Protection, Divisions of Waste Management, *Florida and the 2020 75% Recycling Goal*, Accessed: https://floridadep.gov/sites/default/files/FinalRecyclingReportVolume1_0_0.pdf, March 2018.

⁵⁴ Emerald Coast Utilities Authority, Live Green, Recycling. Accessed: <http://www.ecua.fl.gov/green/recycling>, March 2018.

⁵⁵ Escambia County, Waste Services, Recycling, List of Recyclable Materials. Accessed: <https://myescambia.com/docs/default-source/sharepoint-waste-services/recyclingmagnet2016imrfweb-1.jpg>, March 2018.

⁵⁶ Escambia County, Waste Services, Recycling. Accessed: <https://myescambia.com/our-services/waste-services/educational-information>, March 2018.

⁵⁷ City of Pensacola, Department of Sanitation Services and Fleet Management, Recycling. Accessed: <https://www.cityofpensacola.com/226/Recycling>, March 2018.

- » **Old Corrugated Containers (OCC) Paper Containers.** Cardboard boxes, cereal boxes, cracker boxes, soda boxes, shoe boxes, and pizza boxes.
- » **Metals.** Aluminum cans, tin cans, other miscellaneous copper, brass, and aluminum.

Yard trash is collected by the City once a week and must be placed curbside. Yard trash is considered to be grass and hedge clippings, pine straw, leaves, and limbs (no more than six feet in length and/or eight inches in diameter).⁵⁸ Other recyclable materials (e.g., paint, household chemicals, motor oil, fluorescent bulbs, e-waste and batteries) are not collected by the City, but can be dropped off at several locations within the County.

A.3.3 Recycling Practices at the Airport

The City of Pensacola Code of Ordinances does not specify specific recycling requirements for public enterprises and utilities;⁵⁹ however, the Airport does utilize two eight-yard receptacles for cardboard recycling that are emptied twice per week by Waste Pro of Florida. These receptacles are used by all occupants of the Airport's terminal building, including tenants, contractors, and Airport Administration. Increasing the amount of materials that are recycled at the Airport would reduce the amount of municipal solid waste created by the Airport, reduce Airport operating costs, and aid Florida in reaching its statewide recycling goal.

A.4 Recycling Feasibility at the Airport

As described previously, the Florida DEP has outlined a 75 percent recycling goal to be reached by 2020 for counties with more than 100,000 people, which includes Escambia County where the Airport is located. Despite the Airport not having a formal recycling program or plan in place, the Airport has stated a desire to develop a comprehensive recycling plan in the near-term, which would help the County reach this goal, and also reduce the amount of municipal solid waste that reaches the Perdido Landfill. The current Airport waste hauler, Waste Pro of Florida, has the capability to schedule personalized single-stream recycling programs that could fit varying needs of the Airport. If the Airport were to implement one of the three waste assessment approaches shown in *Table A-1*, the Airport would gain an understanding of the types and quantities of waste being generated at the Airport. This will ultimately lead to the Airport being able to identify opportunities to increase recycling efforts and take advantage of the personalized recycling programs offered by their existing waste hauler.

⁵⁸ City of Pensacola, Department of Sanitation and Fleet Management, Yard Trash. Accessed: <https://www.cityofpensacola.com/232/Yard-Trash>, March 2018.

⁵⁹ City of Pensacola, Code of Ordinances, Title X, Public Enterprises and Utilities, Chapter 10-2, Airports and Aircraft, Accessed: https://library.municode.com/fl/pensacola/codes/code_of_ordinances?nodeId=TITXPUENUT_CH10-2.AIAI, March 2018

TABLE A-1
WASTE ASSESSMENT APPROACHES⁶⁰

Method	Advantages	Disadvantages
Hauler Records Examination	Provides for accurate data on the weight/volume of waste generated at the facility.	Might not provide accurate data if waste hauling records are poor quality or do not exist.
	Usually requires less time and staff than does a facility walk-through or waste sort.	Does not provide data regarding specific waste materials.
		Difficult to quantify if dumpster is shared.
Facility Walk-Through	Requires less time than a full waste sort.	Might not provide data regarding specific waste materials.
	Provides for qualitative data for waste generated.	Requires multiple walk-throughs to obtain representative sample.
	Allows for interviews with facility staff.	Might not provide for accurate quantities.
Waste Sort	Provides for quantitative data for specific types of waste generated.	Requires significant amount of time to conduct.
	Provides for estimates of waste generated for the whole facility.	Requires significant amount of staff to conduct.
		Requires multiple waste sorts to obtain representative sample.

Source: EPA, 2013

A.5 Review of Waste Hauler Contracts

The Airport contracts with Waste Pro of Florida for waste hauling services. As a representative of its monthly waste hauling invoices costs, [Table A-2](#) shows the monthly waste hauler fees broken out by waste container location, along with the quantity and size of container at each location, and the frequency of pick-up service. This results in a total monthly charge for waste hauling of \$4,000 not including the disposal fee of \$45.07/ton or the monthly container rental fee for the two 30-yard municipal solid waste

⁶⁰ U.S. Environmental Protection Agency, *Business Guide for Reducing Solid Waste*. EPA/530-K-92-004. November 1993.

containers. This is compared to the one-time monthly flat fee of \$105 per container for recycling. The frequency of container collection varies from three days a week to once a month. All dumpsters at these locations are property of Waste Pro of Florida.

TABLE A-2
MONTHLY WASTE HAULER FEES

	Dumpster Quantity and Size	Type of Material	Frequency of Service	Haul Fee per Month	Disposal Fee	Container Rental Fee	Total Monthly Fee
Airport	2 – 8-yard	Recyclables	Two times per week	\$210	N/A	N/A	\$210.00
	1 – 30-yard	Municipal Solid Waste	Three times per week	\$2,400	\$45.07/ton	\$753.25/month	\$3,153.25 + \$45.07/ton
	1 – 30-yard	Municipal Solid Waste	Two times per week	\$1,600	\$45.07/ton	\$753.25/month	\$2,353.25 + \$45.07/ton
Car Rental Facility	1 – 4-yard	Municipal Solid Waste	One time per month	\$25	N/A	N/A	\$30.11*
							\$5,746.61 + \$45.07/ton

Source: City of Pensacola, 2015; RS&H, 2018

Notes: * - includes a monthly fuel surcharge and environmental compliance charge of a varying percent (usually around 10%).

A.6 Potential for Cost Savings or Revenue Generation

As described in [Section A.5](#), the Airport has contracted a recycling service utilizing two eight-yard receptacles for cardboard recyclables, which are hauled twice per week. The Airport is spending over \$5,500 per month for waste container rentals and waste hauling. Increased recycling efforts has the potential to reduce that cost substantially. Recycling practices that other airports have successfully implemented that the Airport could adopt to improve their existing waste management and reduce costs include, but are not limited to the following:

- » Placement of recycling receptacles beside trashcans to collect plastics and paper.
- » Implement a Recycling Advertising Program for recycling receptacles located throughout the terminal that would educate and alert passengers on the proposed recycled materials.
- » Include language in construction contract documents encouraging material reuse and recycling.
- » Implement a Green Concessions Program to encourage Airport concessionaires use reusable, biodegradable, or paper bags instead of plastic bags, and reduce the amount of non-biodegradable packaging.

As shown in [Table A-2](#), the disposal of municipal solid waste is the most expensive component of the Airport's monthly waste removal services. By increasing the amount of waste that is recycled, the Airport would be able to reduce their municipal solid waste disposal and service costs. The existing contract

between Waste Pro of Florida and the Airport also allows the Airport to separately contract another party for recycling services should Waste Pro of Florida be unable to provide the desired services.

A.7 Plan to Minimize Solid Waste Generation

The Airport has expressed an interest in establishing a comprehensive recycling program to reduce the Airport waste stream and help meet the statewide recycling goals. The Airport could implement the 10 steps established by the FAA (see [Table A-3](#)) to create and implement a formal recycling program.

TABLE A-3
STEPS FOR CREATING AND IMPLEMENTING A RECYCLING PROGRAM

Ten Steps for Creating and Implementing an Effective Airport Recycling / Waste Reduction Program	
1.	Management Commitment
2.	Program Leadership
3.	Waste Identification
4.	Waste Collection and Hauler
5.	Waste Management Plan Development
6.	Education and Outreach
7.	Monitor and Refine Program
8.	Performance Monitoring
9.	Promote Success
10.	Continuous Improvements

Source: FAA, 2013

By implementing the steps in [Table A-3](#), the Airport would be able to outline waste reduction and recycling policies, set goals, track and monitor progress, and improve upon the program. Outlining policies for a recycling program can be challenging because this often requires coordination and buy-in from all Airport stakeholders, which includes the flying public. Establishing a recycling coordinator who would oversee the stakeholder engagement can help encourage participation to ensure policies established for the recycling program are inclusive.

Setting goals for a formal recycling program will require the Airport to conduct a waste assessment. This step is imperative to understand the types and quantities of waste being generated at the Airport. Once those types and quantities of waste are calculated, goals can be set to reduce those quantities. Goals should be realistic and achievable. However, conducting a waste assessment can be labor and time intensive. Partnering with the County and/or the City to help conduct the waste assessment can alleviate some of the staffing pressures off of the Airport.

There are a variety of tools that help track and monitor the progress or success of the program. For example, the USEPA has an online tool, the Waste Reduction Model (WARM) that allows businesses to quantify their greenhouse emissions and energy savings that are a direct result from implementing recycling practices. This helps the Airport to monitor goals that have been established and report back to stakeholders that are supporting the program. As the recycling program is being monitored and progress is tracked, refinements should be made to the program to allow for the Airport flexibility in achieving the goals to be defined in an effective recycling/waste reduction program. An Airport recycling coordinator

can review the data and consider new waste management practices that can be adopted into the program for further waste reduction at the Airport.

A.8 Conclusion

The Airport currently uses two eight-yard recycling receptacles for cardboard. However, the Airport recognizes there are other waste materials besides cardboard that are not being captured in the current voluntary recycling efforts. By conducting a waste assessment and addressing the FAA's 10 steps listed in [Table A-3](#), the Airport would be able to set goals, implement policies, and identify areas for increased recycling efforts that would allow the Airport to quantify cost savings and reduce its contribution to the local landfill. Increasing the amount and types of materials recycled at the Airport would also contribute to Florida's statewide recycling goals.

A.9 Next Steps

There are a few planning studies that the Airport could conduct to help with recycling, reuse, and reduction of waste at the Airport. The Airport can start with development of the following planning studies to further understand the areas to improve their current recycling efforts.

- » **Waste Audit Plan.** A waste audit plan can identify the types and amounts of waste being generated at the Airport and determine the effectiveness of the current recycling efforts. The plan could include a walk-through of the Airport, which allows for a qualitative assessment of the types of waste being generated. A waste sort will allow for a quantitative assessment of waste being generated at the Airport. Both the walk-through and the waste sort will result in a focused effort for the recycling of specific materials that will yield a cost savings to the Airport.
- » **Waste Reduction Strategy Plan.** A waste reduction strategy plan can propose the framework for reaching established goals. This plan could establish strategic initiatives, implement policies, and identify areas for increased recycling and reuse efforts. The plan could also establish an education plan for Airport staff, tenants, and the public.

APPENDIX B AIRFIELD DESIGN STANDARDS

B.1 Runway Design Standards

TABLE B-1
RUNWAY 8-26 DESIGN STANDARDS

Design Component	RUNWAY 8-26		
	FAA Std. (ft.)	Exist. Dim. (ft.)	Standard Met (✓)
Runway Width	150	150	✓
Shoulder Width	25	25	✓
Blast Pad Width	200	200	✓
Blast Pad Length	200	200	✓
Crosswind Component	20 knots	20 knots	✓
RSA Length Beyond Departure End	1,000	1,000	✓
RSA Length Prior to Threshold	600	600	✓
RSA Width	500	500	✓
ROFA Length Beyond Departure End	1,000	1,000	✓
ROFA Length Prior to Threshold	600	600	✓
ROFA Width	800	800 ¹	✓
ROFZ Length Beyond End	200	200	✓
ROFZ Width	400	400	✓

	RUNWAY 8 End			RUNWAY 26 End		
	FAA Std. (ft.)	Exist. Dim. (ft.)	Std. Met (✓)	FAA Std. (ft.)	Exist. Dim. (ft.)	Std. Met (✓)
POFZ Length	n/a	n/a	-	n/a	n/a	-
POFZ Width	n/a	n/a	-	n/a	n/a	-
Approach RPZ Length	1,700	1,700	✓	1,700	1,700	✓
Approach RPZ Inner Width	500	500	✓	1,000	1,000	✓
Approach RPZ Outer Width	1,010	1,010	✓	1,510	1,510	✓
Departure RPZ Length	1,700	1,700	✓	1,700	1,700	✓
Departure RPZ Inner Width	500	500	✓	500	500	✓
Departure RPZ Outer Width	1,010	1,010	✓	1,010	1,010	✓
Runway Centerline to Parallel Runway Centerline	n/a	n/a	-	n/a	n/a	-
Runway Centerline Holding Position	251	251	✓	251	251	✓
Runway Centerline to Parallel Taxiway Centerline	400	400	✓	400	400	✓
Runway Centerline to Aircraft Parking Area	500	755	✓	500	466	✗
Runway Centerline to Helicopter Touchdown Pad	700	825	✓	700	825	✓

Source: RS&H, 2017

Notes: 1 – Perimeter fence and service road (south of Runway 8 blast pad) are within horizontal bounds of ROFA. However, top elevation for both objects are below the ROFA. Neither object protrudes through the plane of ROFA. This is an allowable condition.

TABLE B-2
RUNWAY 17-35 DESIGN STANDARDS

RUNWAY 17-35						
Design Component	FAA Std. (ft.)		Exist. Dim. (ft.)	Standard Met (✓)		
Runway Width	150		150	✓		
Shoulder Width	25		25	✓		
Blast Pad Width	200		200	✓		
Blast Pad Length	200		200	✓		
Crosswind Component	20 knots		20 knots	✓		
RSA Length Beyond Departure End	1,000		1,000	✓		
RSA Length Prior to Threshold	600		600	✓		
RSA Width	500		500	✓		
ROFA Length Beyond Departure End	1,000		1,000	✓		
ROFA Length Prior to Threshold	600		600	✓		
ROFA Width	800		800	✓		
ROFZ Length Beyond End	200		200	✓		
ROFZ Width	400		400	✓		
	RUNWAY 17 End			RUNWAY 35 End		
	FAA Std. (ft.)	Exist. Dim. (ft.)	Std. Met (✓)	FAA Std. (ft.)	Exist. Dim. (ft.)	Std. Met (✓)
POFZ Length	200	200	✓	n/a	n/a	-
POFZ Width	800	800	✓	n/a	n/a	-
Approach RPZ Length	2,500	2,500	✓	1,700	1,700	✓
Approach RPZ Inner Width	1,000	1,000	✓	1,000	1,000	✓
Approach RPZ Outer Width	1,750	1,750	✓	1,510	1,510	✓
Departure RPZ Length	1,700	1,700	✓	1,700	1,700	✓
Departure RPZ Inner Width	500	500	✓	500	500	✓
Departure RPZ Outer Width	1,010	1,010	✓	1,010	1,010	✓
Runway Centerline to Parallel Runway Centerline	n/a	n/a	-	n/a	n/a	-
Runway Centerline Holding Position	251	251	✓	251	251	✓
Runway Centerline to Parallel Taxiway Centerline	400	486	✓	400	488	✓
Runway Centerline to Aircraft Parking Area	500	665	✓	500	500	✓
Runway Centerline to Helicopter Touchdown Pad	700	1,914	✓	700	1,914	✓

Source: RS&H, 2017

B.2 Taxiway Design Standards

TABLE B-3
TAXIWAY/TAXILANE DESIGN STANDARDS

Design Component	FAA Std. (ft)	Exist. Dim. (ft.)	Standard Met (✓)
Taxiway A			
Width	75	75	✓
Shoulder Width	30	0	✗
TSA Width	171	171	✓
Taxiway OFA Width	259	259	✓
Taxiway Centerline to Parallel Twy/Tln CL	215	1107	✓
Taxiway Centerline to Fixed or Movable Object	129.5	129.5	✓
Twy/Tln Centerline to Parallel Twy/Tln CL w/ 180 Turn	240	n/a	✓
Taxiway A1			
Width	75	75	✓
Shoulder Width	30	0	✗
TSA Width	171	171	✓
Taxiway OFA Width	259	259	✓
Taxiway Centerline to Parallel Twy/Tln CL	215	1107	✓
Taxiway Centerline to Fixed or Movable Object	129.5	129.5	✓
Twy/Tln Centerline to Parallel Twy/Tln CL w/ 180 Turn	240	n/a	✓
Taxilane A2 (West of Twy A)			
Width	75	100	✓
Shoulder Width	30	0	✗
TSA Width	171	171	✓
Taxilane OFA Width	225	225	✓
Taxilane Centerline to Parallel Tln CL	198	n/a	✓
Taxilane Centerline to Fixed or Movable Object	112.5	112.5	✓
Twy/Tln Centerline to Parallel Twy/Tln CL w/ 180 Turn	240	n/a	✓
Taxiway A2 (East of Twy A)			
Width	75	75	✓
Shoulder Width	30	0	✗
TSA Width	171	171	✓
Taxiway OFA Width	259	259	✓
Taxiway Centerline to Parallel Twy/Tln CL	215	952	✓
Taxiway Centerline to Fixed or Movable Object	129.5	129.5	✓
Twy/Tln Centerline to Parallel Twy/Tln CL w/ 180 Turn	240	n/a	✓
Taxiway A3 (West of Twy A)			
Width	75	75	✓
Shoulder Width	30	30	✓
TSA Width	171	171	✓
Taxilane OFA Width	225	225	✓
Taxiway Centerline to Parallel Twy/Tln CL	215	n/a	✓
Taxilane Centerline to Fixed or Movable Object	112.5	112.5	✓
Twy/Tln Centerline to Parallel Twy/Tln CL w/ 180 Turn	240	n/a	✓

Design Component	FAA Std. (ft)	Exist. Dim. (ft.)	Standard Met (✓)
Taxiway A3 (East of Twy A)			
Width	75	75	✓
Shoulder Width	30	0	✗
TSA Width	171	171	✓
Taxiway OFA Width	259	259	✓
Taxiway Centerline to Parallel Twy/TIn CL	215	952	✓
Taxiway Centerline to Fixed or Movable Object	129.5	129.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	240	n/a	✓
Taxiway A4			
Width	75	75	✓
Shoulder Width	30	0	✗
TSA Width	171	171	✓
Taxiway OFA Width	259	259	✓
Taxiway Centerline to Parallel Twy/TIn CL	215	428	✓
Taxiway Centerline to Fixed or Movable Object	129.5	129.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	240	n/a	✓
Taxiway A5			
Width	75	75	✓
Shoulder Width	30	0	✗
TSA Width	171	171	✓
Taxiway OFA Width	259	259	✓
Taxiway Centerline to Parallel Twy/TIn CL	215	999	✓
Taxiway Centerline to Fixed or Movable Object	129.5	129.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	240	n/a	✓
Taxiway A6			
Width	75	75	✓
Shoulder Width	30	0	✗
TSA Width	171	171	✓
Taxiway OFA Width	259	259	✓
Taxiway Centerline to Parallel Twy/TIn CL	215	999	✓
Taxiway Centerline to Fixed or Movable Object	129.5	129.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	240	n/a	✓
Taxiway A7			
Width	50	75	✓
Shoulder Width	20	0	✗
TSA Width	171	171	✓
Taxiway OFA Width	259	259	✓
Taxiway Centerline to Parallel Twy/TIn CL	215	215	✓
Taxiway Centerline to Fixed or Movable Object	129.5	129.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	240	n/a	✓

Design Component	FAA Std. (ft)	Exist. Dim. (ft.)	Standard Met (✓)
Taxiway B			
Width	75	75	✓
Shoulder Width	30	0	✗
TSA Width	171	171	✓
Taxiway OFA Width	259	259	✓
Taxiway Centerline to Parallel Twy/TIn CL	215	n/a	✓
Taxiway Centerline to Fixed or Movable Object	129.5	129.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	240	n/a	✓
Taxiway B1			
Width	75	75	✓
Shoulder Width	30	0	✗
TSA Width	171	171	✓
Taxiway OFA Width	259	259	✓
Taxiway Centerline to Parallel Twy/TIn CL	215	891	✓
Taxiway Centerline to Fixed or Movable Object	129.5	129.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	240	n/a	✓
Taxiway B2 (North of Twy B)			
Width	50	75	✓
Shoulder Width	20	0	✗
TSA Width	171	171	✓
Taxiway OFA Width	259	259	✓
Taxiway Centerline to Parallel Twy/TIn CL	215	891	✓
Taxiway Centerline to Fixed or Movable Object	129.5	129.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	240	n/a	✓
Taxiway B2 (South of Twy B)			
Width	75	75	✓
Shoulder Width	30	0	✗
TSA Width	171	171	✓
Taxiway OFA Width	259	259	✓
Taxiway Centerline to Parallel Twy/TIn CL	215	891	✓
Taxiway Centerline to Fixed or Movable Object	129.5	129.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	240	n/a	✓
Taxiway B3			
Width	75	75	✓
Shoulder Width	30	0	✗
TSA Width	171	171	✓
Taxiway OFA Width	259	295	✓
Taxiway Centerline to Parallel Twy/TIn CL	215	536	✓
Taxiway Centerline to Fixed or Movable Object	129.5	129.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	240	n/a	✓

Design Component	FAA Std. (ft)	Exist. Dim. (ft.)	Standard Met (✓)
Taxiway B4			
Width	75	75	✓
Shoulder Width	30	0	✗
TSA Width	171	171	✓
Taxiway OFA Width	259	259	✓
Taxiway Centerline to Parallel Twy/TIn CL	215	922	✓
Taxiway Centerline to Fixed or Movable Object	129.5	129.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	240	n/a	✓
Taxiway B5			
Width	75	75	✓
Shoulder Width	30	0	✗
TSA Width	171	171	✓
Taxiway OFA Width	259	259	✓
Taxiway Centerline to Parallel Twy/TIn CL	215	999	✓
Taxiway Centerline to Fixed or Movable Object	129.5	129.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	240	n/a	✓
Taxiway B6			
Width	75	75	✓
Shoulder Width	30	0	✗
TSA Width	171	171	✓
Taxiway OFA Width	259	259	✓
Taxiway Centerline to Parallel Twy/TIn CL	215	999	✓
Taxiway Centerline to Fixed or Movable Object	129.5	129.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	240	n/a	✓
Taxilane B7			
Width	19	50	✓
Shoulder Width	n/a	0	✓
TSA Width	n/a	118	✓
Taxilane OFA Width	97	162	✓
Taxilane Centerline to Parallel TIn CL	n/a	251	✓
Taxilane Centerline to Fixed or Movable Object	n/a	81	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	n/a	n/a	✓
Taxilane B8			
Width	19	50	✓
Shoulder Width	n/a	0	✓
TSA Width	n/a	118	✓
Taxilane OFA Width	97	162	✓
Taxilane Centerline to Parallel TIn CL	n/a	251	✓
Taxilane Centerline to Fixed or Movable Object	n/a	81	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	n/a	n/a	✓

Design Component	FAA Std. (ft)	Exist. Dim. (ft.)	Standard Met (✓)
Taxiway C (North of Rwy 8-26)			
Width	75	75	✓
Shoulder Width	30	0	✗
TSA Width	171	171	✓
Taxiway OFA Width	259	259	✓
Taxiway Centerline to Parallel Twy/TIn CL	215	536	✓
Taxiway Centerline to Fixed or Movable Object	129.5	129.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	240	n/a	✓
Taxiway C (South of Rwy 8-26)			
Width	50	35	✗
Shoulder Width	20	20	✓
TSA Width	118	79	✗
Taxiway OFA Width	186	131	✗
Taxiway Centerline to Parallel Twy/TIn CL	152	n/a	✓
Taxiway Centerline to Fixed or Movable Object	93	65.5	✗
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	162	n/a	✓
Taxilane C1			
Width	50	35	✗
Shoulder Width	20	20	✓
TSA Width	118	79	✗
Taxilane OFA Width	162	115	✗
Taxilane Centerline to Parallel TIn CL	140	n/a	✓
Taxilane Centerline to Fixed or Movable Object	81	57.5	✗
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	162	n/a	✓
Taxiway C2			
Width	50	35	✗
Shoulder Width	20	20	✓
TSA Width	118	79	✗
Taxiway OFA Width	186	186	✓
Taxiway Centerline to Parallel Twy/TIn CL	152	n/a	✓
Taxiway Centerline to Fixed or Movable Object	93	93	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	162	n/a	✓
Taxilane C2			
Width	50	35	✗
Shoulder Width	20	20	✓
TSA Width	118	79	✗
Taxilane OFA Width	162	131	✗
Taxilane Centerline to Parallel TIn CL	140	n/a	✓
Taxilane Centerline to Fixed or Movable Object	81	66.5	✗
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	162	n/a	✓

Design Component	FAA Std. (ft)	Exist. Dim. (ft.)	Standard Met (✓)
Taxiway D (West of Rwy 17-35)			
Width	75	75	✓
Shoulder Width	30	0	✗
TSA Width	171	171	✓
Taxiway OFA Width	259	259	✓
Taxiway Centerline to Parallel Twy/TIn CL	215	428	✓
Taxiway Centerline to Fixed or Movable Object	129.5	129.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	240	n/a	✓
Taxiway D (East of Rwy 17-35)			
Width	35	35	✓
Shoulder Width	15	15	✓
TSA Width	79	79	✓
Taxiway OFA Width	131	131	✓
Taxiway Centerline to Parallel Twy/TIn CL	105	n/a	✓
Taxiway Centerline to Fixed or Movable Object	65.5	65.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	162	n/a	✓
Taxiway D1			
Width	35	35.5	✓
Shoulder Width	15	15	✓
TSA Width	79	79	✓
Taxiway OFA Width	131	186	✓
Taxiway Centerline to Parallel Twy/TIn CL	105	528	✓
Taxiway Centerline to Fixed or Movable Object	65.5	93	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	162	n/a	✓
Taxiway D2			
Width	35	35	✓
Shoulder Width	15	15	✓
TSA Width	79	79	✓
Taxiway OFA Width	131	186	✓
Taxiway Centerline to Parallel Twy/TIn CL	105	908	✓
Taxiway Centerline to Fixed or Movable Object	65.5	93	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	162	n/a	✓
Taxilane D2			
Width	35	35	✓
Shoulder Width	15	15	✓
TSA Width	79	79	✓
Taxilane OFA Width	115	115	✓
Taxilane Centerline to Parallel TIn CL	97	518	✓
Taxilane Centerline to Fixed or Movable Object	57.5	57.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	162	n/a	✓

Design Component	FAA Std. (ft)	Exist. Dim. (ft.)	Standard Met (✓)
Taxiway D3			
Width	35	35	✓
Shoulder Width	15	15	✓
TSA Width	79	79	✓
Taxiway OFA Width	131	186	✓
Taxiway Centerline to Parallel Twy/TIn CL	105	999	✓
Taxiway Centerline to Fixed or Movable Object	65.5	93	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	162	n/a	✓
Taxiway D4			
Width	35	35	✓
Shoulder Width	15	15	✓
TSA Width	79	79	✓
Taxiway OFA Width	131	186	✓
Taxiway Centerline to Parallel Twy/TIn CL	105	999	✓
Taxiway Centerline to Fixed or Movable Object	65.5	93	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	162	n/a	✓
Taxiway D5			
Width	35	35	✓
Shoulder Width	15	15	✓
TSA Width	79	79	✓
Taxiway OFA Width	131	186	✓
Taxiway Centerline to Parallel Twy/TIn CL	105	n/a	✓
Taxiway Centerline to Fixed or Movable Object	65.5	93	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	162	n/a	✓
Taxilane D5			
Width	35	35	✓
Shoulder Width	15	15	✓
TSA Width	79	79	✓
Taxilane OFA Width	115	115	✓
Taxilane Centerline to Parallel TIn CL	97	518	✓
Taxilane Centerline to Fixed or Movable Object	57.5	57.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	162	n/a	✓
Terminal Taxilane			
Width	50	75	✓
Shoulder Width	20	25	✓
TSA Width	171	171	✓
Taxilane OFA Width	225	225	✓
Taxilane Centerline to Parallel TIn CL	198	198	✓
Taxilane Centerline to Fixed or Movable Object	112.5	112.5	✓
Twy/TIn Centerline to Parallel Twy/TIn CL w/ 180 Turn	240	240	✓

Source: RS&H, 2017

Note: Taxilanes B7 and B8 FAA Standard Based on AC 150/5390-2C, *Heliport Design*

B.3 Taxiway Design Principles

TABLE B-4
TAXIWAY/TAXILANE DESIGN PRINCIPLES

	Three-Node Concept	Avoid Expansive Pvmnt	Limit Rwy Crossings	Avoid High Energy Intersections	Perpendicular Intersection	Avoid Direct Access
Taxiway A	✓	✓	✓	✓	✓	✓
Taxiway A1	✓	✓	✓	✓	✓	✓
Taxiway/ Taxilane A2	✓	✓	✓	✓	✓	✗
Taxiway A3	✓	✓	✓	✓	✓	✗
Taxiway A4	✓	✓	✓	✓	✓	✓
Taxiway A5	✓	✓	✓	✓	✓	✓
Taxiway A6	✓	✓	✓	✓	✓	✓
Taxiway A7	✗	✓	✓	✓	✗	✓
Taxiway B	✓	✓	✓	-	✓	✓
Taxiway B1	✓	✓	✓	✓	✓	✓
Taxiway B2	✓	✓	✓	✓	✗	✓
Taxiway B3	✓	✓	✓	✗	✓	✓
Taxiway B4	✓	✓	✗	✓	✓	✓
Taxiway B5	✓	✓	✓	✓	✓	✓
Taxiway B6	✓	✓	✓	✓	✓	✓
Taxilane B7	✓	✓	✓	✓	✓	✓
Taxilane B8	✓	✓	✓	✓	✓	✓
Taxiway C	✓	✓	✓	-	✓	✓
Taxilane C1	✓	✓	✓	✓	✓	✓
Taxiway/ Taxilane C2	✓	✓	✓	✓	✓	✗
Taxiway D	✓	✓	✓	✓	✓	✓
Taxiway D1	✓	✓	✓	✗	✓	✓
Taxiway/ Taxilane D2	✓	✓	✗	✓	✓	✗
Taxiway D3	✓	✓	✓	✓	✓	✓
Taxiway D4	✓	✓	✓	✓	✓	✓
Taxiway/ Taxilane D5	✓	✓	✓	✓	✓	✓
Terminal Taxilane	✓	✓	✓	✓	✓	✓

Source: RS&H, 2017

APPENDIX C ALTERNATIVES EVALUATION CRITERIA

C.1 Introduction

This section describes the Development Alternatives Evaluation Criteria. The Evaluation Criteria are used as a predetermined rubric against which Concepts and Development Alternatives are evaluated. This process is undertaken to support the systematic selection of the preferred development option(s) that meets the existing and future needs of Pensacola International Airport (PNS).

The Evaluation Criteria were identified prior to preparation of the development alternatives because it allows for consensus-building regarding important components of the Development Alternatives. The Evaluation Criteria were prepared based on the PNS Master Plan Goals and Objectives, as identified in [Chapter 1](#). A list of study Goals and Objectives were generated with the purpose of identifying the desired accomplishments of the Master Plan Update process. The study Goals are broad foundational statements that represent the aspirations for PNS during the Master Plan process.

The Goals and Objectives are a reflection of the key airport issues that the Master Plan endeavors to resolve. Therefore, it is apropos to use the Goals and Objectives as the basis of the Evaluation Criteria. The Goals remain constant in the Evaluation Criteria. Each Goal comprises several Criteria. The Criteria are measurable benchmarks by which accomplishment of the Goals can be gauged for each Development Alternative. Examples are also included to provide specific illustration for each Criterion. The purpose of the Examples is to guide the evaluator through specific circumstances for which each Criterion may apply. This supports the ability for evaluators have the same frame of reference when evaluating the Concepts and Development Alternatives. It should be noted, however, that the Examples do not represent an exhaustive list. Therefore, evaluators should consider other ways in which each Criterion can be used to evaluate the Concept or Development Alternative. The study Objectives form the basis of the Criteria and Examples.

C.2 Alternatives Evaluation Criteria

The draft alternatives evaluation criteria are as follows:

SAFETY GOAL - *Conform to industry regulations and guidelines*

- » Criterion: Meets or exceeds standards to enhance safety
 - o Example: Does the alternative adhere to FAA design standards?
 - o Example: Does the alternative resolve nonstandard airfield configuration layouts to enhance safety?
- » Criterion: Enhances safety through application of industry best practices
 - o Example: Does the alternative incorporate best practices for airfield safety and pilot situational awareness?
 - o Example: Does the alternative assess airspace conditions to promote safe use of navigable airspace?
 - o Example: Does the alternative enhance roadway and pedestrian safety?

OPERATIONAL EFFICIENCY GOAL - Accommodate short-term (2020), intermediate-term (2025), and long-term (2035) demand

- » Criterion: Maintains or enhances operational efficiency
 - o Example: Does the alternative establish a plan for airfield infrastructure to support future development to accommodate the critical aircraft?
 - o Example: Does the alternative accommodate forecast demand such that the airport operates efficiently?
 - o Example: Does the alternative include adequate capacity for the terminal building to accommodate demand through planning horizon?
 - o Example: Does the alternative ensure the terminal concourse has adequate capacity to accommodate aircraft parking during peak hour?
 - o Example: Does the alternative enhance overall user experience, level of service, and/or level of comfort?
 - o Example: Does the alternative enhance landside wayfinding and limit roadway decision points?
- » Criterion: Supports redundancy to enhance operational flexibility
 - o Example: Does the alternative provide secondary precision instrument approach capabilities?
- » Criterion: Strategically balances demand with supply using alternative methods
 - o Example: Does the alternative assess vehicle parking alternatives to balance demand between different price point options?
 - o Example: Does the alternative include reconfiguration of terminal curbside to reduce congestion?
 - o Example: Does the alternative enhance rental car ready / return facilities to increase efficiency?
- » Criterion: Supports efficient operating environment for all aviation users
 - o Example: Does the alternative evaluate long-term air cargo development options based upon forecast cargo activity?
 - o Example: Does the alternative create an efficient operating environment for helicopter operations?
 - o Example: Does the alternative enhance usability of general aviation facilities?
 - o Example: Does the alternative implement a corporate general aviation facility strategy?
- » Criterion: Considers flexibility and adaptability to support future potential industry trends
 - o Example: Does the alternative consider impacts of potential TSA directives for employee screening?
 - o Example: Does the alternative evaluate impacts of future passenger processing technologies?
 - o Example: Does the alternative assess impacts of corporate general aviation growth trends?

STRATEGIC LAND MANAGEMENT GOAL - *Promote highest and best land use*

- » Criterion: Encourages compatibility between on- and off-airport land uses
 - o Example: Does the alternative locate complementary land use options adjacent to the passenger terminal?
 - o Example: Does the alternative comply with the City and County Comprehensive Plans?
- » Criterion: Promotes highest and best land use to support efficient airport operations
 - o Example: Does the alternative include highest and best use of Airport Commerce Park?
 - o Example: Does the alternative assess potential for relocating / consolidating Remote Transmitter/Receiver (RTR) sites that currently diminish other land development opportunities?

ENVIRONMENTAL AWARENESS GOAL - *Further environmental awareness*

- » Criterion: Recognize noise impacts
 - o Example: Does the alternative minimize or mitigate noise impacts on sensitive nearby uses?
- » Criterion: Environmental compatibility
 - o Example: Does the alternative coordinate airport development with community land use plans?
 - o Example: Does the alternative minimize aircraft/airport impact on airport neighbors
- » Criterion: Employ environmental sustainability initiatives
 - o Example: Does the alternative incorporate use of multi-purpose buildings?
 - o Example: Does the alternative use in-fill development?

FISCAL SUSTAINABILITY GOAL - *Maintain fiscal sustainability*

- » Criterion: Cost effectiveness
 - o Example: Is the alternative cost effective?
 - o Example: Is the development financially self-sustaining?
 - o Example: Does the alternative include adaptive reuse of existing facilities?
- » Criterion: Minimize costs
 - o Example: Does the alternative minimize increases to airline cost per enplaned passenger in the near- and intermediate-term?
 - o Example: Does the alternative minimize increases in new airport debt in near- and intermediate-term?
- » Criterion: Revenue generation
 - o Example: Does the alternative enhance non-airline revenue by employing innovative revenue development strategies?

ECONOMIC GROWTH GOAL - *Facilitate regional economic growth through airport development and operation*

- » Criterion: Enhance regional transportation connections to PNS
 - o Example: Does the alternative enhance roadway access to on-airport tenant facilities?

- » Criterion: Encourage increased economic impact to community
 - o Example: Does on-airport nonaeronautical development support job creation?

C.3 Evaluation Criteria Application

The Evaluation Criteria were prepared such that each Criterion can be applied to nearly all functional elements on the airport. This allows for universality in applying the Evaluation Criteria. Therefore, the Evaluation Criteria can be applied to terminal area concepts and overall airport development alternatives, for example.

The Evaluation Criteria was used in tandem with a hierarchical rating system to appraise each Concept or Development Alternative. Each Goal and Criterion may retain the same relative importance to other Goals and Criteria. Alternatively, specific Goals and/or Criterion may be weighted to reflect greater relative importance.

C.4 Other Ongoing Airport Goals

All Goals and Objectives identified in [Chapter 1](#) are integral and important to the continued operation of PNS. However, some PNS Goals apply to the ongoing operation of PNS or Goals for the project, rather than the process of evaluating Concepts and Development Alternatives. The following is a list of Goals and Objectives that were not incorporated in the Evaluation Criteria but guide the day-to-day activities of the PNS operation:

Goal: Consider Public Input

- » Objective: Share findings and invite general public input through a public involvement workshop
- » Objective: Solicit input from Technical Advisory Committee and Citizen Advisory Committee throughout the Master Plan process
- » Objective: Review community and other previous studies for applicability to the Master Plan process

Goal: Fiscal Sustainability

- » Objective: Match the 5-year CIP to available grants and Capital Improvement account deposits
- » Objective: Identify strategies to increase airline revenue generation

Goal: Economic Growth

- » Objective: Facilitate healthy partnerships with local business entities

APPENDIX D LONG-TERM AND ULTIMATE TERMINAL DEVELOPMENT OPTIONS

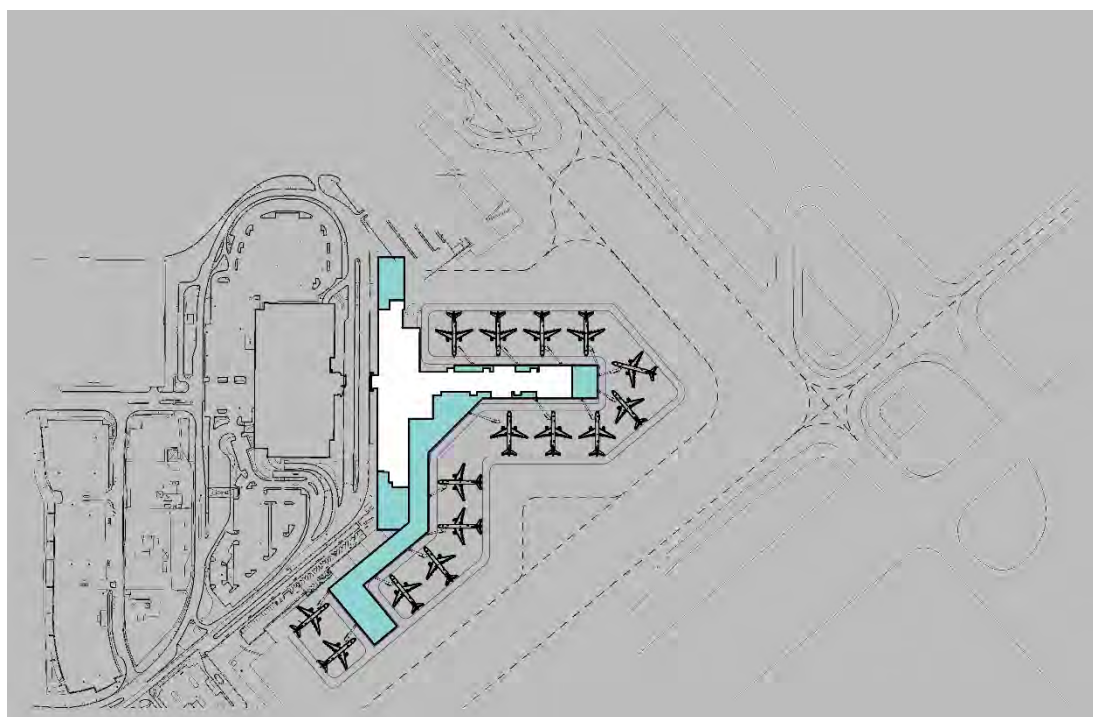
This section describes and depicts layout options for the Long-Term and Ultimate terminal development demand levels. The terminal option layouts are categorized into one of two configurations – pier or linear. The Pier layout options generally exhibit the characteristic of double-loaded concourse configuration where aircraft are parked on either side of a terminal extension. Linear configurations generally exhibit the characteristic of single-loaded concourse configuration where aircraft are parked on one side of the terminal building.

D.1 Long-Term Terminal Development Options

The following represents example configurations to explore the 15-gate configuration associated with the Long-Term demand level. Note that this is not an exhaustive collection of Long-Term terminal development options. Rather, it is proof-of-concept to illustrate configuration options.

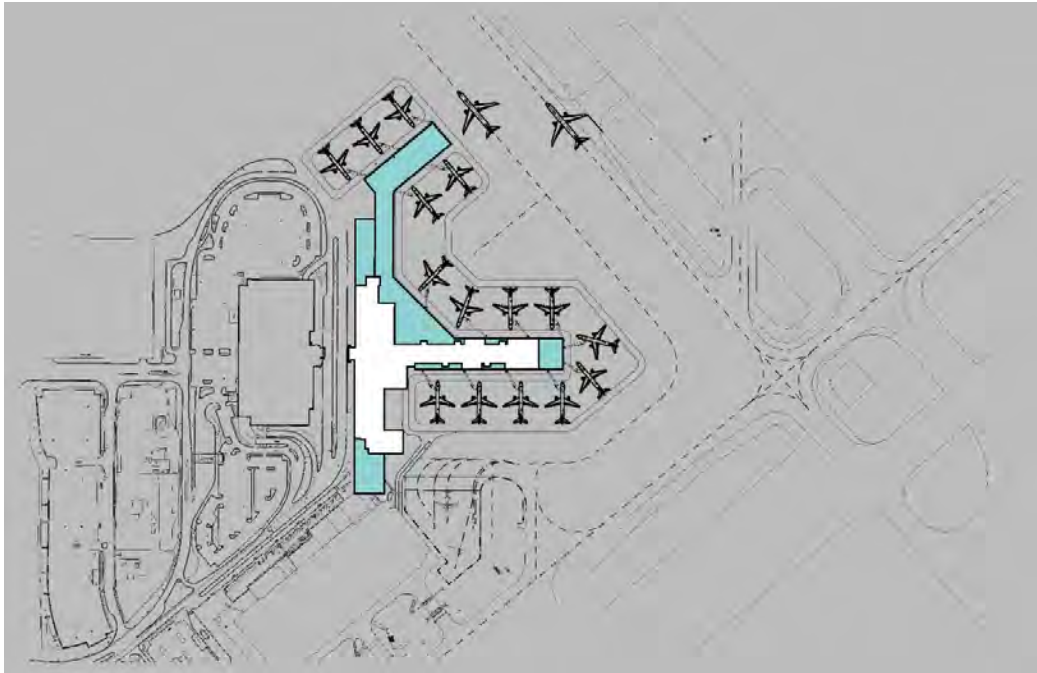
D.1.1 Pier Development Options

FIGURE D-1
LONG-TERM TERMINAL PIER OPTION 1



Source: RS&H, 2017

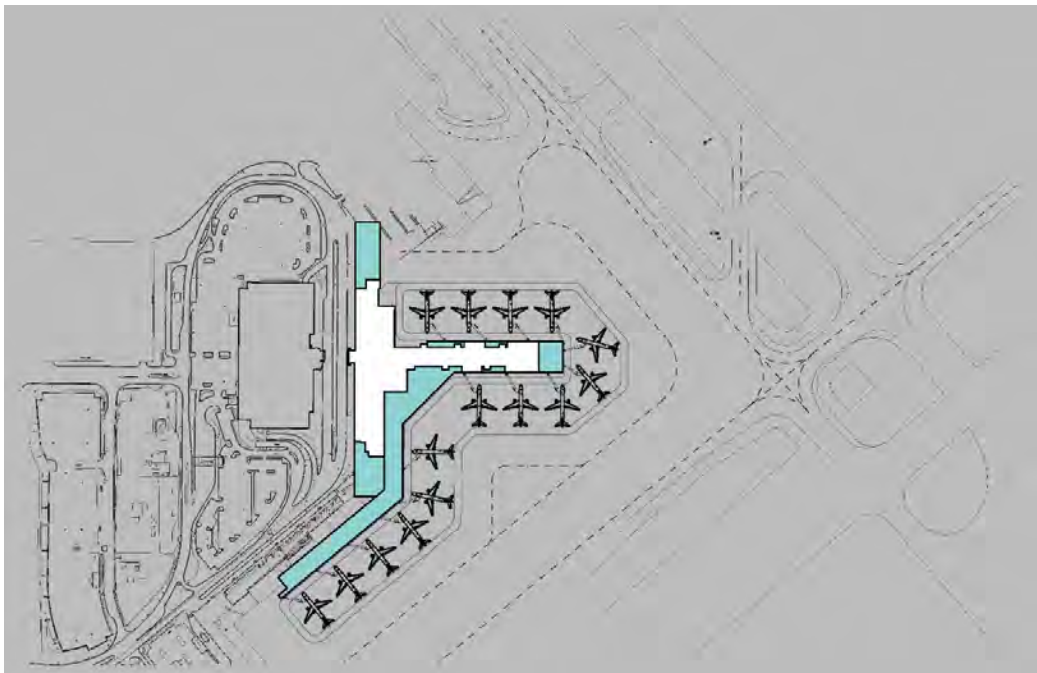
FIGURE D-2
LONG-TERM TERMINAL PIER OPTION 2



Source: RS&H, 2017

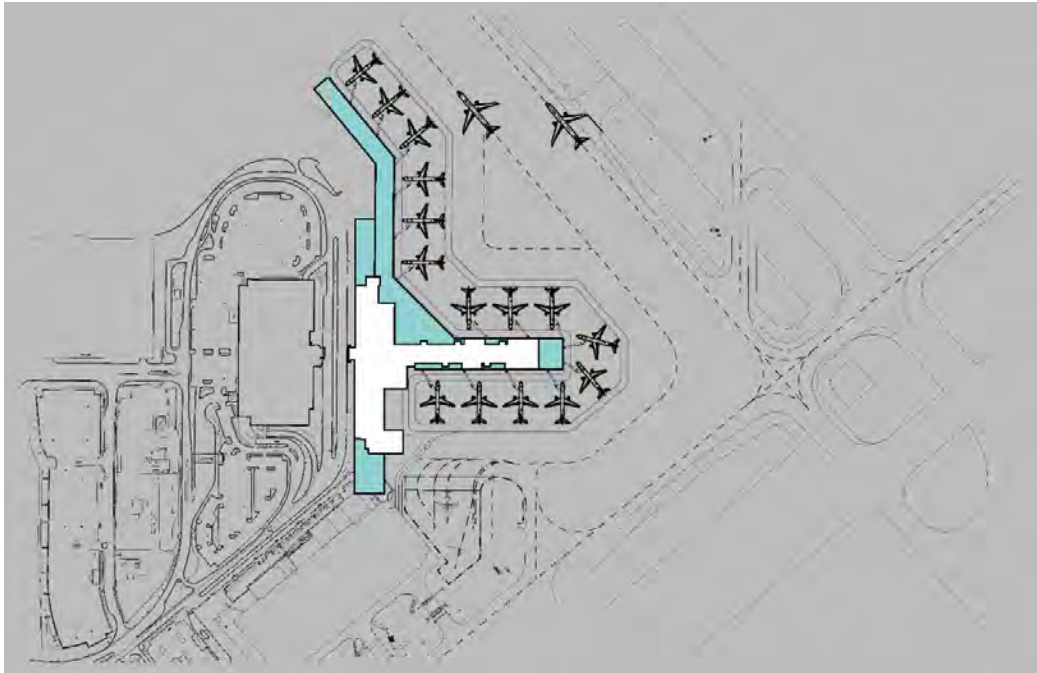
D.1.2 Linear Development Options

FIGURE D-3
LONG-TERM TERMINAL LINEAR OPTION 1



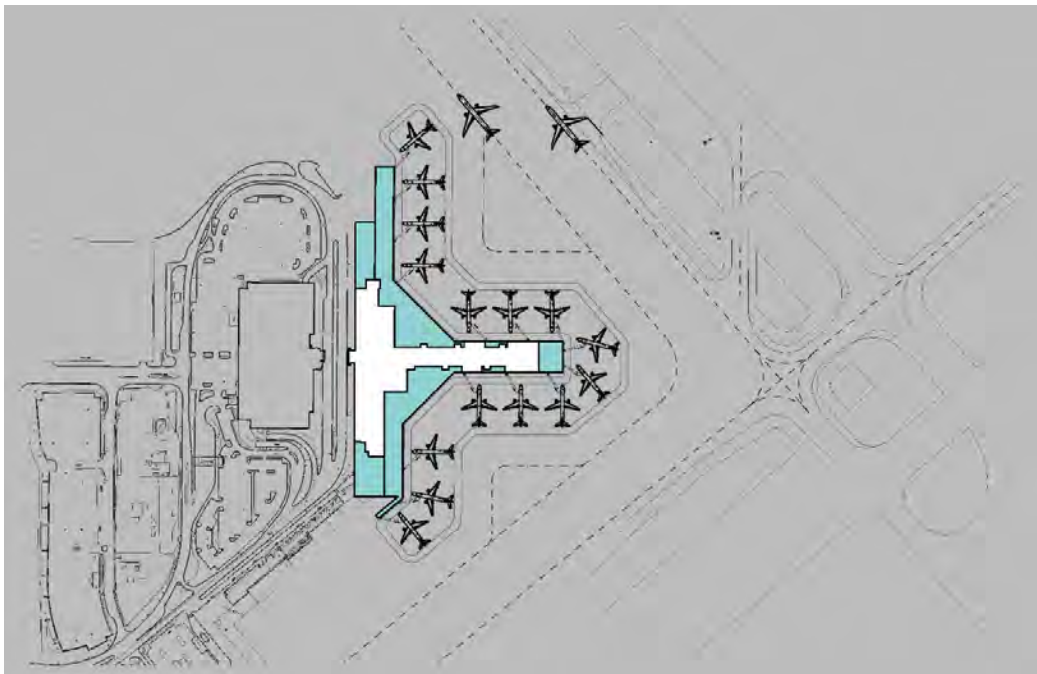
Source: RS&H, 2017

FIGURE D-4
LONG-TERM TERMINAL LINEAR OPTION 2



Source: RS&H, 2017

FIGURE D-5
LONG-TERM TERMINAL LINEAR OPTION 3



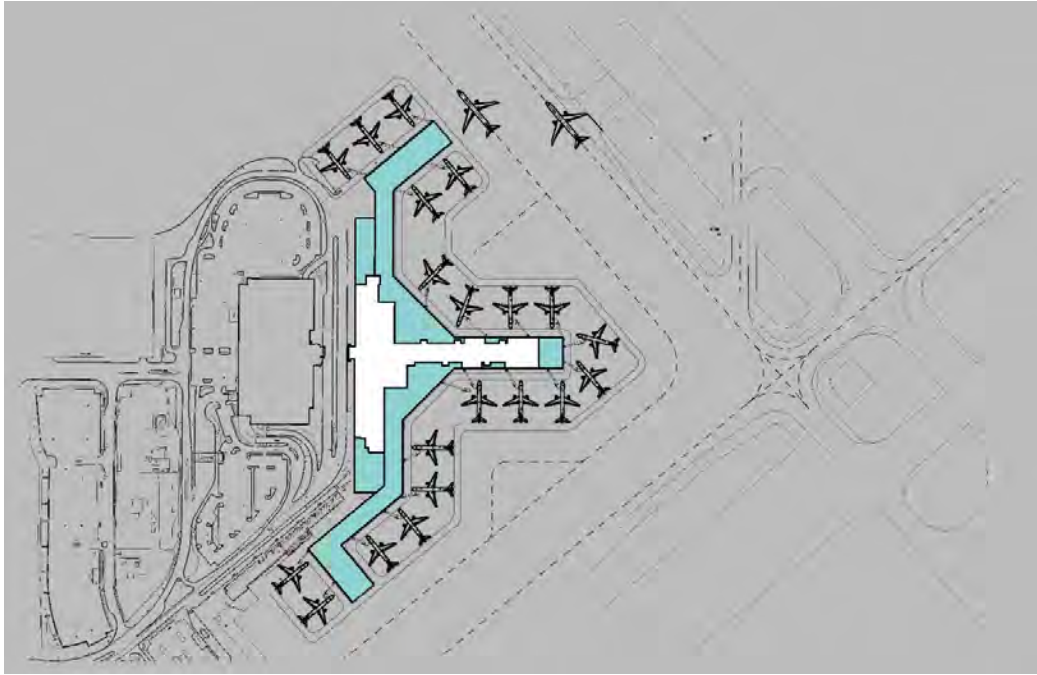
Source: RS&H, 2017

D.2 Ultimate Terminal Development Options

The following represents example configurations to explore the 20-gate configuration associated with the Ultimate buildout. Note that this is not an exhaustive collection of Ultimate terminal development options. Rather, it is proof-of-concept to illustrate configuration options.

D.2.1 Pier Development Options

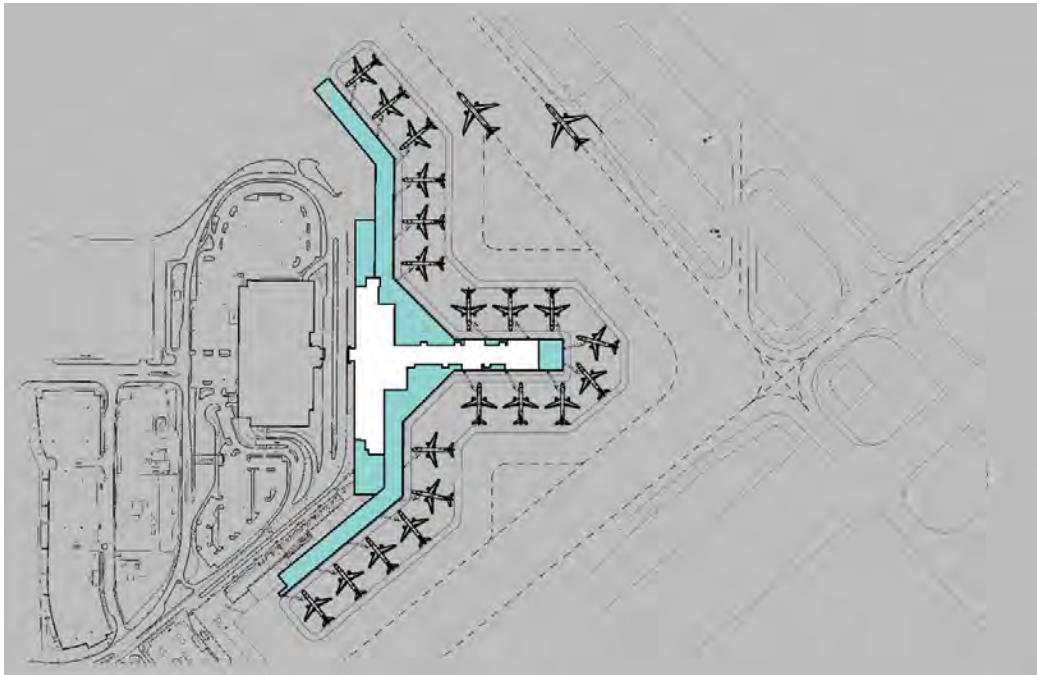
FIGURE D-6
ULTIMATE TERMINAL PIER OPTION



Source: RS&H, 2017

D.2.2 Linear Development Options

FIGURE D-7
ULTIMATE TERMINAL LINEAR OPTION



Source: RS&H, 2017

APPENDIX E AIRPORT LAYOUT PLAN

E.1 Executive Summary

The 2017 Airport Layout Plan (ALP) for Pensacola International Airport (PNS or the Airport) was prepared in conjunction with the 2017 Pensacola International Airport Master Plan Update to bring the 2007 ALP up-to-date with updated aeronautical forecasts and in accordance with Federal Aviation Administration (FAA) regulations, standards, and policies. The last Pensacola International Airport ALP was completed in 2007. The ALP update satisfies the FAA requirement of the Airport to keep the ALP current. This Narrative Report accompanies the ALP drawings and provides justification for the proposed development projects.

The ALP Narrative Report documents the existing conditions and all of the potential changes that the Airport could see over the 20-year planning horizon. This ALP Narrative Report includes a Basic Aeronautical Forecast for the Pensacola International Airport ALP. This ALP Narrative Report forecasts operations and passenger activity for the period 2015 through 2035 - and includes projections of passenger enplanements and operations. As part of the aviation activity forecasts, a Base (most likely) forecast, a Low forecast, and a High forecast that covers the period 2015 to 2035 were developed. Fiscal year 2015 is used as the base year for all forecasts. The forecast compares the FAA's Terminal Area Forecast (TAF) from 2015 which was published in January of 2016.

[Section E.9 Airport Development Summary](#) provides details on the recently completed, planned, and proposed development projects for the Airport. [Table E-1](#) describes the projects proposed for implementation throughout the Capital Improvement Project Costs 2025 Program.

TABLE E-1
PROPOSED PROJECTS

Project	Estimated Project Total
T-Hangar Construction	\$4,200,000
T-Hangar Taxilane Construction	\$754,000
Taxiway/Apron, Removal	\$969,000
Taxiway A1	\$1,174,000
Taxiway A Extension	\$1,723,000
Taxiway Removal	\$215,000
GA Fuel Farm Construction	\$646,000
Existing Fuel Farm Demolition	\$100,000
Taxiway D Upgrade	\$5,923,000
Runway 17-35 Extension	\$3,123,000
New Parallel Taxiway Construction	\$18,846,000
PBN/RNAV Commissioning	\$108,000
Runway 26 MALSR Installation	\$2,854,000
Runway 35 MALSR Installation	\$2,854,000
GA Self-Service Fuel Station	\$215,000

Project	Estimated Project Total
Helicopter Apron to Parking Lot Conversion	\$162,000
Terminal Bag Claim Lobby Expansion	\$2,800,000
GA CBP Facility Construction	\$2,154,000
Helicopter Hard Stand Construction	\$108,000
Heliworks Building Demolition	\$22,000
Center Median Demolition	\$108,000
Center Median Reconstruction	\$108,000
Crosswalk Median Canopy Demolition	\$108,000
Crosswalk Median Canopy Reconstruction	\$646,000
North Crosswalk Canopy Demolition	\$108,000
North Crosswalk Canopy Reconstruction	\$108,000
Center Median to Traffic Lane	\$108,000
Outer Curb Demolition	\$108,000
APS	\$6,557,000
Inbound Bag Room Relocation	\$7,969,000
Paved Airside Perimeter Road	\$754,000
Parking Structure Construction	\$30,000,000
TRACON Building Removal and RON Construction	\$5,000,000
Jet A Fuel Farm Construction	\$1,250,000

Source: RS&H, Inc. 2018

E.2 Introduction and Airport Background

The Pensacola International Airport ALP Update has been prepared in accordance with FAA ARP SOP No. 2.00 *ALP Review Checklist*. Pensacola International Airport is owned and operated by the City of Pensacola. The Airport operates as a department within the City. The public use airport has an airport elevation of 121.2 feet above mean sea level. The Airport is regulated under Federal Aviation Regulations Title 14 Part 139, *Airport Certification*. The Airport is designated as a Class I airport and is located three miles northeast of downtown Pensacola.

PNS is classified as a Primary, Small Hub Commercial Service airport within the National Plan of Integrated Airport Systems (NPIAS). The primary ground transportation access route to the Airport is via Interstate Highway 10 (I-10) and is located approximately two miles north of the Airport. The Airport occupies approximately 1,400 acres in the northeast portion of the City of Pensacola.

Pensacola is located within the Pensacola-Ferry Pass-Brent, FL Metropolitan Statistical Area (MSA). The MSA encompasses the combined area within Escambia County and Santa Rosa County. Pensacola International Airport is the only commercial service airport located within the MSA. In the case of the air travel market in Northwest Florida and Southeast Alabama, commercial air service is provided at four

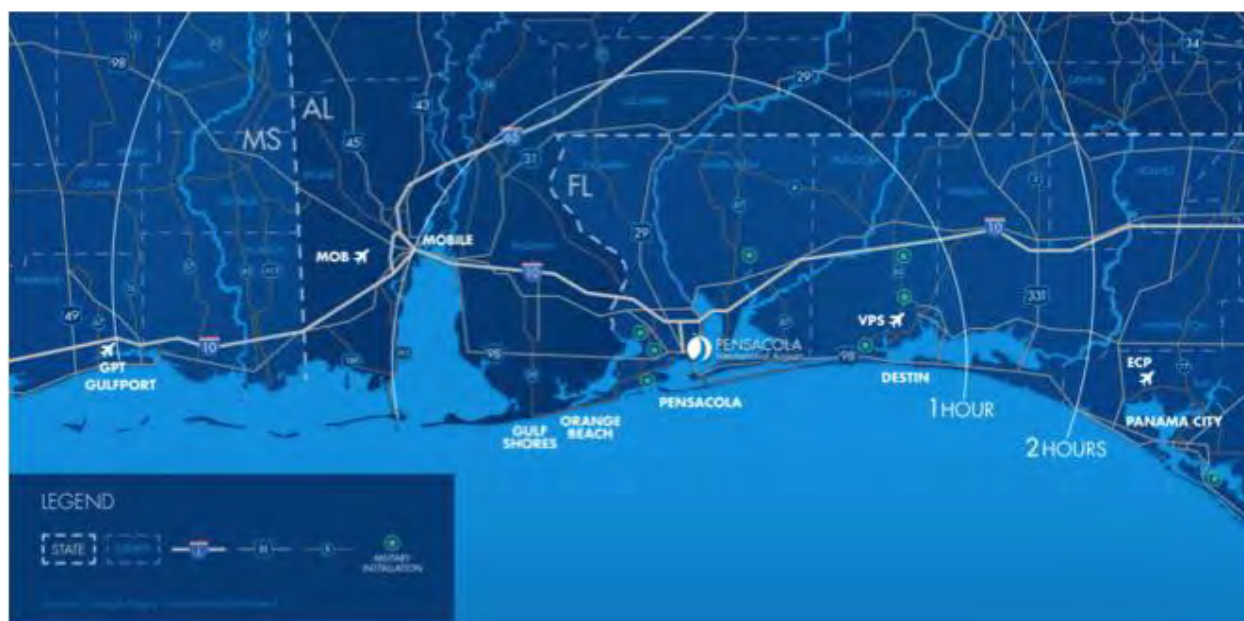
airports: Pensacola International Airport, Mobile Regional Airport (MOB), Destin Ft. Walton Beach Airport (VPS), and Northwest Florida Beaches International Airport (ECP), as shown in [Figure E-1](#).

PNS Air Traffic Control Tower (ATCT) controllers operate the airfield in parallel with Pensacola NAS operations when conditions permit, to avoid conflicts. PNS ATCT controllers will operate in parallel flows with Pensacola NAS up to an eight- or nine-knot crosswind.

Helicopter traffic is also prevalent at and near PNS, with a large proportion of helicopter traffic associated with military training flights. In addition, the following three hospitals are located with four miles of PNS and account for low flying helicopter operations near the Airport:

- » Sacred Heart Hospital – approximately $\frac{3}{4}$ miles west of the Airport.
- » West Florida Regional Medical Center – approximately 3 miles northwest of the Airport.
- » Baptist Hospital – approximately 3.5 miles southwest of the Airport.

FIGURE E-1
PNS SERVICE AREA



Source: InterVISTAS Consulting, Inc. 2016

E.3 Basic Aeronautical Forecasts

This aviation activity forecast for Pensacola International Airport (PNS) includes a Base (most likely) forecast, a Low forecast, and a High forecast that cover the period 2015 to 2035. These forecasts outline anticipated:

- » Fiscal year passenger enplanements
- » Fiscal year air cargo volumes
- » Fiscal year air transport movements (commercial, general aviation, and military)
- » Peak hour and peak month forecasts

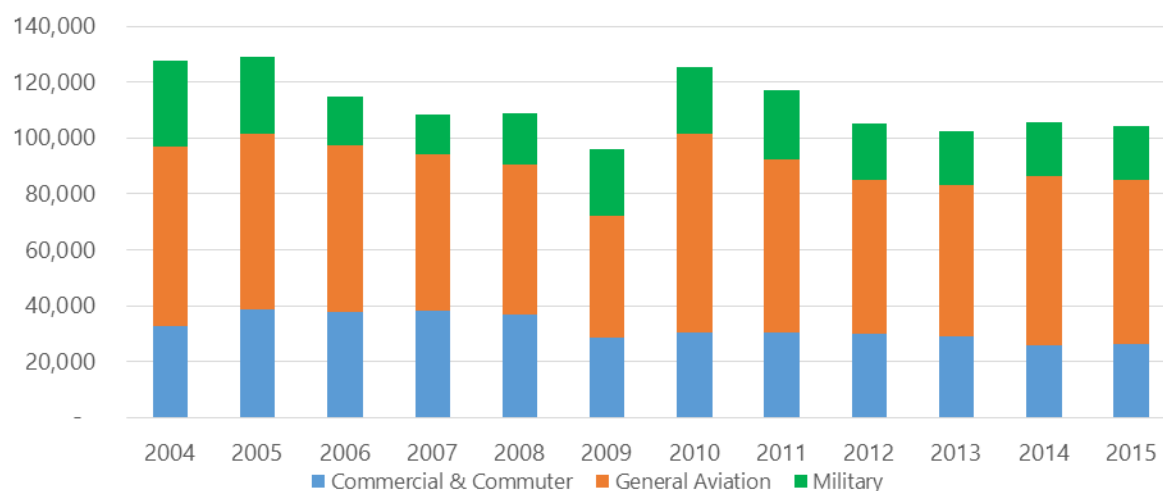
The forecasts are based on the FAA's 2015 Terminal Area Forecast (TAF) as well as information regarding economic outlook, market developments, and other industry intelligence. The analysis developed projections of passenger enplanements, aircraft movements, and cargo volumes. Fiscal year 2015 is used as the base year for all forecasts. An econometric model was developed to relate actual enplanements between 2002 and 2015 and an estimate of 2016 enplanements to actual socioeconomic variables. This model includes measures of the economic growth in Pensacola and Florida, population growth and income growth in both of these areas, airline fare levels, and other relevant factors.

The *FAA Aerospace Forecast* projects a 4.2 percent growth rate year-over-year for 2015 to 2016 in the domestic enplanement passenger sector, with an average annual growth rate of 1.9 percent over the full forecast period. Additionally, the FAA TAF Forecast for PNS projects a compound annual growth rate of 2.0 percent for enplanements for 2015 through 2035.

E.3.1 Annual Aircraft Operations

Aircraft operations at PNS, shown in [Figure E-2](#) reflect the airline industry's rapid retirement of small regional jets in favor of larger aircraft. Fluctuations in military activity at PNS were greatest between 2004 and 2007.

FIGURE E-2
AIRCRAFT OPERATIONS

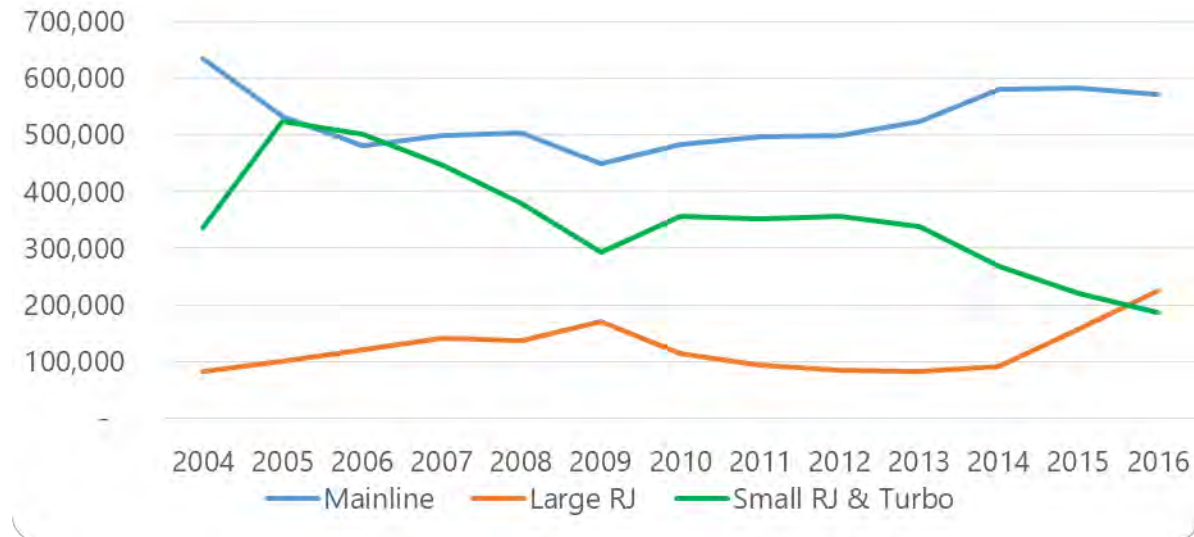


Source: Pensacola International Airport

E.3.2 Aircraft Fleet Mix

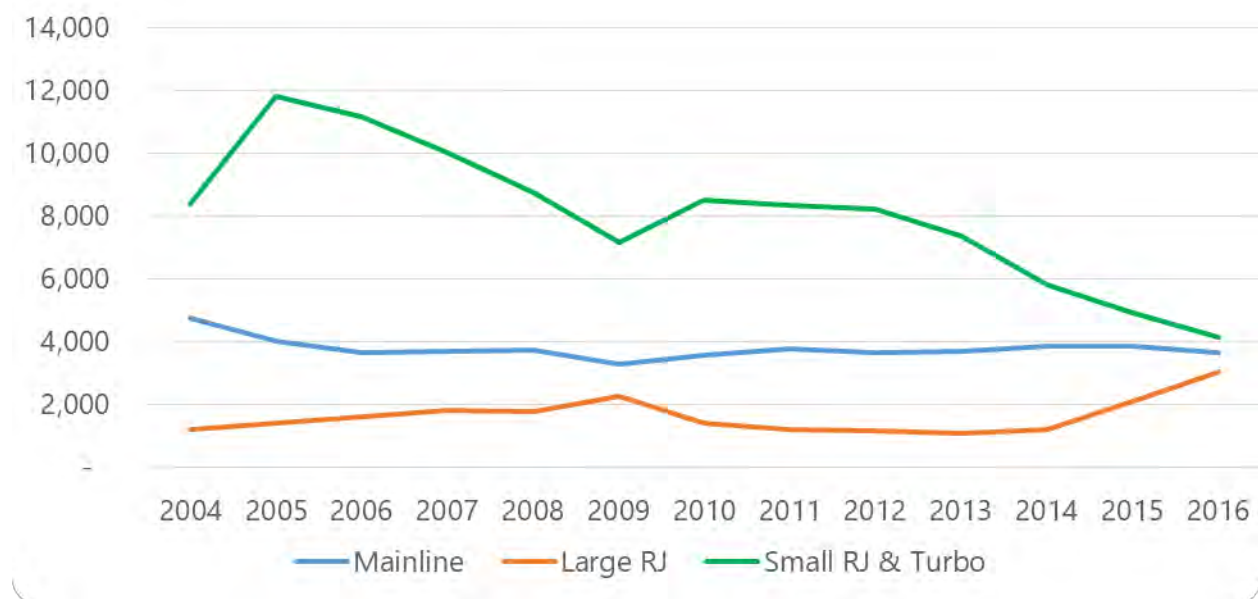
Figure E-3 and *Figure E-4* demonstrate the shift from smaller aircraft to larger aircraft. In 2009, these operations represented 53 percent of the annual departures, and by 2016 they accounted for only 38 percent.

FIGURE E-3
ANNUAL OUTBOUND SEATS



Source: Innovata Schedules

FIGURE E-4
ANNUAL DEPARTURE OPERATIONS

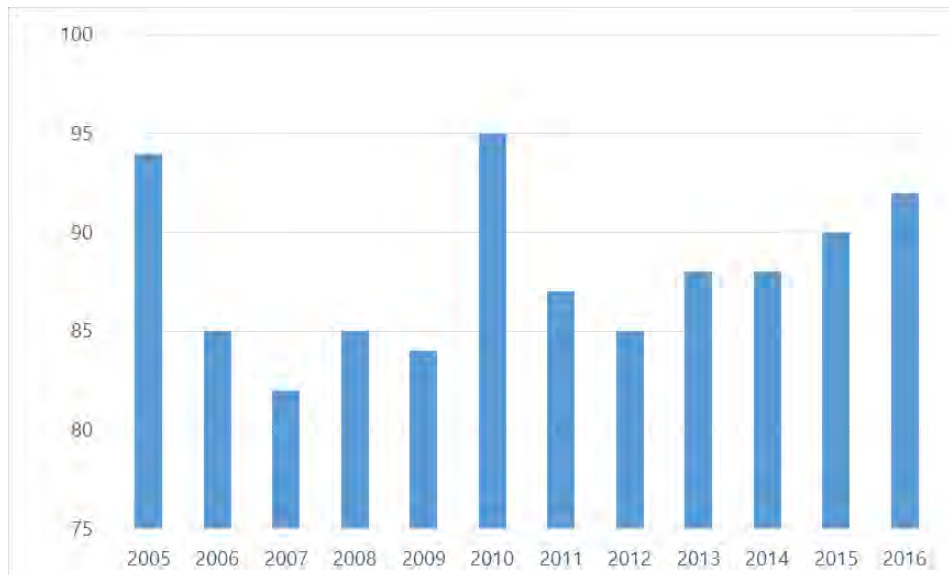


Source: Innovata Schedules

E.3.3 Based Aircraft

Figure E-5 shows the Based Aircraft at PNS from 2005 to 2016. This information is sourced from the FAA Terminal Area Forecast, January 2016, which is the best available source for this data.

FIGURE E-5
BASED AIRCRAFT (2005-2016)

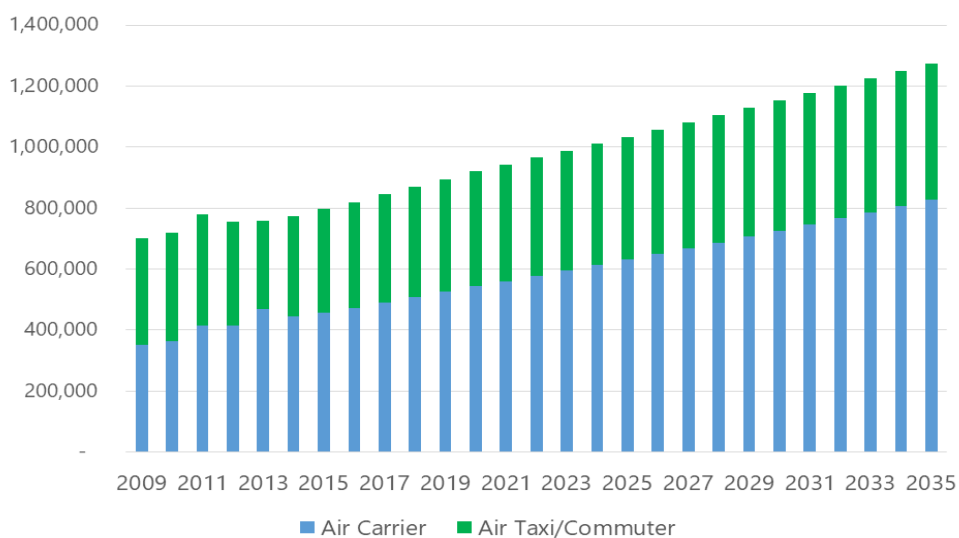


Source: FAA Terminal Area Forecast, January 2016

E.3.4 Passenger Enplanement Forecast

In 2015, the Air Carrier category represented 43 percent of all enplanements, which is forecast to grow to 65 percent by 2035. *Figure E-6* breaks down the Base Case enplaned passenger forecast by commercial carrier category type: Air Carrier and Air Taxi/Commuter.

FIGURE E-6
ENPLANED PASSENGERS BY COMMERCIAL CATEGORY



Source: InterVISTAS Consulting, Inc. 2016

The Low Case utilizes the Base Case GDP growth reduced by 10 percent, while the High Case applies a 10 percent increase to the forecast GDP growth rate. The Base Case of enplaned passengers at PNS and the subsequent sensitivity analysis forecasts for the Low and High Cases are displayed in [Table E-2](#).

TABLE E-2
ENPLANED PASSENGER FORECAST

Year	Base Case	Low Case	High Case
2002	632,379	632,379	632,379
2005	799,759	799,759	799,759
2010	719,648	719,648	719,648
2015	797,854	797,854	797,854
2016	819,396	819,396	819,396
2017	844,722	839,516	850,005
2018	870,048	859,635	880,614
2019	895,373	879,755	911,223
2020	920,699	899,874	941,832
2025	1,033,956	982,753	1,087,206
2030	1,152,239	1,065,651	1,244,523
2035	1,274,815	1,147,731	1,413,625
Compound Annual Growth Rate (CAGR)			
2002-2015	1.80%	1.80%	1.80%
2015-2016	2.70%	2.70%	2.70%
2015-2020	2.91%	2.44%	3.37%
2015-2025	2.63%	2.11%	3.14%
2015-2030	2.48%	1.95%	3.01%
2015-2035	2.37%	1.83%	2.90%

Source: InterVISTAS Consulting, Inc. 2016

E.3.5 Forecast Case and TAF Comparison (2015)

Table E-3 summarizes the forecasts and growth rates put forth in the Base Case forecast. *Table E-4* compares the airport planning forecast to the TAF forecast.

TABLE E-3
ENPLANEMENTS AND OPERATIONS FORECAST SUMMARY

						Ave Compound Annual Growth Rates			
Passenger Enplanements	2015	2016	2020	2025	2030	2016	2020	2025	2030
Air Carrier	455,708	471,242	544,018	631,317	726,247	3.41%	3.61%	3.31%	3.16%
Commuter	342,146	348,154	376,681	402,639	425,992	1.76%	1.94%	1.64%	1.47%
Total Enplanements	797,854	819,396	920,699	1,033,956	1,152,239	2.70%	2.91%	2.63%	2.48%
Operations									
Itinerant									
Air carrier	11,487	15,232	17,213	19,454	21,804	32.60%	8.43%	5.41%	4.36%
Commuter/air taxi	14,858	11,491	11,400	10,893	10,236	-22.66%	-5.16%	-3.06%	-2.45%
Total Commercial	26,345	26,722	28,613	30,348	32,039	1.43%	1.67%	1.42%	1.31%
General aviation	25,935	26,039	26,353	26,750	27,154	0.40%	0.32%	0.31%	0.31%
Military	18,323	18,323	18,323	18,323	18,323	0.00%	0.00%	0.00%	0.00%
Local									
General aviation	32,656	32,787	33,182	33,683	34,191	0.40%	0.32%	0.31%	0.31%
Military	1,141	1,141	1,141	1,141	1,141	0.00%	0.00%	0.00%	0.00%
Total Operations	104,400	105,012	107,611	110,244	112,848	0.59%	0.61%	0.55%	0.52%
Cargo (million tons) (enplaned + deplaned)	12.8	14.0	14.8	16.0	16.9	9.26%	3.01%	2.25%	1.84%
Based Aircraft									
Single Engine	64	65	69	76	81	1.10%	0.66%	0.44%	0.36%
Multi Engine	5	5	7	10	15	7.10%	7.39%	5.97%	5.21%
Jet	18	19	22	25	30	10.00%	8.45%	6.63%	5.71%
Helicopter	3	3	3	3	3	0.00%	0.00%	0.00%	0.00%
Total	90	92	101	114	129	2.22%	2.33%	2.39%	2.43%
Operational Factors									
Ave aircraft size (seats)	72	73	78	82	87				
Ave enplaning load factor									
Air carrier	84%	83%	83%	83%	83%				
Commuter	82%	83%	83%	83%	83%				

Source: InterVISTAS Consulting, Inc. 2016

TABLE E-4
COMPARISON OF BASE CASE FORECAST TO TAF

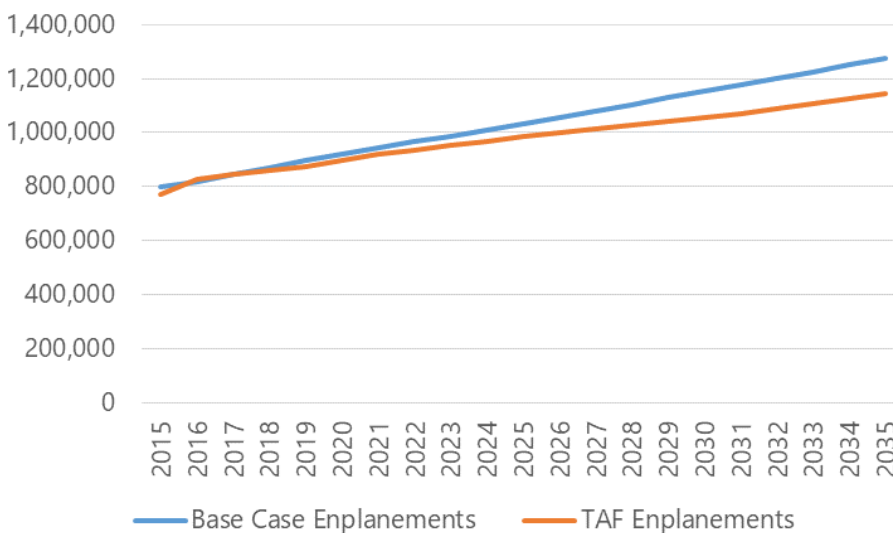
Year	Forecast	TAF	% Difference)
Passenger Enplanements			
2015	797,854	772,649	3.26%
2020	920,699	896,255	2.73%
2025	1,033,956	983,507	5.13%
2030	1,152,239	1,057,190	8.99%
Commercial Operations			
2015	26,345	26,345	0.00%
2020	28,613	29,310	-2.38%
2025	30,348	32,229	-5.84%
2030	32,039	34,589	-7.37%
Total Operations			
2015	104,400	104,400	0.00%
2020	107,611	107,919	-0.28%
2025	110,244	111,430	-1.06%
2030	112,848	114,389	-1.35%

Source: InterVISTAS Consulting, Inc. 2016

E.3.6 Air Passengers

The Base Case Enplaned Passenger Forecast is the most likely projection of forecasted enplanements at PNS. [Figure E-7](#) shows that in the near-term, the two forecasts diverge at a rate of less than 3 percent.

FIGURE E-7
PASSENGER ENPLANEMENTS FORECAST COMPARED TO FAA TAF



Source: InterVISTAS Consulting, Inc., FAA TAF 2015, published January 2016

E.3.7 Air Cargo Forecast

During the forecast period, total air cargo at PNS is expected to increase 27 percent, from 14.0 million pounds in 2016 to 17.8 million pounds in 2035, as shown in [Table E-5](#). All-cargo aircraft will continue to carry the majority of PNS air cargo – 96 percent in 2016 and 94 percent in 2035.

TABLE E-5
AIR CARGO FORECAST SUMMARY

Year	Air Cargo (pounds)	Compound Avg. Growth Rate (relative to Base Year)
Historic		
2011	2,747,535	
2012	12,625,683	
2013	12,818,948	
2014	13,038,818	
2015	13,062,249	
Base Year		
2016	14,005,129	
Forecast		
2020	14,863,418	0
2025	16,017,562	1.50%
2030	16,859,185	1.30%
2035	17,754,388	1.30%

Source: InterVISTAS Consulting, Inc. 2016

E.3.8 Critical Aircraft

The Boeing 757-200 (used for passenger operations) and Airbus A300-600 (used for cargo operations) represent the two largest aircraft that regularly operate at PNS. Both the 757 and the A300 are included in Aircraft Approach Category (AAC) C and Airplane Design Group (ADG) IV. The A300 is slightly more demanding on taxiway design, falling into Taxiway Design Group (TDG) 5, as shown in [Table E-6](#). Therefore, the Composite Design Aircraft recommendation is C-IV with TDG 5.

TABLE E-6
CRITICAL AIRCRAFT

Aircraft	AAC	ADG	TDG	Annual Operations		
				Estimate	Forecast	
				2016	2020	2025
Boeing 757-200	C	IV	4	1,407	1,359	1,486
Airbus 300-600	C	IV	5	505	517	530

Source: InterVISTAS Consulting, Inc. 2016

E.3.9 General Aviation Operations

This forecast uses the projected GA growth rates published in the FAA Aerospace Forecast, Fiscal Year 2016-2035, which estimates GA growth nationally to be 0.4 percent for 2015 to 2016 and then roughly 0.3 percent per year through the end of the forecast period in 2035, as shown in [Table E-7](#).

TABLE E-7
GENERAL AVIATION OPERATIONS FORECAST

Year	Operations
2005	63,083
2010	71,369
2015	58,591
2016	58,825
2017	59,002
2018	59,179
2019	59,356
2020	59,534
2025	60,433
2030	61,345
2035	62,270

Source: InterVISTAS Consulting, Inc. 2016

E.3.10 Annual Military Operations

The general practice in estimating military operations is to hold the most recent year level of operations constant throughout the planning period, as shown in [Table E-8](#).

TABLE E-8
MILITARY OPERATIONS FORECAST

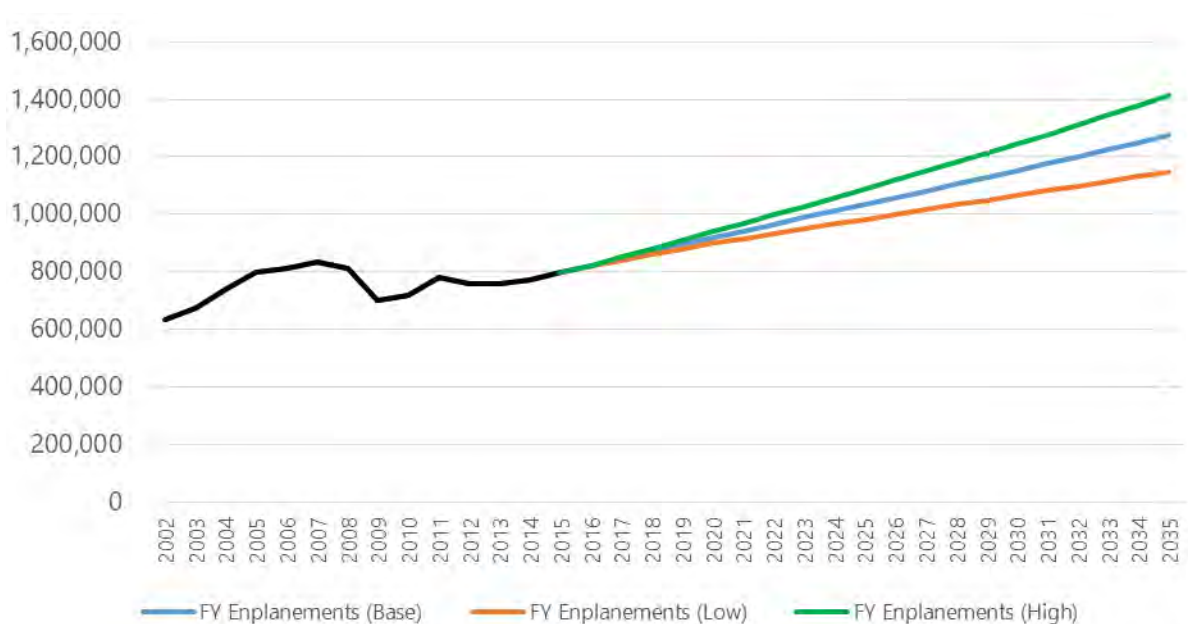
Year	Operations
2005	27,580
2010	23,979
2015	19,464
2016	19,464
2017	19,464
2018	19,464
2019	19,464
2020	19,464
2025	19,464
2030	19,464
2035	19,464

Source: InterVISTAS Consulting, Inc. 2016

E.3.11 Forecast Summary

In summary, the forecasts presented should be considered the most probable unconstrained cases of airport activity at PNS, given the most recent data available. A compound annual growth rate of 2.37 percent for annual enplanements is expected over the forecast period. The PNS annual enplanements forecast summary is presented in [Figure E-8](#).

FIGURE E-8
ANNUAL ENPLANEMENTS FORECAST SUMMARY



Source: InterVISTAS Consulting, Inc. 2016

E.4 Runway Requirements

FAA Advisory Circular 150/5300-13A – Change 1, *Airport Design*, indicates that the primary runway should be orientated in the direction of the prevailing wind. A crosswind runway is recommended when the primary orientation provides less than 95 percent wind coverage. The 95 percent wind coverage is computed based on the crosswind component not exceeding the allowable value determined by the Runway Design Code.

E.4.1 Runway Orientation

The visual meteorological conditions (VMC) wind analysis indicates that Runway 17-35 provides sufficient wind coverage for all crosswind components. Runway 8-26 does not provide sufficient wind coverage for the 10.5-knot or 13-knot crosswind components in a single runway configuration in VMC. However, the combined runway configuration provides sufficient wind coverage for all crosswind components in VMC as described in [Table E-9](#).

The instrument meteorological conditions (IMC) wind analysis indicates that Runway 17-35 does not provide sufficient wind coverage for the 10.5-knot component in a single runway configuration in IMC. Runway 8-26 also does not provide sufficient wind coverage for the 10.5-knot or 13-knot crosswind

components. Therefore, sole use of either runway does not provide sufficient coverage for the 10.5-knot crosswind component as described in [Table E-10](#).

The all-weather analysis indicates that Runway 17-35 provides sufficient wind coverage for all crosswind components in a single runway configuration when averaged for all weather conditions. Runway 8-26 does not provide sufficient wind coverage for the 10.5-knot or 13-knot crosswind components in a single runway configuration when averaged for all weather conditions. The all-weather wind coverage is described in [Table E-11](#).

TABLE E-9
VMC WIND ROSE

Runway	Crosswind Component (Knots)			
	10.5	13	16	20
Runway 17-35	96.30%	98.35%	99.64%	99.94%
Runway 8-26	86.93%	92.80%	98.50%	99.70%
Combined	99.30%	99.88%	99.98%	100.00%

Source: NCDC, 2017

Notes: Based on 70,929 observations between 0530-2300 when the ATCT is operational.

TABLE E-10
IMC WIND ROSE

Runway	Crosswind Component (Knots)			
	10.5	13	16	20
Runway 17-35	94.11%	96.99%	98.92%	99.74%
Runway 8-26	84.87%	90.98%	96.93%	99.21%
Combined	98.49%	99.51%	99.86%	99.99%

Source: NCDC, 2017

Notes: Based on 15,195 observations between 0530-2300 when the ATCT is operational.

TABLE E-11
ALL-WEATHER WIND ROSE

Runway	Crosswind Component (Knots)			
	10.5	13	16	20
Runway 17-35	95.91%	98.11%	99.51%	99.90%
Runway 8-26	86.57%	92.48%	98.22%	99.61%
Combined	99.16%	99.81%	99.96%	100.00%

Source: NCDC, 2017

Notes: Based on 86,124 observations between 0530-2300 when the ATCT is operational.

E.4.2 Runway Design Standards

The runway design standards are defined by FAA regulations and best planning practices to optimize airfield safety. The existing and future runway design standards at PNS are based on AAC-C and ADG-IV aircraft. The detailed runway design standards and existing dimensions are described in [Table E-12](#), [Table E-13](#), and [Table E-14](#).

TABLE E-12
RUNWAY 8-26 DESIGN STANDARDS

Design Component	RUNWAY 8-26		
	FAA Std. (ft.)	Exist. Dim. (ft.)	Standard Met (✓)
Runway Width	150	150	✓
Shoulder Width	25	25	✓
Blast Pad Width	200	200	✓
Blast Pad Length	200	200	✓
Crosswind Component	20 knots	20 knots	✓
RSA Length Beyond Departure End	1,000	1,000	✓
RSA Length Prior to Threshold	600	600	✓
RSA Width	500	500	✓
ROFA Length Beyond Departure End	1,000	1,000	✓
ROFA Length Prior to Threshold	600	600	✓
ROFA Width	800	800 ¹	✓
ROFZ Length Beyond End	200	200	✓
ROFZ Width	400	400	✓

	RUNWAY 8 End			RUNWAY 26 End		
	FAA Std. (ft.)	Exist. Dim. (ft.)	Std. Met (✓)	FAA Std. (ft.)	Exist. Dim. (ft.)	Std. Met (✓)
POFZ Length	n/a	n/a	-	n/a	n/a	-
POFZ Width	n/a	n/a	-	n/a	n/a	-
Approach RPZ Length	1,700	1,700	✓	1,700	1,700	✓
Approach RPZ Inner Width	500	500	✓	1,000	1,000	✓
Approach RPZ Outer Width	1,010	1,010	✓	1,510	1,510	✓
Departure RPZ Length	1,700	1,700	✓	1,700	1,700	✓
Departure RPZ Inner Width	500	500	✓	500	500	✓
Departure RPZ Outer Width	1,010	1,010	✓	1,010	1,010	✓
Runway Centerline to Parallel Runway Centerline	n/a	n/a	-	n/a	n/a	-
Runway Centerline Holding Position	251	251	✓	251	251	✓
Runway Centerline to Parallel Taxiway Centerline	400	400	✓	400	400	✓
Runway Centerline to Aircraft Parking Area	500	755	✓	500	466	✗
Runway Centerline to Helicopter Touchdown Pad	700	825	✓	700	825	✓

Source: RS&H, 2017

TABLE E-13
RUNWAY 17-35 DESIGN STANDARDS

RUNWAY 17-35						
Design Component	FAA Std. (ft.)	Exist. Dim. (ft.)	Standard Met (✓)			
Runway Width	150	150	✓			
Shoulder Width	25	25	✓			
Blast Pad Width	200	200	✓			
Blast Pad Length	200	200	✓			
Crosswind Component	20 knots	20 knots	✓			
RSA Length Beyond Departure End	1,000	1,000	✓			
RSA Length Prior to Threshold	600	600	✓			
RSA Width	500	500	✓			
ROFA Length Beyond Departure End	1,000	1,000	✓			
ROFA Length Prior to Threshold	600	600	✓			
ROFA Width	800	800	✓			
ROFZ Length Beyond End	200	200	✓			
ROFZ Width	400	400	✓			
	RUNWAY 17 End			RUNWAY 35 End		
	FAA Std. (ft.)	Exist. Dim. (ft.)	Std. Met (✓)	FAA Std. (ft.)	Exist. Dim. (ft.)	Std. Met (✓)
POFZ Length	200	200	✓	n/a	n/a	-
POFZ Width	800	800	✓	n/a	n/a	-
Approach RPZ Length	2,500	2,500	✓	1,700	1,700	✓
Approach RPZ Inner Width	1,000	1,000	✓	1,000	1,000	✓
Approach RPZ Outer Width	1,750	1,750	✓	1,510	1,510	✓
Departure RPZ Length	1,700	1,700	✓	1,700	1,700	✓
Departure RPZ Inner Width	500	500	✓	500	500	✓
Departure RPZ Outer Width	1,010	1,010	✓	1,010	1,010	✓
Runway Centerline to Parallel Runway Centerline	n/a	n/a	-	n/a	n/a	-
Runway Centerline Holding Position	251	251	✓	251	251	✓
Runway Centerline to Parallel Taxiway Centerline	400	486	✓	400	488	✓
Runway Centerline to Aircraft Parking Area	500	665	✓	500	500	✓
Runway Centerline to Helicopter Touchdown Pad	700	1,914	✓	700	1,914	✓

Source: RS&H, 2017

TABLE E-14
RUNWAY DATA

Item	Runway 8-26		Runway 17-35	
Runway Length	7,000 ft.		7,004 ft.	
Runway Width	150 ft.		150 ft.	
Pavement Surface	Grooved Asphalt		Grooved Concrete	
Pavement Condition	Satisfactory		Good	
Pavement Strength				
Pavement Classification	65/F/B/W/T		74/R/B/W/T	
Edge Lighting Intensity	High		High	
	Runway 8	Runway 26	Runway 17	Runway 35
True Alignment	77°	258°	167°	347°
Magnetic Alignment	78°	257°	166°	346°
End Elevation (MSL)	97 ft.	114 ft.	121 ft.	103 ft.
Gradient	0.2% Up	0.2% Down	0.3% Down	0.3% Up
Markings	Non-Precision	Non-Precision	Precision	Precision
Markings Condition	Good*	Good*	Good*	Good*
Visual Approach Aids	REIL	REIL	MALSR	REIL
Part 77 Approach	Non-Precision	Non-Precision	Precision	Non-Precision
Declared Distances	None	None	None	None
Modification to Standards	None	None	None	None

Source: RS&H, 2017

E.5 Navigational Aids

The PNS rotating beacon is located atop the ATCT cab. The PNS segment circle is located in the northeast quadrant, just north of Taxiway B and east of Runway 17-35 and is collocated with a wind cone. The ASOS equipment is located in the northeast quadrant, east of Taxiway A3.

E.6 Annual Instrument Approaches

The FAA designation for the PNS Terminal Radar Approach Control (TRACON) is P31. At PNS the ATCT and TRACON are operated as independent facilities. The PNS TRACON is operational 24 hours per day. The PNS TRACON controls terminal approach for Pensacola Naval Air Station/Sherman Field, Pensacola International; Airport, Whiting Naval Air Station, Choctaw Naval Outlying Station, and Santa Rosa Naval Air Station.

E.7 Departure Reference Code and Runway Design Code

The Departure Reference Code (DPRC) distinguishes an AAC and ADG for a runway based on its runway to parallel taxiway separation. Runway 17-35 and Runway 8-26 have a current DPRC of D-IV and D-V. Runway 17 has a Runway Design Code (RDC) of C-IV-2400. Runway 35 has a RDC of C-IV-4000. Runway 8 has a RDC of C-IV-5000. Runway 26 has a RDC of C-IV-4000.

E.8 Approach Reference Code

The Approach Reference Code (APRC) is composed of three components that include AAC, ADG, and visibility minimums. The current APRC of Runway 17 is D-IV 2400 and D-V-2400. Runway 35 has a current APRC of D-IV-4000 and D-V-4000. Runway 8 has a current APRC of D-IV-5000 and Runway 26 has a current APRC of D-IV-4000 and D-V-4000.

E.9 Airport Development Summary

E.9.1 Projects since Last ALP

The Airport has had several projects completed since the last ALP in 2007. This section describes those development projects.

Vehicle Parking Facilities

Two economy lots were constructed and completed between 2009 and 2013. Due to their proximity, both economy lots do not require shuttle service.

Runway 17-35 Repaved

In 2008, Runway 17-35 was repaved with concrete. Runway 17-35 is the longest runway at PNS.

Passenger Terminal Expansion

In 2011, the passenger terminal was expanded and renovated to include additional space for passenger screening and concessions. The Airport name was changed from Pensacola Gulf Coast Regional Airport to Pensacola International Airport.

Hotel Construction

The Hyatt Place Pensacola Airport Hotel was constructed in 2013 and is located west of the Airport Terminal on Airport Boulevard.

Remain Overnight (RON)

RON aircraft parking apron was constructed in the passenger terminal apron, south of Gate 1 and Gate 3. The RON parking apron was completed in 2011 and accommodates three ADG II aircraft, two ADG-III aircraft, or one ADG-IV aircraft

Rental Car Service Center

The Rental Car Service Center was constructed in 2009 and is located north of the terminal complex on Service Center Road. The Service Center is used to service and store the rental operator fleets.

TRACON

The TRACON facility became operational in 2010 and replaced the previously collocated ATCT/TRACON facility that is located north of the passenger terminal concourse and west of Taxiway A3.

E.9.2 Proposed Airport Development

The City has said it intends to implement Airport capital improvements that have been combined with the Master Plan Update recommended improvements. The combined list of CIP (Program 2025) consists of the following projects.

- » Master Planning recommended Phase 1 projects
- » Terminal Building HVAC system replacement
- » TRACON building removal and RON Construction
- » Parking Structure Construction
- » Airfield Pavement Rehabilitation
 - o APS – Section Identification 4510
 - o TW A1 – Section Identification 120

The costs of these projects are listed in [Table E-1](#). It was assumed that the City would proceed with an Airport revenue financing of Program 2025 in FY 2021, with most construction to be completed within two years. This section below summarizes the project elements, as documented in the Capital Improvement Project Costs 2025 Program.

T-Hangar Construction

An additional 58 T-hangar units are anticipated to accommodate the existing and demand forecast at PNS. The T-hangar construction may be located adjacent to the existing T-hangar development. The project has a total estimated cost of \$4,200,000.

T-Hangar Taxilane Construction

The construction of a new taxilane would provide access to the T-hangar expansion area. This project has a total estimated cost of \$754,000.

Taxiway/Apron Removal

Segments of taxiways and an apron at PNS are recommended to accommodate proposed airside alternatives. The project has a total estimated cost of \$969,000.

Taxiway A1

The Taxiway A1 project will resolve non-conforming design principles. This project has a total estimated cost of \$1,174,000.

Taxiway A Extension

This project consists of extending Taxiway A eastward to the new parallel taxiway. This project has a total estimated cost of \$1,723,000.

Taxiway Removal

Taxiway C, D1, and A7 are proposed to be removed. This project has a total estimated cost of \$215,000.

GA Fuel Farm Construction

This project consists of constructing a GA fuel farm to enhance efficiency of fueling operation for GA users at PNS. In addition, the GA fuel farm will reduce fuel traffic. This project has a total estimated cost of \$646,000.

Existing Fuel Farm Demolition

Demolishing the existing fuel farm will allow for the development of a new site for a higher and better use. This project has a total estimated cost of \$100,000.

Taxiway D Upgrade

This project will extend Taxiway D to enhance the taxiway network for greater utility and flexibility of PNS. This project has a total estimated cost of \$5,923,000.

Runway 17-35 Extension

This project is to extend Runway 17-35 to 7,700 feet in the near-term. Extension to 8,000 feet will not be required until a longer runway length is required by fleet and is not anticipated until beyond the 20-year planning horizon. The project has a total estimated cost of \$3,123,000.

New Parallel Taxiway Construction

This project consists of constructing a new full-length parallel taxiway east of Runway 17-35. This project has a total estimated cost of \$18,846,000.

PBN/RNAV Commissioning

The PBN/RNAV Commissioning consists of installing PBN/RNAV approaches for Runway 35 and Runway 26. The PBN/RNAV will provide for greater efficiency for arriving aircraft. This project has a total estimated cost of \$108,000.

MALSR Installation

The Runway 26 and Runway 35 MALSR installation project will support the PBN/RNAV approach. The Runway 35 MALSR installation has a total estimated cost of \$2,854,000. The Runway 26 MALSR installation has a total estimated cost of \$2,854,000.

Helicopter Apron to Parking Lot Conversion

The existing helicopter apron will be impacted by the proposed terminal expansion. To accommodate terminal layout, the helicopter apron will be converted to a surface parking lot. This project has a total estimated cost of \$162,000.

Bag Claim Lobby Expansion

The terminal bag claim lobby expansion will provide more circulation area and will accommodate existing and future demand. This project has a total estimated cost of \$2,800,000.

GA CBP Facility Construction

The construction of the GA CBP facility will accommodate existing and future demand. The CBP location will allow for near-term development without apron construction. This project has a total estimated cost of \$2,154,000.

Helicopter Hard Stand Construction

The helicopter hard stand construction would accommodate helicopter operations and helicopter parking. This project has a total estimated cost of \$108,000.

Heliworks Building Demolition

The demolition of the Heliworks would provide for significant additional terminal-proximate parking. This project has a total estimated cost of \$22,000.

Curbside Reconfiguration

This project consists of separate projects including the center median demolition and reconstruction, crosswalk median canopy demolition and reconstruction, north crosswalk demolition and construction, center median to traffic lane, and outer curb demolition. These projects will occur incrementally throughout the planning horizon and will expand the curbside to resolve existing congestion and poor level of service. These eight projects have a total estimated cost of \$1,402,000.

APS

The FDOT issued a Pavement Evaluation Report for major rehabilitation through 2024. Project APS will mill and overlay the south apron and has a total estimated cost of \$6,557,000.

Inbound Bag Room Relocation

Relocation of the inbound bag room will allow for the curbside development and terminal building expansion. This project has a total estimated cost of \$7,969,000.

Paved Airside Perimeter Road

A paved airside perimeter road is proposed at PNS. A paved, continuous airside service road would provide enhanced access to Runway 8-26. The project has a total estimated cost of \$754,000.

Parking Structure Construction

This project provides significant additional parking with close proximity to the terminal. The parking structure construction will also be beneficial as it is a more efficient use of land adjacent to the terminal building. This project has a total estimated cost of \$30,000,000.

Jet A Fuel Farm Construction

The construction of a new Jet A fuel farm would provide storage tanks for Jet A and Avgas fuel. This project has a total estimated cost of \$1,250,000.

E.10 Non-Standard Conditions and Modification to Standards

E.10.1 Non-Standard Conditions

The analysis results indicate that Runway 17-35 satisfies all existing design standards for existing critical aircraft. There is one existing nonstandard condition associated with Runway 8-26. The general aviation apron, adjacent to Taxiway D, is closer to Runway 8-26 than permitted. A minimum of 500 feet is required between the Runway 8-26 centerline and aircraft parking areas, per the Advisory Circular. The existing separation is 466 feet measured from the Runway 8-26 centerline.

The nonstandard runway design condition is depicted in [Figure E-9](#). The detailed runway design standards and existing dimensions are described in [Table E-12](#) and [Table E-13](#).

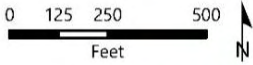
E.10.2 Modification to Standards

There are no existing modifications to FAA Standards for the Airport and a request for a new modification to standards is not anticipated.

FIGURE 4-1
NONSTANDARD RUNWAY CONDITIONS

Legend

1 - RUNWAY TO AIRCRAFT PARKING AREA



RS&H

PENSACOLA
International Airport

Source: Esri Imagery, 2017; RS&H, 2017

E.11 Obstruction Surfaces

E.11.1 14 CFR Part 77

Under Title 14 of the Code of Federal Regulations, FAR Part 77, *Safe and Efficient Use, and Preservation of Navigable Airspace*, the FAA has created 3-dimensional imaginary surfaces within airport airspace to visually guide Airport's in compatible land use development, as well as the removal of objects that pose a hazard to airspace.

Within the ALP set developed in conjunction with this Master Plan Update, an airport airspace sheet will illustrate the various obstructions and objects located within the Part 77 areas. [Table E-15](#) lists the surfaces and their specific slopes for each existing runway and future runway end.

The surfaces identified on the approach surface and profiles sheets are:

- » Departure Surface
- » PAPI Obstacle Clearance Surface
- » Part 77 Approach Surface
- » Threshold Siting Surface

All runway ends have an approach slope associated with them. Approach surfaces are designed to protect the use of the runway in both visual and instrument meteorological conditions near the airport. Part 77 imaginary surfaces use criteria to identify airport obstacles to those surfaces. Part 77 approach surfaces at PNS are 50:1 or 34:1 and are longitudinally centered on the extended runway centerline and extend outward and upward from each end of the primary surface.

Departure surfaces allow pilots to follow standard departure procedures and typically have a trapezoidal shape that begins at the departure end runway (DER) and extends along the extended runway center line. All runway ends have a departure surface slope of 1 foot vertically for every 40 feet horizontally (40:1).

The Precision Approach Path Indicator (PAPI) system provides visual approach slope information. At PNS, the threshold siting surface is either 20:1 or 34:1 and include the beginning of useable pavement for an aircraft to land.

The obstructions can be found in the ALP Update on Sheets 13 and 14.

TABLE E-15
OBSTRUCTION SURFACES

Runway	Departure Surface	PAPI Obstacle Clearance Surface	Part 77 Approach Surface	Threshold Siting Surface
Runway 17-35	N/A	N/A	N/A	N/A
Runway 8-26	N/A	N/A	N/A	N/A
Runway 17 End	40:1	N/A	50:1	34:1
Runway 35 End	40:1	3-Degrees	34:1(E) 50:1(F/U)	20:1(E) 34:1(F/U)
Runway 8 End	40:1	3-Degrees	34:1	20:1
Runway 26 End	40:1	3-Degrees	34:1(E) 50:1(F/U)	20:1(E) 34:1(F/U)

*Notes: F= Future, E=Existing, U=Ultimate.

E.12 Runway Protection Zones

A Runway Protection Zone (RPZ) is a trapezoidal area extending outward from the runway end, starting 200 feet⁶¹ from a runway end. Runway 8 has a visibility minimum of not less than 1 mile and Runway 26 has a visibility minimum of not less than $\frac{3}{4}$ of a mile. The Runway 8-26 Approach RPZ dimensions are described in [Table E-16](#). The Runway 17 end has a visibility minimum of not less than $\frac{1}{2}$ mile and the Runway 35 end has a visibility minimum of not less than $\frac{3}{4}$ of a mile. The Runway 17-35 Approach RPZ dimensions are described in [Table E-17](#).

TABLE E-16
APPROACH RUNWAY PROTECTION ZONE DIMENSIONS

		Visibility Minimum (mi)	RPZ Dimensions (ft)
Runway 8	Existing	1	500 x 1,700 x 1,010
	Future/Ulimate	1	500 x 1,700 x 1,010
Runway 26	Existing	$\frac{3}{4}$	1,000 x 1,700 x 1,510
	Future/Ulimate	$\frac{1}{2}$	1,000 x 2,500 x 1,750
Runway 17	Existing	$\frac{1}{2}$	1,000 x 2,500 x 1,750
	Future/Ulimate	$\frac{1}{2}$	1,000 x 2,500 x 1,750
Runway 35	Existing	$\frac{3}{4}$	1,000 x 1,700 x 1,510
	Future/Ulimate	$\frac{1}{2}$	1,000 x 2,500 x 1,750

Source: RS&H, 2018

Land uses in the immediate vicinity of the Airport include industrial, commercial, and residential land uses. Existing Runway 8 end, Runway 17 end, and Runway 26 end have public roadways within the RPZs. Runway 26 end also has existing residential land uses within the RPZ. Future Runway 35 end will have incompatible land uses including public roadways, residential land uses and an inhabitable building (fire station) within the RPZ. Future Runway 26 end will have additional residential land uses within the RPZ. For future land uses within the RPZ, the Airport will coordinate with Regional and ADO staff regarding the evaluation of land uses within the proposed RPZs.

E.13 Letters of Coordination

Letters of coordination for recommended projects will be coordinated and reviewed with the City of Pensacola.

E.14 Runway Safety Action Items

The Airport has not received any action items from the Runway Safety Program Office or Runway Safety Action Team.

E.15 Tower Line-of-Sight Study

The ATCT visibility performance analysis results are described in [Table E-17](#). The analysis results conclude that the existing ATCT is sufficient to meet the needs of PNS. The analysis determined that controllers have an unobstructed view of each runway end and the farthest point that the terminal apron intersects with the movement area from the tower cab. No line of sight shadows were identified to obstruct visibility

⁶¹ The RPZ may begin at a location other than 200 ft. beyond a runway end, but two RPZs are required—an approach RPZ and departure RPZ. (FAA, 2014)

of the movement areas. The analysis also determined that the tower cab allows for sufficient viewing perspective angles to each key site as measured by the line of sight angle of incidence.

TABLE E-17
ATCT VISIBILITY PERFORMANCE ANALYSIS RESULTS

Visibility Performance Criteria		RWY 8 End	RWY 26 End	RWY 17 End	RWY 35 End	Terminal Apron
Unobstructed View	Criteria Met (✓)	✓	✓	✓	✓	✓
Object Discrimination (Detection Test)	Tower Results	100.00%	99.30%	99.60%	100.00%	100.00%
	Criteria Met (✓)	✓	✓	✓	✓	✓
Object Discrimination (Recognition Test)	Tower Results	98.10%	45.50%	56.90%	95.70%	93.70%
	Criteria Met (✓)	✓	✓	✓	✓	✓
Object Discrimination (Identification Test)	Tower Results	79.30%	5.84%	8.94%	62.52%	52.54%
	Criteria Met (✓)	✓	✓	✓	✓	✓
Line of Sight	Tower Results	4.74	1.55	1.64	3.73	3.25
Angle of Incidence	Criteria Met (✓)	✓	✓	✓	✓	✓

Source: RS&H, 2017

E.16 Preliminary Identification of Environmental Features

The following description of environmental features follows those outlined on ARP SOP No. 2.00, Appendix A, ALP Review Checklist. The statutes, regulations, and Executive Orders that apply to each resource category can be found in the FAA Order 1050.1F Desk Reference.

E.16.1 Major Airport Drainage Ditches

There are ditches that run through the cleared/grassland areas that are part of the Airport's stormwater management system.

E.16.2 Historic or Cultural Features

The closest NRHP-listed resource is the Crystal Ice Company building, about two miles southwest of mile west of the Airport. The closest Florida historical marker is the Hyer-Knowles Planing Mill, about one-half mile east of the Airport.

E.16.3 Water Resources

According to the USFWS National Wetland Inventory, there are freshwater forested/shrub wetlands on Airport property (see [Figure E-10](#)). According to current FEMA Flood Insurance Rate Maps for the Airport area, there are no 100-year floodplains on or around the Airport property.

There are freshwater ponds on Airport property. Carpenter Creek is about 0.75-mile west of the Airport and Escambia Bay is about 0.50-mile east of the Airport. The Airport is in the Graveyard Branch-Bayou Texas Frontal watershed. The Emerald Coast Utilities Authority manages three well houses on the Airport. The North Well House is located in the northeast quadrant of the Airport, the Hagler Well House is located in the southwest quadrant of the Airport, and the Spanish Trail Well House is located in the southeast quadrant of the Airport.

FIGURE E-10
ON AIRPORT WETLANDS



Source: USFWS, 2016; Esri, 2016; RS&H, 2016

E.16.4 Section 4(f) Features

Aviation Discovery Park is located in the southeast quadrant of Airport property. The Park was approved by the FAA and constructed with the understanding that it is on Airport property and is subject to closure and redevelopment for Airport purposes in the future, should the need arise.

Other parks near the Airport include the Roger Scott Athletic Complex, and Lavallet Park. Land and Water Conservation funds have been used at two parks in Escambia County. Of those parks, the William Bartram Memorial Park (about four miles southwest of the Airport) is the closest to the Airport.

E.16.5 Natural Resources

Water is the primary natural resource used at the Airport on a daily basis (see the Water Resources section for further details). Asphalt, aggregate, and other natural resources have also been used in various construction projects at the Airport. None of the natural resources that the Airport uses, or has used, are in rare or short supply. Energy use at the Airport is primarily in the form of electricity required for the operation of Airport-related facilities (e.g., terminal building, hangars, airfield lighting) and fuel for aircraft, aircraft support vehicles/equipment, and Airport maintenance vehicles/equipment. Gulf Power supplies electricity services to the Airport.

E.16.6 Flora/Fauna

[Table E-18](#) lists the federally threatened and endangered species that the U.S. Fish and Wildlife Service (USFWS) identifies as having a potential to occur in Escambia County. [Table E-19](#) lists the stated threatened and endangered species that the Florida Natural Areas Inventory (FNAI) identifies as having the potential to occur in Escambia County.

TABLE E-18
FEDERALLY LISTED SPECIES WITH THE POTENTIAL TO OCCUR

Common Name (Scientific Name)	Federal Status
Amphibians	
Reticulated flatwoods salamander (<i>Ambystoma bishop</i>)	Endangered
Birds	
Wood stork (<i>Mycteria americana</i>)	Threatened
Piping Plover (<i>Charadrius melodus</i>)	Threatened
Red knot (<i>Calidris canutus rufa</i>)	Threatened
Clams	
Choctaw bean (<i>Villosa choctawensis</i>)	Endangered
Round Ebonyshell (<i>Fusconaia rotulata</i>)	Endangered
Southern kidneyshell (<i>Ptychobranhus jonesi</i>)	Endangered
Narrow pigtoe (<i>Fusconaia Escambia</i>)	Threatened
Southern sandshell (<i>Hamiota australis</i>)	Threatened
Fuzzy pigtoe (<i>Pleurobema strodeanum</i>)	Threatened
Fishes	
Atlantic sturgeon (Gulf subspecies) (<i>Acipenser oxyrinchus (=oxyrhynchus) desotoi</i>)	Threatened
Lichens	
Florida perforate cladonia (<i>Cladonia perforate</i>)	Endangered
Mammals	
West Indian Manatee (<i>Trichechus manatus</i>)	Endangered
Perdido Key beach mouse (<i>Peromyscus polionotus trissyllepsis</i>)	Endangered
Reptiles	
Hawksbill sea turtle (<i>Eretmochelys imbricate</i>)	Endangered

Common Name (Scientific Name)	Federal Status
Leatherback sea turtle (<i>Dermochelys coriacea</i>)	Endangered
Kemp's ridley sea turtle (<i>Lepidochelys kempi</i>)	Endangered
Loggerhead sea turtle (<i>Caretta caretta</i>)	Threatened
Eastern indigo snake (<i>Drymarchon corais couperi</i>)	Threatened

Sources: USFWS. (2016, June). Escambia, Florida. Retrieved June 2016, from Species by County Report

TABLE E-19
STATE LISTED THREATENED AND ENDANGERED SPECIES WITH THE POTENTIAL TO OCCUR

Common Name (Scientific Name)	Federal Status
Birds	
Piping Plover (<i>Charadrius melodus</i>)	Threatened
Snowy Plover (<i>Charadrius nivosus</i>)	Threatened
Southeastern American Kestrel (<i>Falco sparverius paulus</i>)	Threatened
Wood stork (<i>Mycteria americana</i>)	Threatened
Least Tern (<i>Sternula antillarum</i>)	Threatened
Fishes	
Gulf Sturgeon (<i>Acipenser oxyrinchus desotoi</i>)	Threatened
Crystal Darter (<i>Crystallaria asprella</i>)	Threatened
Plants and Lichens	
Incised Groove-bur (<i>Agrimonia incisa</i>)	Threatened
Pine-woods Bluestem (<i>Andropogon arctatus</i>)	Threatened
Sweet-shrub (<i>Calycanthus floridus</i>)	Endangered
Baltzell's Sedge (<i>Carex baltzellii</i>)	Threatened
Godfrey's Goldenaster (<i>Chrysopsis godfreyi</i>)	Endangered
Cruise's Goldenaster (<i>Chrysopsis gossypina ssp. cruiseana</i>)	Endangered
Trailing Arbutus (<i>Epigaea repens</i>)	Endangered
Heartleaf (<i>Hexastylis arifolia</i>)	Threatened
Serviceberry Holly (<i>Ilex amelanchier</i>)	Threatened
Mountain Laurel (<i>Kalmia latifolia</i>)	Threatened
Bog Button (<i>Lachnocaulon digynum</i>)	Threatened
Little-people (<i>Lepuropetalon spathulatum</i>)	Endangered
Panhandle Lily (<i>Lilium iridollae</i>)	Endangered
Turk's Cap Lily (<i>Lilium superbum</i>)	Endangered
Bog Spicebush (<i>Lindera subcoriacea</i>)	Endangered
Hummingbird Flower (<i>Macranthera flammea</i>)	Endangered
Green Adder's-mouth Orchid (<i>Malaxis unifolia</i>)	Endangered
Primrose-flowered Butterwort (<i>Pinguicula primuliflora</i>)	Endangered
Yellow Fringeless Orchid (<i>Platanthera integra</i>)	Endangered
Large-leaved Jointweed (<i>Polygonella macrophylla</i>)	Threatened
Florida Flame Azalea (<i>Rhododendron austrinum</i>)	Endangered
Sweet Pitcherplant (<i>Sarracenia rubra</i>)	Threatened
Thorne's Buckthorn (<i>Sideroxylon thornei</i>)	Endangered

Common Name (Scientific Name)	Federal Status
Silky Camellia (<i>Stewartia malacodendron</i>)	Endangered
Harper's Yellow-eyed Grass (<i>Xyris scabrifolia</i>)	
Mammals	
West Indian Manatee (<i>Trichechus manatus</i>)	Endangered
Perdido Key beach mouse (<i>Peromyscus polionotus trissyllepsis</i>)	Endangered
Reptiles	
American Alligator (<i>Alligator mississippiensis</i>)	Threatened
Loggerhead sea turtle (<i>Caretta caretta</i>)	Threatened
Green Sea Turtle (<i>Chelonia mydas</i>)	Threatened
Leatherback sea turtle (<i>Dermochelys coriacea</i>)	Endangered
Eastern indigo snake (<i>Drymarchon corais couperi</i>)	Threatened
Gopher Tortoise (<i>Gopherus polyphemus</i>)	Threatened
Kemp's ridley sea turtle (<i>Lepidochelys kempii</i>)	Endangered

Sources: FNAI. (2016, June). Escambia County. Retrieved June 2016, from FNAI Tracking List

E.16.7 Other Environmental Features

Air Quality: According to the USEPA, the Airport property is located in an attainment area for all criteria pollutants.

Soils: According to the Natural Resources Conservation Service (NRCS) Web Soil Survey, a majority of the Airport property is poarch sandy loam soil with 0 to 2 percent slopes. The 2010 U.S. Census identifies the entire Airport property as an "urbanized area." There are no prime, unique, state, or locally important farmland soils on the Airport property.

Hazardous Sites/Materials: Aircraft fuel constitutes the largest quantity of hazardous substances stored and consumed at the Airport. The USEPA identifies the Airport (Handler ID: FLR000145185) as a hazardous waste site under RCRA.⁶² According to the USEPA, the Airport is a small quantity hazardous waste generator.⁶³

The USEPA also identifies eight hazardous waste sites on Airport property.⁶⁴

- » Continental Airlines Pensacola Reg (Handler ID: FLD984227967).
- » DOT FAA (Handler ID: FLT950053579).
- » Pensacola Aeromotive (Handler ID: FLD059653295).
- » Transportation Security Admin at Pensacola Reg Airport (Handler ID: FLR000108019).
- » United Parcel Service (Handler ID: FLR000181222).
- » 350th CA BDE CMD – P (Handler ID: FLT980060453).

⁶² USEPA. (2016). *NEPAssist*. Retrieved June 2016, from <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=pensacola>

⁶³ USEPA. (2016). *Pensacola Regional Airport, 2430 Airprot Blvd. Pensacola, FL 32504*. Retrieved June 2016, from Envirofacts: https://oaspub.epa.gov/enviro/multisys2_v2.get_list?facility_uin=110006658820

⁶⁴ USEPA. (2016). *NEPAssist*. Retrieved June 2016, from <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=pensacola>

- » Engineering Cooling Services (Handler ID: FLD982144875).
- » Pensacola Aerotech (Handler ID: FLD984175919).

There are no CERCLA superfund sites on or around the Airport.⁶⁵ Additionally, there are no known contaminated sites on Airport property.

The Perdido Landfill is the closest landfill to the Airport (about six miles northwest of the Airport).⁶⁶ Based on the most recent USEPA data, the Perdido Landfill is not expected to reach capacity for 8 years.⁶⁷

Visual Environment: As previously described, the Airport is zoned as a heavy commercial limited manufacturing district. The Airport is developed in a manner that is consistent with this zoning. Vegetation (e.g., trees and shrubs) helps to reduce light emissions from the Airport to nearby residential areas and block a direct line of sight from most residential areas to the Airport. Commercial land uses have a direct line of sight to the Airport; however, the visual effects of the Airport to commercial or industrial land uses are not typically considered a nuisance.

Land Use: The City of Pensacola classifies the Airport as an airport restricted zoning district within its zoning code.⁶⁸ According to the City's Code of Ordinances, Title XII, Chapter 12-2, the intent of the Airport restricted zoning district classification is to regulate land that the Pensacola International Airport owns and sensitive land immediately adjacent to that land. Adjacent land is considered sensitive because of its distance from the runways and its location within designated noise zones (established by the City's Code of Ordinances, Title XII, Chapter 12-11). The City of Pensacola owns the land classified as an airport restricted zoning district and only allows open space, recreational, or commercial and industrial uses typically related to airport operations.

Land uses in the immediate vicinity of the Airport include industrial, commercial, and residential land uses. The closest residential area is about 875 feet west of the northern end of the Runway 17/35 centerline. This land is outside of the City of the Pensacola limits but within Escambia County.

Noise: Noise is the most apparent environmental effect from an airport, and at most airports accounts for the majority of comments from nearby residents. There are residential land uses near the Airport. These areas may be sensitive to aircraft noise associated with the Airport. The Airport's aviation last noise contours were updated in 1997 as part of the Airport's previous Master Plan. The City of Pensacola has established noise zone boundaries around the Airport.

Socioeconomics, Environmental Justice, and Children's Health and Environmental Safety Risks: [Table E-20](#) provides the socioeconomic and environmental justice characteristics of the area around the Airport. This data is from the U.S. Census Bureau 2010-2014 American Community Survey at the tract level (the tract

⁶⁵ USEPA. (2016). *NEPAssist*. Retrieved June 2016, from <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=pensacola>

⁶⁶ MyEscambia. (2014). *The Perdido Landfill*. Retrieved June 2016, from My Community: <http://myescambia.com/community/perdido-landfill>

⁶⁷ USEPA. (2016, March). Landfill-level data only (all landfills) – Updated March 2016 (XLS). Retrieved June 2016, from National and State Lists of Landfills and Energy Projects: <https://www3.epa.gov/lmop/projects-candidates/index.html>

⁶⁸ City of Pensacola. (2016). City View. Retrieved June 2016, from Initiatives: <http://cityofpensacola.com/222/CityView>

that the Airport is in and the adjacent tracts). Concerning children's environmental health and safety risks, the closest school to the Airport is the Cordova Park Elementary School, about 2,000 feet southwest of the southern end of Runway 17-35 centerline.

TABLE E-20
SOCIOECONOMIC AND ENVIRONMENTAL JUSTICE CHARACTERISTICS

Characteristics	
Total Population	29,874
Percent Minority	20.57%
Percent Living Below the Poverty Level	6.13%
Percent of the Population below 18 Years of Age	21.25%
Percent Unemployed (above 16 Years of Age)	8.60%
Total Housing Units	13,857
Vacant Housing Units	1,434

Source: U.S. Census Bureau American Community Survey 2001-2014

Climate: Research has shown there is a direct correlation between fuel combustion and GHG emissions. In terms of U.S. contributions, the U.S. Government Accountability Office (GAO) reports that "domestic aviation contributes about three percent of total CO₂ emissions, according to EPA data," compared with other industrial sources, including the remainder of the transportation sector (20%) and power generation (41 percent).

E.17 Declared Distances

Table E-21 shows the declared distances for Runway 8-26 and Runway 17-35. In all cases, the Declared Distances equal the total runway length.

TABLE E-21
DECLARED DISTANCES

Declared Distance	Runway 8	Runway 26	Runway 17	Runway 35
TORA	7,000'	7,000'	7,004'	7,004'
TODA	7,000'	7,000'	7,004'	7,004'
ASDA	7,000'	7,000'	7,004'	7,004'
LDA	7,000'	7,000'	7,004'	7,004'

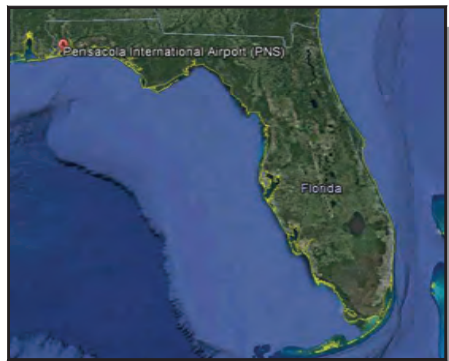
Source: FAA Airport Master Record Form 5010

AIRPORT LAYOUT PLAN FOR PENSACOLA INTERNATIONAL AIRPORT (PNS) PENSACOLA, FLORIDA



NOVEMBER 2018

DRAFT DOCUMENTS



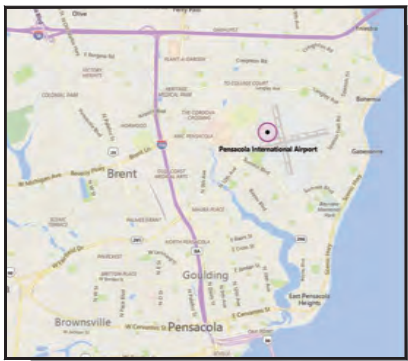
SOURCE: GOOGLE EARTH 2017

LOCATION MAP
SCALE: NTS



SOURCE: FLORIDACOUNTIESMAP.COM

COUNTY MAP
SCALE: NTS



SOURCE: BING MAPS 2017

VICINITY MAP
SCALE: NTS

PLANS PREPARED BY:

**RS&H**

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APPROVED _____ DATE _____
KEN IBOLD, AICP, CNJ-A

FLORIDA DEPARTMENT OF
TRANSPORTATION

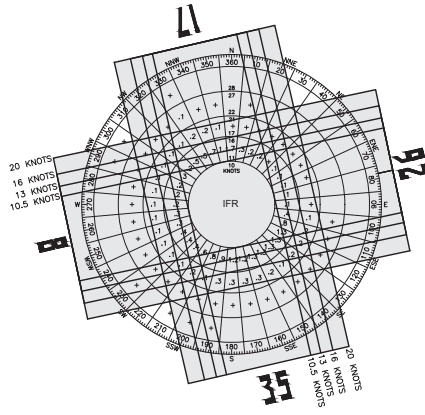
APPROVED _____ DATE _____

CITY OF PENSACOLA

APPROVED _____ DATE _____
AIRPORT DIRECTOR - DAN FLYNN, CM

REVISIONS		
NO.	DESCRIPTION	DATE

INDEX TO SHEETS		
SHEET NUMBER	DRAWING TITLE	REVISION DATE
1	COVER SHEET	
2	AIRPORT DATA SHEET/DECLARED DISTANCES	
3	AIRPORT LAYOUT PLAN DRAWING (EXISTING)	
4	AIRPORT LAYOUT PLAN DRAWING (FUTURE/ULTIMATE)	
5	FACILITIES LAYOUT PLAN	
6	TERMINAL PLAN	
7	INNER APPROACH PLAN & PROFILE - RUNWAY 17	
8	INNER APPROACH PLAN & PROFILE - RUNWAY 35	
9	INNER APPROACH PLAN & PROFILE - RUNWAY 8	
10	INNER APPROACH PLAN & PROFILE - RUNWAY 26	
11	DEPARTURE SURFACE PLAN AND PROFILE - RUNWAY 17-35	
12	DEPARTURE SURFACE PLAN AND PROFILE - RUNWAY 8-26	
13	PART 77 AIRSPACE	
14	PART 77 AIRSPACE	
15	ON-AIRPORT LAND USE PLAN	
16	AIRPORT PROPERTY MAP	
17	AIRPORT PROPERTY MAP TABLES	
18	EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP	
19	EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP TABLES	
20	EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP TABLES	
21	EXHIBIT "A" AIRPORT PROPERTY INVENTORY MAP TABLES	



IFR WIND ROSE

IFR WIND DATA				
RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
RUNWAY 17-35	94.11%	96.99%	98.92%	99.74%
RUNWAY 8-26	84.87%	90.98%	96.93%	99.21%
COMBINED	98.49%	99.51%	99.86%	99.99%

IFR OBSERVATIONS: 15,195

ABBREVIATIONS:

ZD	2 DUAL WHEELS IN TANDEM (AIRCRAFT LANDING GEAR)
ZD/ZD2	2 DUAL WHEELS IN TANDEM / 2 DUAL WHEELS IN DOUBLE TANDEM
AD	ACCELERATION
APL	ABOVE GROUND LEVEL
ARP	AIRPORT REFERENCE POINT
ASDA	ACCELERATION DISTANCE AVAILABLE
ASOS	AUTOMATED SURFACE OBSERVING SYSTEM
ASR	AIRPORT SURVEILLANCE RADAR
DME	DISTANCE MEASURING EQUIPMENT
D	DUAL WHEEL (AIRCRAFT LANDING GEAR)
E	EXISTING CONDITIONS
	FUTURE CONDITIONS (+20 YEARS)
GPS	GLOBAL POSITIONING SYSTEM
	GUIDELANCE
HRL	HIGH INTENSITY RUNWAY LIGHTS
IFR	INSTRUMENT FLIGHT RULES
ILS	INSTRUMENT LANDING SYSTEM
LDA	LANDING DISTANCE AVAILABLE
LOC	LOCALIZER
MALSRL	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM WITH RUNWAY ALIGNMENT INDICATOR LIGHTS
MTL	MEDIUM INTENSITY TAXIWAY LIGHTS
MSL	MEAN SEA LEVEL
NGS	NATIONAL GEODETIC SURVEY
PAPI	PRECISION APPROACH PATH INDICATOR
REIL	RUNWAY END IDENTIFIER LIGHTING
RNV	AREA NAVIGATION
RTR	REMOTE TRANSMITTER/RECEIVER
RVR	RUNWAY VISIBILITY RANGE
S	SINGLE WHEEL (AIRCRAFT LANDING GEAR)
SAWS	STAND-ALONE WEATHER SYSTEM
TDG	TAXIWAY DESIGN GROUP
TODA	TAKEOFF DISTANCE AVAILABLE
TORA	TAKEOFF RUN AVAILABLE
TRACON	TERMINAL RADAR APPROACH CONTROL FACILITY
TSS	THRESHOLD SIGHTING SURFACE
U	UNLIMITED CONDITIONS (+20 YEARS)
VOR	VERY HIGH FREQUENCY OMNIDIRECTIONAL RANGE

GENERAL NOTES

1. ALL COORDINATES ARE IN NORTH AMERICAN DATUM OF 1983 (NAD 83).
2. ALL ELEVATIONS ARE IN NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88)
3. ALL ELEVATIONS EXPRESSED IN FEET ABOVE MEAN SEA LEVEL (MSL).



FL. Cert. Nos. AAC001886*IB26000956*
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MODIFICATION TO STANDARDS			
DESCRIPTION	STANDARD TO BE MODIFIED	AIRSPACE CASE NO.	APPROVAL DATE
NONE REQUIRED			

SURVEY MONUMENTS					
IDENTIFIER	NGS PID	PACS OR SACS	LATITUDE	LONGITUDE	ELEVATION
PNS DMA	AA4481	PACS	30° 28' 34.66" N	87° 11' 11.16" W	-
PNS F	AE0385	SACS	30° 27' 49.63" N	87° 11' 4.53" W	-
R 25	BG1780	SACS	30° 28' 13.76" N	87° 11' 43.10" W	92.72'
PNS E	AA9819	-	30° 28' 37.31" N	87° 11' 09.13" W	-

SOURCE: NATIONAL GEODETIC SURVEY, NAD 83 (2011), NAVD 88

1. ENGINEERING BRIEF #99, CHANGES TO TABLE 3-2
2. RUNWAYS MEET LINE OF SIGHT REQUIREMENTS
3. SEE SHEET 8 FOR FUTURE AND ULTIMATE RUNWAY 35 TSS PENETRATIONS

[illegible]

 TAXIWAY / TAXILANE TO BE REMOVED FUTURE TAXIWAY / TAXILANE ULTIMATE TAXIWAY / TAXILANE

REVISIONS

[illegible]

DATE ISSUED: NOVEMBER 2018

REVIEWED BY: KRI

DRAWN BY: TJM

DESIGNED BY: TJM

RS&H PROJECT NUMBER

201-0005-001

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SHEET TITLE

AIRPORT

AIRPORT DATA SHEET DECLARED DISTANCES

SHEET NUMBER

2 OF 21

DRAFT

DESCRIPTION	EXISTING
PROPERTY LINE	---
RUNWAY SAFETY AREA	---
RUNWAY OBJECT FREE AREA	---
RUNWAY OBSTACLE FREE ZONE	---
RUNWAY VISIBILITY ZONE	---
PRECISION OBSTACLE FREE ZONE	---
RUNWAY PROTECTION ZONE	---
TAXIWAY SAFETY AREA	---
TAXIWAY OBJECT FREE AREA	---
35' BUILDING RESTRICTION LINE	---
PART 77 SURFACE	---
AIRFIELD PAVEMENT	---
ABANDONED AIRFIELD PAVEMENT	---
BUILDINGS	---
ROADWAY/PARKING	---
UNPAVED ROADWAY/PARKING	---
AIRFIELD LIGHT	---
REIL	---
PAPI	---
ARP	---
BEACON	---
WINDCONE	---
ASOS	---
TREES	---
FENCE	---
POWER POLE	---
LIGHT POLE	---
SURVEY MONUMENT	---
DRAINAGE DITCH	---
GROUND CONTOURS	---
AIRCRAFT HOLDING POSITION	---
WATER BOUNDARY	---

- NOTES:
- ALL LATITUDE AND LONGITUDE COORDINATES ARE IN NORTH AMERICAN DATUM OF 1983 (NAD 83).
 - ALL ELEVATIONS ARE IN NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
 - ALL ELEVATIONS ARE EXPRESSED IN FEET ABOVE MEAN SEA LEVEL (MSL).
 - ROADWAY AND RAILROAD ELEVATIONS INCLUDE TRAVERSEWAY ADJUSTMENT (23' RAILROADS | 17' HIGHWAYS | 12' PUBLIC ROADS | 10' PRIVATE ROADS).

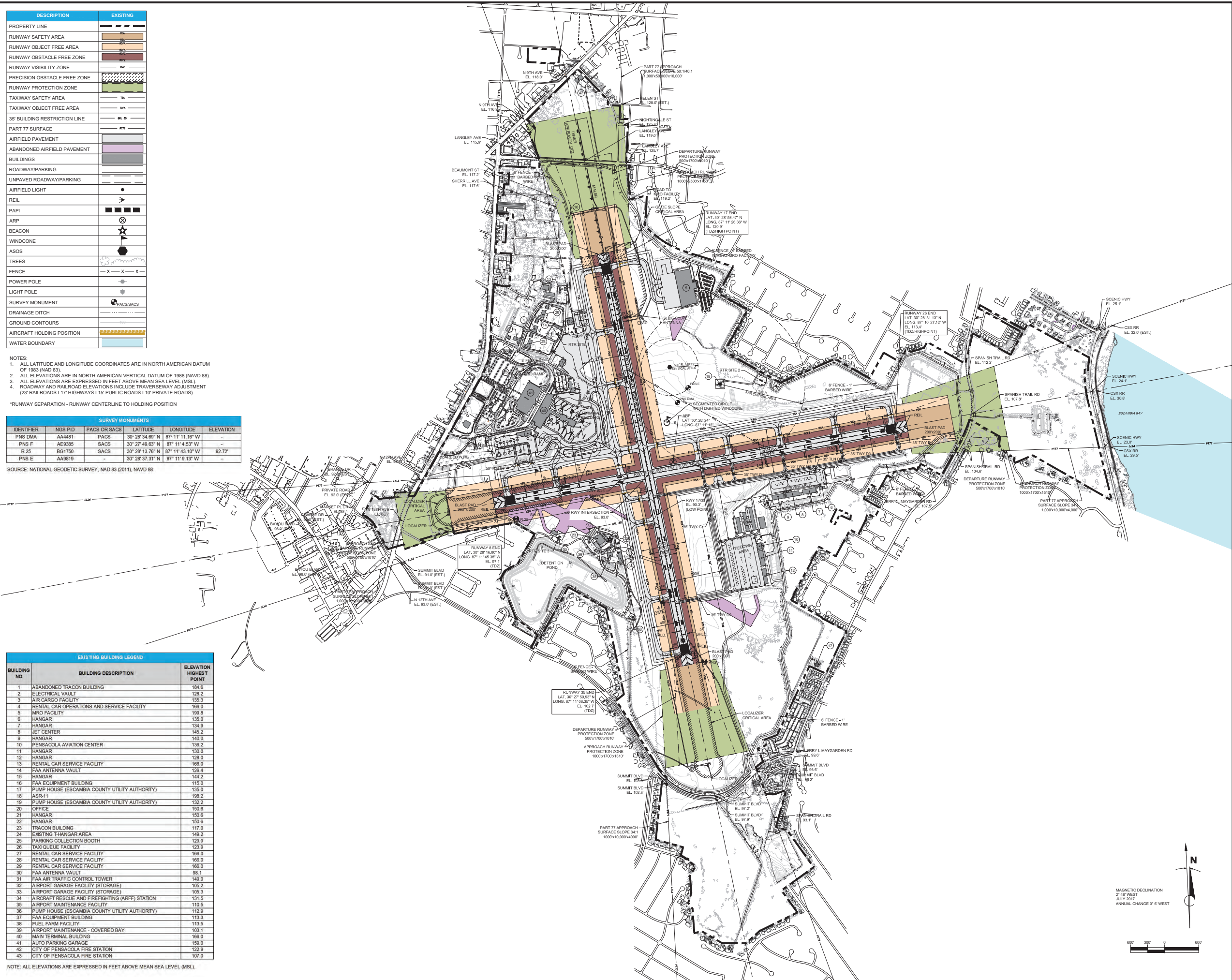
*RUNWAY SEPARATION - RUNWAY CENTERLINE TO HOLDING POSITION

SURVEY MONUMENTS				
IDENTIFIER	NGS PID	PACS OR SACS	LATITUDE	LONGITUDE
PNS DMA	AA4481	PACS	30° 28' 34.69" N	87° 11' 11.16" W
PNS F	AE9385	SACS	30° 27' 49.63" N	87° 11' 4.53" W
R 25	BG1750	SACS	30° 28' 13.78" N	87° 11' 43.10" W
PNS E	AA9819	SACS	30° 28' 37.31" N	87° 11' 9.13" W

SOURCE: NATIONAL GEODETIC SURVEY, NAD 83 (2011), NAVD 88

EXISTING BUILDING LEGEND		
BUILDING NO.	BUILDING DESCRIPTION	ELEVATION HIGHEST POINT
1	ABANDONED TRACON BUILDING	184.6
2	ELECTRICAL VAULT	128.2
3	AIR CARGO FACILITY	135.3
4	RENTAL CAR OPERATIONS AND SERVICE FACILITY	166.0
5	MRO FACILITY	199.8
6	HANGAR	135.0
7	HANGAR	134.9
8	JET CENTER	145.2
9	HANGAR	140.0
10	PENSACOLA AVIATION CENTER	136.2
11	HANGAR	130.0
12	HANGAR	128.0
13	RENTAL CAR SERVICE FACILITY	166.0
14	FAA ANTENNA VAULT	126.4
15	HANGAR	144.2
16	FAA EQUIPMENT BUILDING	115.0
17	PUMP HOUSE (ESCAMBIA COUNTY UTILITY AUTHORITY)	135.0
18	ASR-11	198.2
19	PUMP HOUSE (ESCAMBIA COUNTY UTILITY AUTHORITY)	132.2
20	OFFICE	150.6
21	HANGAR	150.6
22	HANGAR	150.6
23	TRACON BUILDING	117.0
24	EXISTING T-HANGAR AREA	149.2
25	PARKING COLLECTION BOOTH	129.9
26	TAXI QUEUE FACILITY	129.9
27	RENTAL CAR SERVICE FACILITY	166.0
28	RENTAL CAR SERVICE FACILITY	166.0
29	RENTAL CAR SERVICE FACILITY	166.0
30	FAA ANTENNA VAULT	98.1
31	FAA AIR TRAFFIC CONTROL TOWER	149.0
32	AIRPORT GARAGE FACILITY (STORAGE)	105.2
33	AIRPORT GARAGE FACILITY (STORAGE)	105.3
34	AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) STATION	131.5
35	AIRPORT MAINTENANCE FACILITY	110.5
36	PUMP HOUSE (ESCAMBIA COUNTY UTILITY AUTHORITY)	112.9
37	FAA EQUIPMENT BUILDING	113.3
38	FUEL FARM FACILITY	113.5
39	AIRPORT MAINTENANCE - COVERED BAY	103.1
40	MAIN TERMINAL BUILDING	166.0
41	AUTO PARKING GARAGE	159.0
42	CITY OF PENSACOLA FIRE STATION	122.9
43	CITY OF PENSACOLA FIRE STATION	107.0

NOTE: ALL ELEVATIONS ARE EXPRESSED IN FEET ABOVE MEAN SEA LEVEL (MSL).



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Pensacola International Airport

PENSACOLA INTERNATIONAL AIRPORT

PENSACOLA, FL.

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS		
NO.	DESCRIPTION	DATE

DATE ISSUED: NOVEMBER 2018
REVIEWED BY: KRI
DRAWN BY: TJM
DESIGNED BY: TJM

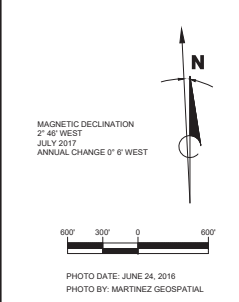
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SHEET TITLE
**AIRPORT LAYOUT PLAN
DRAWING (EXISTING)**

SHEET NUMBER
3 OF 21

DRAFT

DESCRIPTION	EXISTING	FUTURE	ULTIMATE
PROPERTY LINE	---	N/A	N/A
RUNWAY VISIBILITY ZONE	---RZ	---F-RZ	---U-RZ
RUNWAY PROTECTION ZONE	---	---	---
35' BUILDING RESTRICTION LINE	---	---	---
AIRFIELD PAVEMENT	---	---	---
PAVEMENT TO BE REMOVED	N/A	---	N/A
BUILDINGS	---	---	---
BUILDINGS TO BE REMOVED	N/A	---	N/A
ROADWAY/PARKING	---	---	---
AIRFIELD LIGHT	●	○	○
REIL	➤	➤	➤
PAPI	■ ■ ■ ■	□ □ □ □	□ □ □ □
BEACON	★	N/A	N/A
WINDCONE	---	---	---



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**PENSACOLA
INTERNATIONAL
AIRPORT**

PENSACOLA, FL.

**AIRPORT
LAYOUT PLAN**

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: NOVEMBER 2018
REVIEWED BY: KRI
DRAWN BY: TJM
DESIGNED BY: TJM

RS&H PROJECT NUMBER
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SHEET TITLE

**FACILITIES
LAYOUT
PLAN**

SHEET NUMBER

5 OF 21

DRAFT

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: NOVEMBER 2018

REVIEWED BY: KRI

DRAWN BY: TJM

DESIGNED BY: TJM

RS&H PROJECT NUMBER

201-0005-001

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SHEET TITLE

TERMINAL PLAN

SHEET NUMBER

6 OF 21

DRAFT

DESCRIPTION	EXISTING	FUTURE	ULTIMATE
PROPERTY LINE	---	---	---
RUNWAY SAFETY AREA	---	---	---
RUNWAY OBJECT FREE AREA	---	---	---
RUNWAY OBSTACLE FREE ZONE	---	---	---
RUNWAY VISIBILITY ZONE	---	---	---
PRECISION OBSTACLE FREE ZONE	---	---	---
RUNWAY PROTECTION ZONE	---	---	---
TAXIWAY SAFETY AREA	---	---	---
TAXIWAY OBJECT FREE AREA	---	---	---
35' BUILDING RESTRICTION LINE	---	---	---
PART 77 SURFACE	---	---	---
AIRFIELD PAVEMENT	---	---	---
ABANDONED AIRFIELD PAVEMENT	---	N/A	N/A
PAVEMENT TO BE REMOVED	N/A	---	---
BUILDINGS	---	---	---
BUILDINGS TO BE REMOVED	N/A	---	---
ROADWAY/PARKING	---	---	---
UNPAVED ROADWAY/PARKING	N/A	N/A	N/A
AIRFIELD LIGHT	•	•	•
REIL	---	---	---
PAPI	---	---	---
ARP	---	---	---
BEACON	---	---	---
WINDCONE	---	---	---
TREES	---	N/A	N/A
FENCE	---	---	---
POWER POLE	---	N/A	N/A
LIGHT POLE	---	N/A	N/A
SURVEY MONUMENT	---	N/A	N/A
DRAINAGE DITCH	---	N/A	N/A
GROUND CONTOURS	---	N/A	N/A
WATER BOUNDARY	---	N/A	N/A
AIRCRAFT HOLDING POSITION	---	---	---

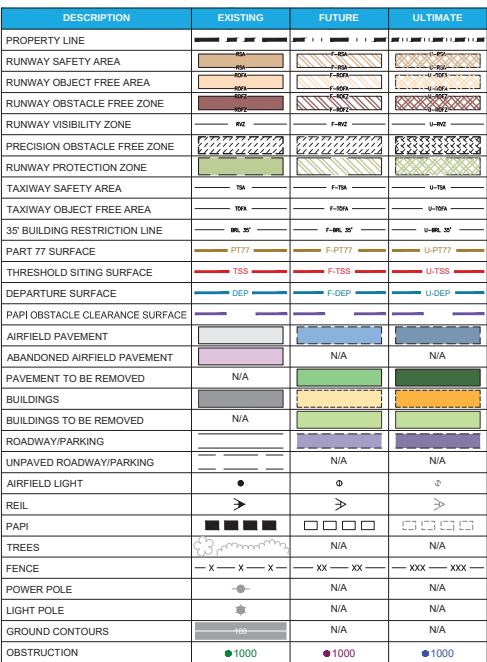
EXISTING BUILDING LEGEND		
BUILDING NO	BUILDING DESCRIPTION	ELEVATION HIGHEST POINT
1	ABANDONED TRACON BUILDING	154.6
2	ELECTRICAL VAULT	128.2
3	AIR CARGO FACILITY	135.3
4	RENTAL CAR OPERATIONS AND SERVICE FACILITY	108.0
14	FAA ANTENNA VAULT	125.4
15	HANGAR	144.2
20	OFFICE	150.6
21	HANGAR	150.6
22	HANGAR	150.6
25	PARKING COLLECTION BOOTH	129.9
26	TAXI QUEUE FACILITY	123.9
27	RENTAL CAR SERVICE FACILITY	166.0
28	RENTAL CAR SERVICE FACILITY	166.0
29	RENTAL CAR SERVICE FACILITY	166.0
38	FUEL FARM FACILITY	113.5
40	MAIN TERMINAL BUILDING	166.0
41	AUTO PARKING GARAGE	159.0

NOTE: ALL ELEVATIONS ARE EXPRESSED IN FEET ABOVE MEAN SEA LEVEL (MSL).

FUTURE/ULTIMATE BUILDING LEGEND		
BUILDING NO	BUILDING DESCRIPTION	ELEVATION HIGHEST POINT
F8	TERMINAL EXPANSION	166'
F9	PARKING GARAGE EXPANSION	159'
U3	TERMINAL EXPANSION	140'

NOTE: FUTURE BUILDING ELEVATIONS ARE ESTIMATED.





NOTES:

1. ROADWAY ELEVATIONS INCLUDE TRAVERSEWAY ADJUSTMENT (23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS).
2. INNER-APPROACH OFZ SLOPE ALIGNS WITH PART 77 APPROACH SURFACE SLOPE.
3. TREE OBSTRUCTIONS SHOWN IN HEAVILY WOODED AREAS REPRESENT THE TREE WITH THE LARGEST PENETRATION AMOUNT FOR THAT AREA.

RUNWAY 17 OBSTRUCTION TABLE									
OBJECT NO.	OBJECT DESCRIPTION	ABOVE GROUND LEVEL (FT.)	OBJECT TOP ELEVATION (FT.)	CLEARANCE (+ PENETRATE) (- CLEAR)			THRESHOLD SITING SURFACE (FT.)	PROPOSED DISPOSITION	TRIGGERING EVENT
				PART 77 SURFACE (FT.)	PART 77 SURFACE VIOLATION	DEPARTURE SURFACE (FT.)			
6134	TREETOP	UNKNOWN	158.9	10.5	TRANSITIONAL	15.9	N/A	TRIM/REMOVE	1-5 YEARS
6139	TREETOP	UNKNOWN	161.5	10.3	TRANSITIONAL	4.2	N/A	TRIM/REMOVE	1-5 YEARS
6160 *	TREETOP	UNKNOWN	171.5	9.4	TRANSITIONAL	N/A	N/A	REMOVE	CARGO AREA (F)
6236 *	TREETOP	UNKNOWN	161.3	6.5	TRANSITIONAL	12.7	N/A	TRIM/REMOVE	1-5 YEARS
6246	TREETOP	UNKNOWN	169.2	6.3	TRANSITIONAL	N/A	N/A	TRIM/REMOVE	1-5 YEARS
6275	TREETOP	UNKNOWN	158.8	5.2	TRANSITIONAL	N/A	N/A	TRIM/REMOVE	1-5 YEARS
6285 *	TREETOP	UNKNOWN	177.6	5.0	TRANSITIONAL	N/A	N/A	TRIM/REMOVE	1-5 YEARS
6304	TREETOP	UNKNOWN	151.8	4.4	TRANSITIONAL	1.8	N/A	TRIM/REMOVE	1-5 YEARS
6411	TREETOP	UNKNOWN	165.4	1.9	TRANSITIONAL	N/A	N/A	TRIM/REMOVE	1-5 YEARS
6475	UTILITY POLE	33.5	136.0	0.7	TRANSITIONAL	-6.5	N/A	OBSTRUCTION LIGHT	1-5 YEARS
6506 *	TREETOP	UNKNOWN	173.2	27.0	TRANSITIONAL	24.5	N/A	TRIM	1-5 YEARS
6519 *	TREETOP	UNKNOWN	166.0	24.5	TRANSITIONAL	18.5	N/A	TRIM/REMOVE	1-5 YEARS
6531 *	TREETOP	UNKNOWN	179.8	23.0	TRANSITIONAL	30.1	N/A	TRIM	1-5 YEARS
6539	TREETOP	UNKNOWN	181.9	21.9	TRANSITIONAL	N/A	N/A	TRIM/REMOVE	1-5 YEARS
6545	TREETOP	UNKNOWN	167.6	21.2	TRANSITIONAL	15.5	N/A	TRIM	1-5 YEARS
6547	TREETOP	UNKNOWN	161.8	21.1	TRANSITIONAL	21.2	N/A	TRIM/REMOVE	1-5 YEARS
6569	TREETOP	UNKNOWN	178.8	19.0	TRANSITIONAL	23.8	N/A	TRIM	1-5 YEARS
6535	TREETOP	UNKNOWN	170.6	16.1	TRANSITIONAL	4.3	N/A	TRIM/REMOVE	1-5 YEARS
6682	TREETOP	UNKNOWN	170.9	14.4	TRANSITIONAL	15.8	N/A	TRIM	1-5 YEARS
6691	TREETOP	UNKNOWN	165.9	14.1	TRANSITIONAL	14.1	N/A	TRIM	1-5 YEARS
6752 *	TREETOP	UNKNOWN	175.9	12.3	TRANSITIONAL	N/A	N/A	TRIM	1-5 YEARS
6877	TREETOP	UNKNOWN	174.0	8.7	TRANSITIONAL	16.9	N/A	TRIM	1-5 YEARS
6892	TREETOP	UNKNOWN	160.0	8.3	TRANSITIONAL	8.1	N/A	TRIM	1-5 YEARS

RUNWAY 17 OBSTRUCTION TABLE									
OBJECT NO.	OBJECT DESCRIPTION	ABOVE GROUND LEVEL (FT.)	OBJECT TOP ELEVATION (FT.)	CLEARANCE (+ PENETRATE) (- CLEAR)			PROPOSED DISPOSITION	TRIGGERING EVENT	
				PART 77 SURFACE (FT.)	PART 77 SURFACE VIOLATION	THRESHOLD SITING SURFACE (FT.)			
6910 ⁵	TREETOP	UNKNOWN	175.4	7.8	TRANSITIONAL	5.5	N/A	TRIM	1.5 YEARS
6955	TREETOP	UNKNOWN	161.4	6.9	TRANSITIONAL	0.4	N/A	TRIM/REMOVE	1.5 YEARS
7045	TREETOP	UNKNOWN	189.0	4.7	TRANSITIONAL	-0.7	N/A	TRIM	1.5 YEARS
7107	TREETOP	UNKNOWN	179.8	3.6	TRANSITIONAL	-4.1	N/A	TRIM	1.5 YEARS
7111	TREETOP	UNKNOWN	171.0	3.5	TRANSITIONAL	N/A	N/A	TRIM	1.5 YEARS
7175	TREETOP	UNKNOWN	172.3	2.2	TRANSITIONAL	-7.9	N/A	TRIM/REMOVE	1.5 YEARS
7209	TREETOP	UNKNOWN	185.7	1.5	TRANSITIONAL	10.6	N/A	TRIM	1.5 YEARS
7221 ⁵	TREETOP	UNKNOWN	157.2	1.4	TRANSITIONAL	9.8	N/A	TRIM	1.5 YEARS
7223	TREETOP	UNKNOWN	166.8	1.3	TRANSITIONAL	3.5	N/A	TRIM	1.5 YEARS
7226	TREETOP	UNKNOWN	173.4	1.3	TRANSITIONAL	3.8	N/A	TRIM/REMOVE	1.5 YEARS
7229	TREETOP	UNKNOWN	175.1	1.2	TRANSITIONAL	-10.2	N/A	TRIM	1.5 YEARS
7269	TREETOP	UNKNOWN	174.8	0.4	TRANSITIONAL	1.6	N/A	TRIM	1.5 YEARS
7277	TREETOP	UNKNOWN	158.1	0.2	TRANSITIONAL	-3.0	N/A	TRIM	1.5 YEARS
7278	TREETOP	UNKNOWN	172.0	0.2	TRANSITIONAL	-1.1	N/A	TRIM	1.5 YEARS
7281	UTILITY POLE	97.8	211.4	9.5	TRANSITIONAL	-15.5	N/A	OBSTRUCTION LIGHT	1.5 YEARS

1. OBSTRUCTION SURVEY COMPLETELY BY MARTINEZ GEOSPATIAL, JUNE, 2016.
2. NO PENETRATIONS TO THE PAPI OBSTACLE CLEARANCE SURFACE.
3. ELEVATIONS IN TABLE REFLECT THE RECOMMENDED AIRSPACE CLEARANCES: 23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS
4. OBJECTS WITH A PROPOSED DISPOSITION OF "TRIM/REMOVE" ARE LOCATED ON AIRPORT PROPERTY. OTHERS LISTED AS "TRIM" ARE OFF AIRPORT PROPERTY.
5. THE OBSTRUCTIONS ARE GROUPED AND SHOWN IN NUMBER ORDER BY TYPE OF PART 77 SURFACE VIOLATION (APPROACH/PRIMARY/TRANSITIONAL)
6. OBJECT WITH THE LARGEST PENETRATION AMOUNT WITHIN GROUP OF TREES.

FL. Cert. Nos. AAC001886*IB26000956
EB0005620*LCC000210*GB238



PENSACOLA
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AIRPORT

PENSACOLA, FL

AIRPORT LAYOUT PLAN

CONSULTANTS

[illegible]

DATE ISSUED: NOVEMBER 2018

REVIEWED BY: KRI

DRAWN BY: TJM

DESIGNED BY: TJM

RS&H PROJECT NUMBER

201-0005-001

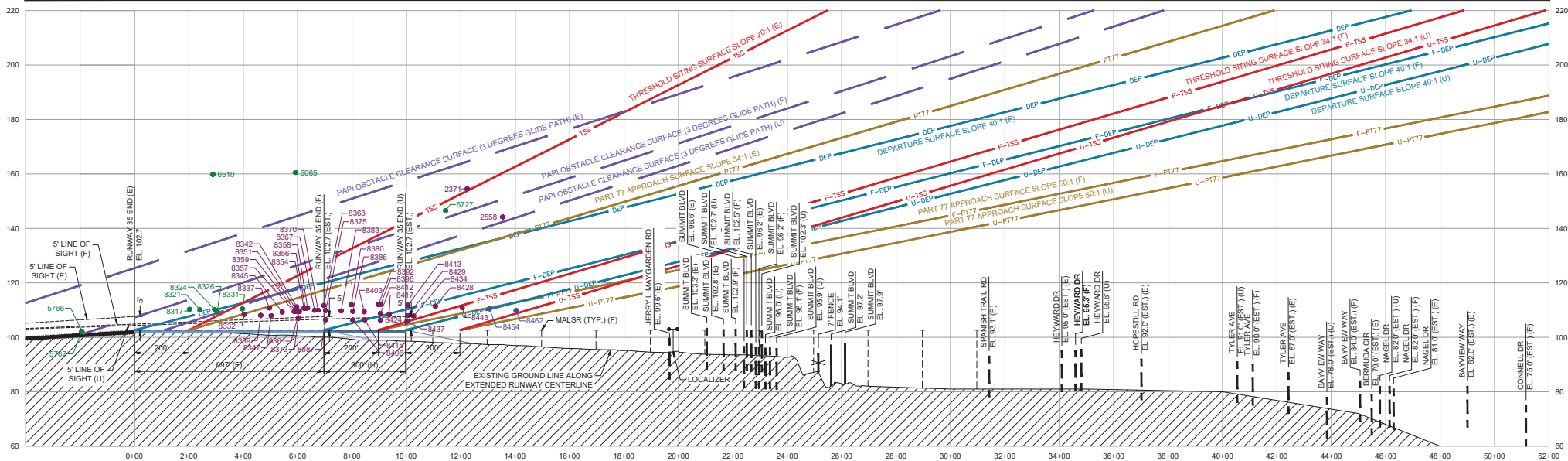
SHEET TITLE

INNER APPROACH PLAN AND PROFILE - RUNWAY 17

SHEET NUMBER

7 OF 21

DRAFT



RUNWAY 34 OBSTRUCTION TABLE																	
CLEARANCE (+ PENETRATE) (- CLEAR)																	
OBJECT NO.	OBJECT DESCRIPTION	ABOVE GROUND LEVEL (FT)	OBJECT TOP ELEVATION (FT)	EXISTING PART 77 SURFACE VIOLATION (FT)	EXISTING PART 77 SURFACE VIOLATION	FUTURE PART 77 SURFACE VIOLATION (FT)	FUTURE PART 77 SURFACE VIOLATION	ULTIMATE PART 77 SURFACE VIOLATION (FT)	ULTIMATE PART 77 SURFACE VIOLATION	EXISTING DEPARTURE SURFACE VIOLATION (FT)	FUTURE DEPARTURE SURFACE VIOLATION (FT)	ULTIMATE DEPARTURE SURFACE VIOLATION (FT)	EXISTING THRESHOLD SITING SURFACE (FT)	FUTURE THRESHOLD SITING SURFACE (FT)	ULTIMATE THRESHOLD SITING SURFACE (FT)	PROPOSED DISPOSITION	TRIGGERING EVENT
8359	ROAD	10.0	105.4	N/A	N/A	7.1	PRIMARY	8.1	PRIMARY	N/A	N/A	N/A	N/A	N/A	N/A	REMOVE	RWY EXT. (F)
8361	ROAD	10.0	109.4	N/A	N/A	7.0	PRIMARY	8.1	PRIMARY	N/A	N/A	N/A	N/A	N/A	N/A	REMOVE	RWY EXT. (F)
8363	ROAD	10.0	111.7	N/A	N/A	9.0	PRIMARY	10.1	PRIMARY	N/A	N/A	N/A	N/A	N/A	N/A	REMOVE	RWY EXT. (F)
8367	ROAD	10.0	158.3	N/A	N/A	7.3	PRIMARY	8.4	PRIMARY	N/A	N/A	N/A	N/A	N/A	N/A	REMOVE	RWY EXT. (F)
8370	ROAD	10.0	110.0	N/A	N/A	7.3	PRIMARY	8.4	PRIMARY	N/A	N/A	N/A	N/A	N/A	N/A	REMOVE	RWY EXT. (F)
8373	ROAD	10.0	107.0	N/A	N/A	4.6	PRIMARY	5.7	PRIMARY	N/A	N/A	N/A	N/A	N/A	N/A	REMOVE	RWY EXT. (F)
8375	ROAD	10.0	109.8	N/A	N/A	7.1	PRIMARY	8.2	PRIMARY	N/A	6.9	N/A	N/A	N/A	N/A	REMOVE	RWY EXT. (F)
8380	ROAD	10.0	111.9	N/A	N/A	9.2	PRIMARY	10.0	PRIMARY	N/A	6.7	N/A	N/A	N/A	N/A	REMOVE	RWY EXT. (F)
8381	ROAD	10.0	108.7	N/A	N/A	7.0	PRIMARY	7.8	PRIMARY	N/A	5.4	N/A	N/A	N/A	N/A	REMOVE	RWY EXT. (F)
8386	ROAD	10.0	105.5	N/A	N/A	6.8	PRIMARY	7.5	PRIMARY	N/A	4.1	N/A	N/A	N/A	N/A	REMOVE	RWY EXT. (F)
8387	ROAD	10.0	106.5	N/A	N/A	3.8	PRIMARY	4.8	PRIMARY	N/A	3.6	N/A	N/A	N/A	N/A	REMOVE	RWY EXT. (F)
8392	ROAD	10.0	112.0	N/A	N/A	9.3	PRIMARY	9.7	PRIMARY	N/A	4.3	N/A	N/A	N/A	N/A	REMOVE	RWY EXT. (F)
8403	ROAD	10.0	109.4	N/A	N/A	6.7	PRIMARY	7.2	PRIMARY	N/A	3.0	N/A	N/A	N/A	N/A	REMOVE	RWY EXT. (F)
8409	ROAD	10.0	106.0	N/A	N/A	3.7	PRIMARY	4.4	PRIMARY	N/A	3.1	N/A	N/A	N/A	N/A	REMOVE	RWY EXT. (F)
2371	TREETOP	UNKNOWN	154.5	N/A	N/A	8.5	TRANSITIONAL	8.0	TRANSITIONAL	N/A	N/A	N/A	N/A	N/A	N/A	TRIM/REMOVE	5-10 YEARS
2568	TREETOP	UNKNOWN	144.0	N/A	N/A	9.5	TRANSITIONAL	9.1	TRANSITIONAL	N/A	N/A	N/A	N/A	N/A	N/A	TRIM/REMOVE	5-10 YEARS
6062 ¹	TREETOP	UNKNOWN	162.5	18.0	TRANSITIONAL	21.5	TRANSITIONAL	22.6	TRANSITIONAL	N/A	N/A	N/A	N/A	N/A	N/A	TRIM/REMOVE	1-5 YEARS
6501 ¹	TREETOP	UNKNOWN	158.8	25.5	TRANSITIONAL	28.7	TRANSITIONAL	29.7	TRANSITIONAL	N/A	N/A	N/A	N/A	N/A	N/A	TRIM/REMOVE	1-5 YEARS
8345	ROAD	10.0	109.3	N/A	N/A	6.3	TRANSITIONAL	7.3	TRANSITIONAL	N/A	N/A	N/A	N/A	N/A	N/A	REMOVE	RWY EXT. (F)
8415	ROAD	10.0	106.4	N/A	N/A	3.4	TRANSITIONAL	3.9	TRANSITIONAL	N/A	0.0	N/A	N/A	N/A	N/A	REMOVE	RWY EXT. (F)
8424	ROAD	10.0	106.3	N/A	N/A	2.0	TRANSITIONAL	2.3	TRANSITIONAL	N/A	-1.6	N/A	N/A	N/A	N/A	REMOVE	RWY EXT. (F)
8437	ROAD	10.0	105.9	N/A	N/A	0.6	TRANSITIONAL	0.4	TRANSITIONAL	N/A	-4.4	N/A	N/A	N/A	N/A	REMOVE	RWY EXT. (F)

1. OBSTRUCTION SURVEY COMPLETED BY MARTINEZ GEOSPATIAL INC. 2016.

2. NO PENETRATIONS TO THE AIRSPACE CLEARANCE SURFACE.

3. ELEVATIONS IN TABLE REFLECT THE RECOMMENDED AIRSPACE CLEARANCES: 22 RAILROADS | 17 HIGHWAYS | 15 PUBLIC ROADS | 10 PRIVATE ROADS.

4. OBJECTS WITH A PROPOSED DISPOSITION OF "TRIM/REMOVE" ARE LOCATED ON AIRPORT PROPERTY. OTHERS LISTED AS "TRIM" ARE OFF AIRPORT PROPERTY.

5. THE OBSTRUCTIONS ARE GROUPED AND SHOWN IN NUMBER ORDER BY TYPE OF PART 77 SURFACE VIOLATION (APPROACH/PARTWAY/TRANSITIONAL).

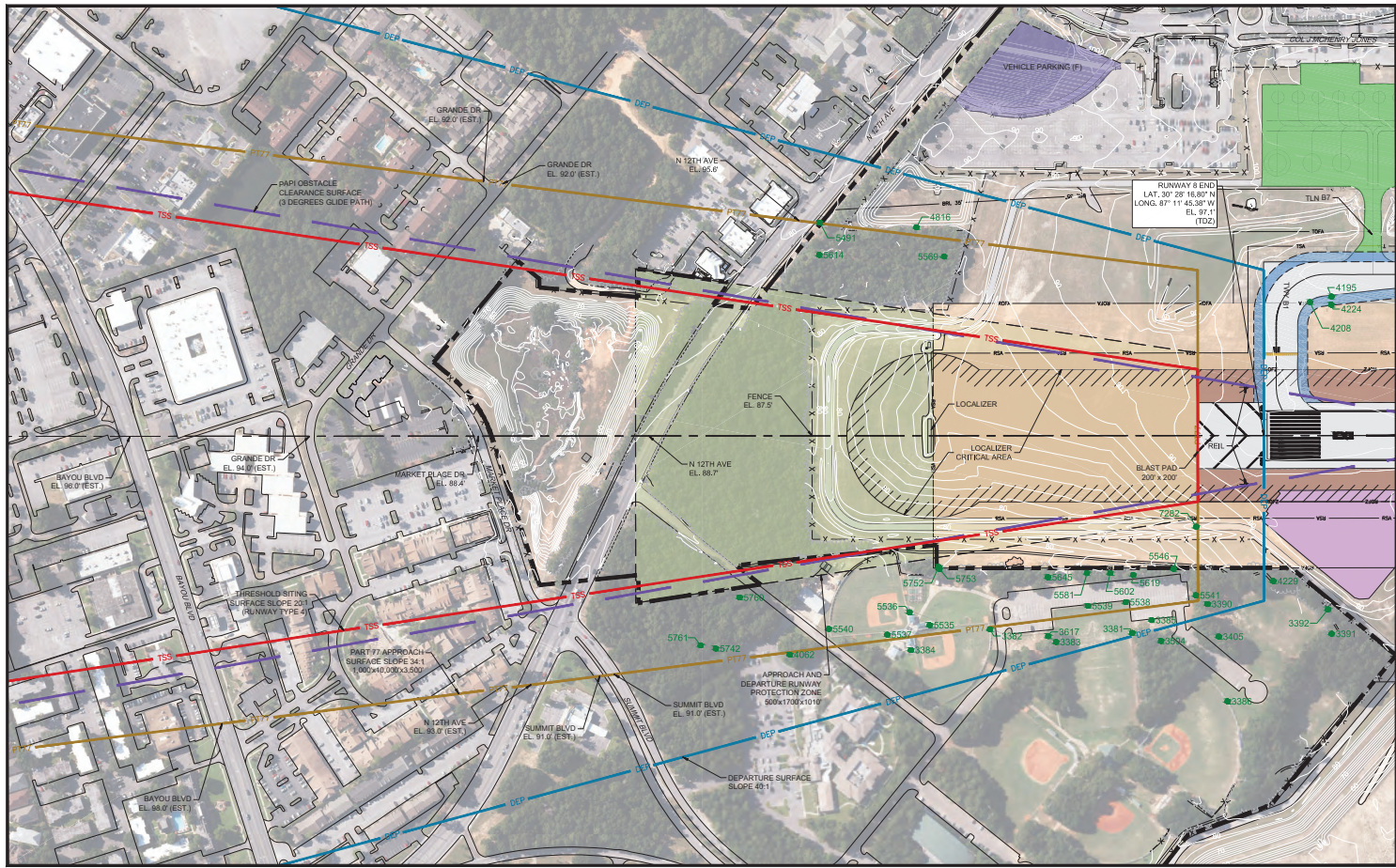
NOTES:

1. ROADWAY ELEVATIONS INCLUDE TRAVERSEWAY ADJUSTMENT (23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS).
2. INNER-APPROACH OFZ SLOPE ALIGNS WITH PART 77 APPROACH SURFACE SLOPE.
3. TREE OBSTRUCTIONS SHOWN IN HEAVILY WOODED AREAS REPRESENT THE TREE WITH THE LARGEST PENETRATION AMOUNT FOR THAT AREA

CONSULTANTS

DRAFT





DESCRIPTION	EXISTING	FUTURE
PROPERTY LINE		
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
RUNWAY OBSTACLE FREE ZONE		
RUNWAY VISIBILITY ZONE		
PRECISION OBSTACLE FREE ZONE		
RUNWAY PROTECTION ZONE		
TAXIWAY SAFETY AREA		
TAXIWAY OBJECT FREE AREA		
35' BUILDING RESTRICTION LINE		
PART 77 SURFACE		
THRESHOLD SITING SURFACE		
DEPARTURE SURFACE		
PAPI OBSTACLE CLEARANCE SURFACE		
AIRFIELD PAVEMENT		
ABANDONED AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED		
BUILDINGS		
BUILDINGS TO BE REMOVED		
ROADWAY/PARKING		
UNPAVED ROADWAY/PARKING		
AIRFIELD LIGHT		
REIL		
PAPI		
TREES		
FENCE		
POWER POLE		
LIGHT POLE		
GROUND CONTOURS		
OBSTRUCTION		

NOTES:
1. ROADWAY ELEVATIONS INCLUDE TRAVERSEWAY ADJUSTMENT (23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS).
2. TREE OBSTRUCTIONS SHOWN IN HEAVILY WOODED AREAS REPRESENT THE TREE WITH THE LARGEST PENETRATION AMOUNT FOR THAT AREA.



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PENSACOLA, FL.

**AIRPORT
LAYOUT PLAN**

CONSULTANTS

REVISIONS		
NO.	DESCRIPTION	DATE

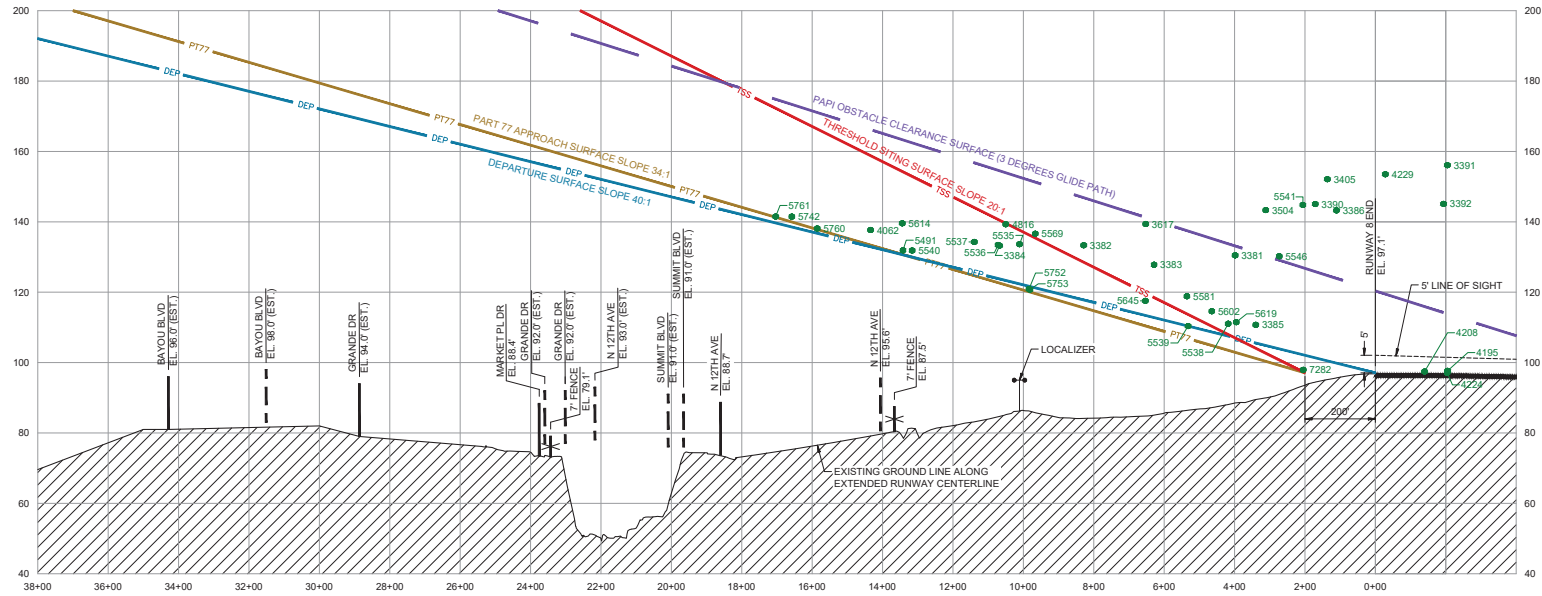
DATE ISSUED: NOVEMBER 2018
REVIEWED BY: KRI
DRAWN BY: TJM
DESIGNED BY: TJM
RS&H PROJECT NUMBER
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SHEET TITLE

**INNER APPROACH
PLAN AND PROFILE -
RUNWAY 8**

SHEET NUMBER

9 OF 21

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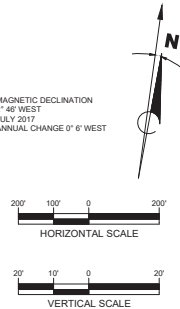


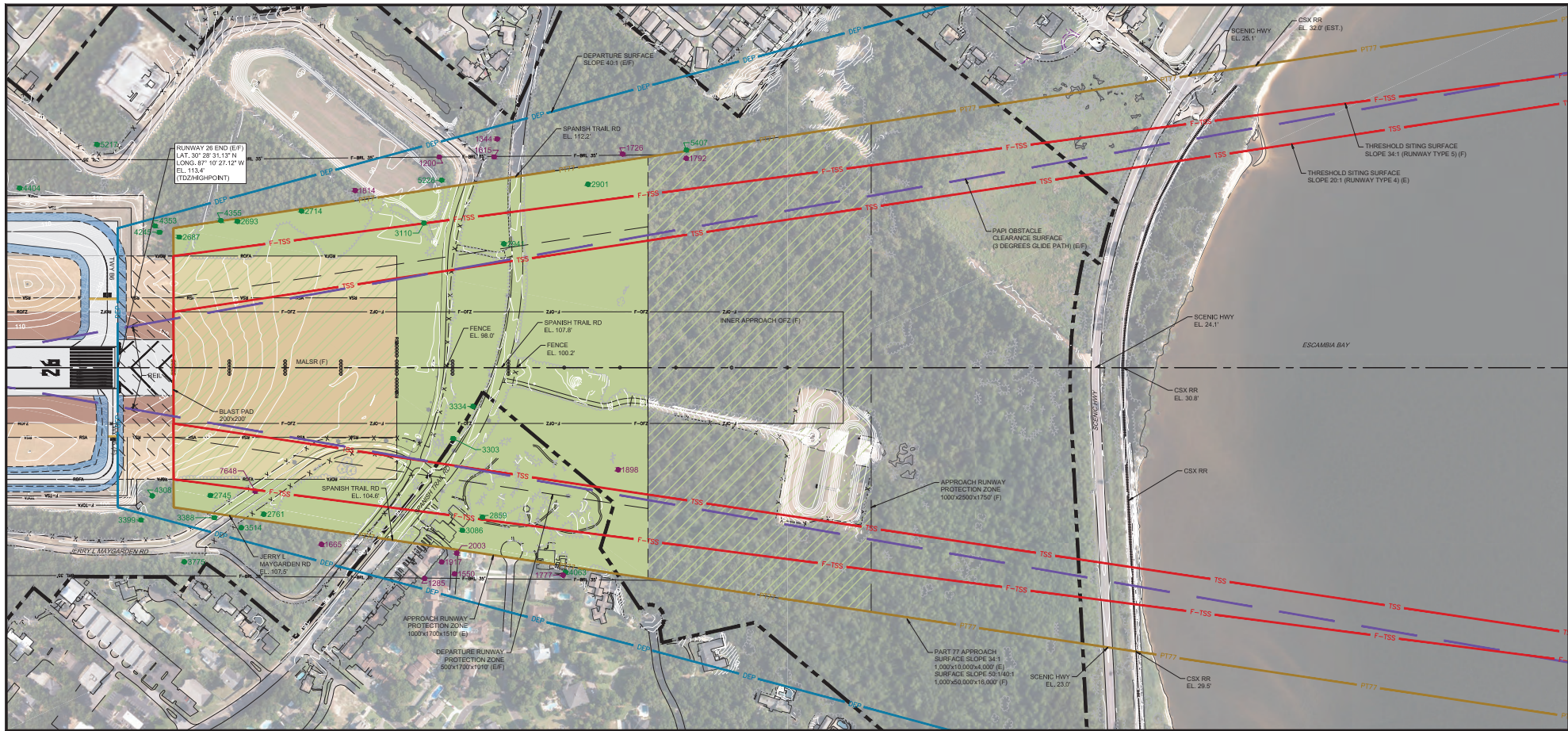
RUNWAY 8 OBSTRUCTION TABLE								
OBJECT NO.	OBJECT DESCRIPTION	ABOVE GROUND LEVEL (FT.)	OBJECT TOP ELEVATION (FT.)	CLEARANCE (+ PENETRATE) (- CLEAR)				TRIGGERING EVENT
				PART 77 SURFACE VIOLATION	DEPARTURE SURFACE	THRESHOLD SITING SURFACE	PROPOSED DISPOSITION	
5535	LIGHT POLE	58.5	133.6	12.7	APPROACH	11.3	N/A	OBSTRUCTION LIGHT 1-5 YEARS
5536	LIGHT POLE	58.8	133.4	10.7	APPROACH	9.5	N/A	OBSTRUCTION LIGHT 1-5 YEARS
5537	LIGHT POLE	59.3	134.3	9.6	APPROACH	8.7	N/A	OBSTRUCTION LIGHT 1-5 YEARS
5538	LIGHT POLE	31.1	111.0	7.6	APPROACH	3.5	N/A	OBSTRUCTION LIGHT 1-5 YEARS
5539	LIGHT POLE	31.9	110.4	3.5	APPROACH	0.0	N/A	OBSTRUCTION LIGHT 1-5 YEARS
5540	LIGHT POLE	60.4	131.9	2.0	APPROACH	1.8	N/A	OBSTRUCTION LIGHT 1-5 YEARS
5541	TREETOP	UNKNOWN	144.8	47.5	APPROACH	42.5	N/A	TRIM 1-5 YEARS
5546	TREETOP	UNKNOWN	130.2	31.0	APPROACH	26.3	N/A	TRIM 1-5 YEARS
5569	TREETOP	UNKNOWN	136.6	17.0	APPROACH	15.4	N/A	TRIM/REMOVE 1-5 YEARS
5581	TREETOP	UNKNOWN	118.9	11.9	APPROACH	8.4	N/A	TRIM 1-5 YEARS
5602	TREETOP	UNKNOWN	114.6	9.7	APPROACH	5.9	N/A	TRIM 1-5 YEARS
5614	TREETOP	UNKNOWN	139.6	8.9	APPROACH	8.9	N/A	TRIM/REMOVE 1-5 YEARS
5619	TREETOP	UNKNOWN	111.5	8.7	APPROACH	4.5	N/A	TRIM 1-5 YEARS
5645	TREETOP	UNKNOWN	117.5	7.1	APPROACH	4.1	N/A	TRIM 1-5 YEARS
5742	TREETOP	UNKNOWN	141.5	1.5	APPROACH	2.9	N/A	TRIM 1-5 YEARS
5752	TREETOP	UNKNOWN	120.9	0.8	APPROACH	-0.8	N/A	TRIM 1-5 YEARS

RUNWAY 8 OBSTRUCTION TABLE								
OBJECT NO.	OBJECT DESCRIPTION	ABOVE GROUND LEVEL (FT.)	OBJECT TOP ELEVATION (FT.)	CLEARANCE (+ PENETRATE) (- CLEAR)				TRIGGERING EVENT
				PART 77 SURFACE VIOLATION	DEPARTURE SURFACE	THRESHOLD SITING SURFACE	PROPOSED DISPOSITION	
5753	TREETOP	UNKNOWN	120.8	0.7	APPROACH	-0.9	N/A	TRIM 1-5 YEARS
5760	TREETOP	UNKNOWN	138.1	0.3	APPROACH	1.4	N/A	TRIM 1-5 YEARS
5761	TREETOP	UNKNOWN	141.5	0.2	APPROACH	1.8	N/A	TRIM 1-5 YEARS
7282	ROAD	10.0	97.9	0.7	APPROACH	-4.3	N/A	NONE
4195	GROUND	0.0	97.7	1.0	PRIMARY	N/A	N/A	REMOVE TWY B SHLDRS (F)
4208	GROUND	0.0	97.5	0.7	PRIMARY	N/A	N/A	REMOVE TWY B SHLDRS (F)
4224	GROUND	0.0	97.1	0.5	PRIMARY	N/A	N/A	REMOVE TWY B SHLDRS (F)
4229	TREETOP	UNKNOWN	153.5	56.5	PRIMARY	N/A	N/A	TRIM 1-5 YEARS
3381	LIGHT POLE	51.3	130.5	17.3	TRANSITIONAL	23.4	N/A	OBSTRUCTION LIGHT 1-5 YEARS
3382	LIGHT POLE	59.3	133.4	16.8	TRANSITIONAL	15.5	N/A	OBSTRUCTION LIGHT 1-5 YEARS
3383	LIGHT POLE	52.1	127.8	8.1	TRANSITIONAL	15.0	N/A	OBSTRUCTION LIGHT 1-5 YEARS
3384	LIGHT POLE	59.1	133.2	5.0	TRANSITIONAL	9.4	N/A	OBSTRUCTION LIGHT 1-5 YEARS
3385	LIGHT POLE	30.1	110.7	3.8	TRANSITIONAL	5.1	N/A	OBSTRUCTION LIGHT 1-5 YEARS
3386	LIGHT POLE	61.1	143.3	2.9	TRANSITIONAL	N/A	N/A	OBSTRUCTION LIGHT 1-5 YEARS
3390	TREETOP	UNKNOWN	145.0	46.6	TRANSITIONAL	43.7	N/A	TRIM 1-5 YEARS
3391	TREETOP	UNKNOWN	156.1	45.2	TRANSITIONAL	N/A	N/A	TRIM/REMOVE 1-5 YEARS

RUNWAY 8 OBSTRUCTION TABLE								
OBJECT NO.	OBJECT DESCRIPTION	ABOVE GROUND LEVEL (FT.)	OBJECT TOP ELEVATION (FT.)	CLEARANCE (+ PENETRATE) (- CLEAR)				TRIGGERING EVENT
				PART 77 SURFACE VIOLATION	DEPARTURE SURFACE	THRESHOLD SITING SURFACE	PROPOSED DISPOSITION	
3392	TREETOP	UNKNOWN	145.1	44.8	TRANSITIONAL	N/A	N/A	TRIM 1-5 YEARS
3405	TREETOP	UNKNOWN	152.1	39.6	TRANSITIONAL	N/A	N/A	TRIM 1-5 YEARS
3504	TREETOP	UNKNOWN	143.3	27.7	TRANSITIONAL	N/A	N/A	TRIM 1-5 YEARS
3617	TREETOP	UNKNOWN	139.4	21.9	TRANSITIONAL	26.0	N/A	TRIM 1-5 YEARS
4062	TREETOP	UNKNOWN	137.7	3.3	TRANSITIONAL	4.7	N/A	TRIM 1-5 YEARS
4816	TREETOP	UNKNOWN	139.3	13.8	TRANSITIONAL	16.0	N/A	TRIM/REMOVE 1-5 YEARS
5491	TREETOP	UNKNOWN	131.9	1.0	TRANSITIONAL	1.3	N/A	TRIM/REMOVE 1-5 YEARS

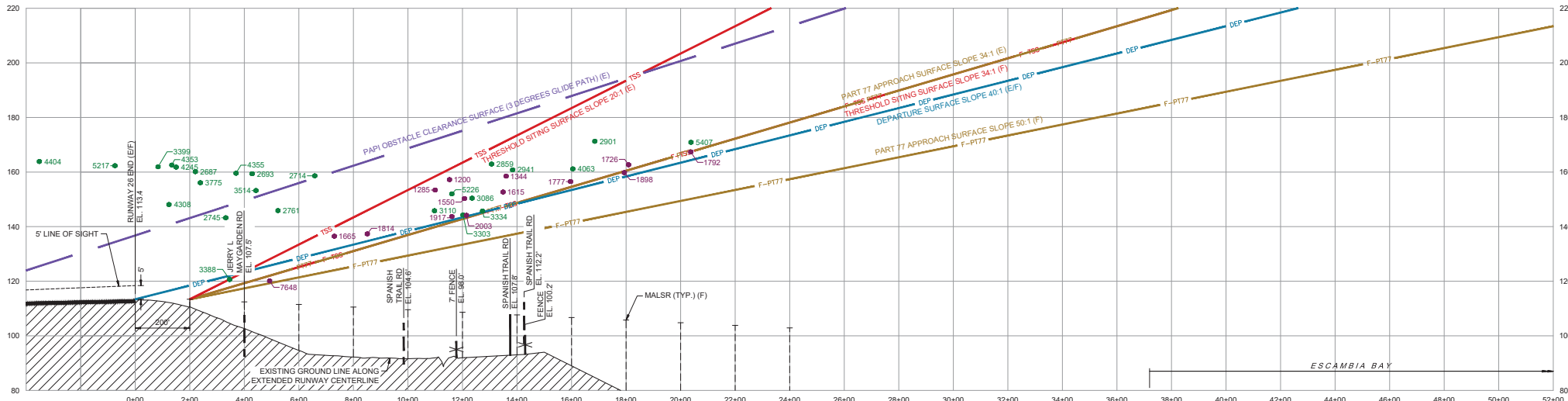
1. OBSTRUCTION SURVEY COMPLETED BY MARTINEZ GEOSPATIAL JUNE, 2018.
2. NO PENETRATIONS TO THE PAPI OBSTACLE CLEARANCE SURFACE.
3. ELEVATIONS IN TABLE REFLECT THE RECOMMENDED AIRSPACE CLEARANCES: 23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS.
4. OBJECTS WITH A PROPOSED DISPOSITION OF "TRIM/REMOVE" ARE LOCATED ON AIRPORT PROPERTY. OTHERS LISTED AS "TRIM" ARE OFF AIRPORT PROPERTY.
5. THE OBSTRUCTIONS ARE GROUPED AND SHOWN IN NUMBER ORDER BY TYPE OF PART 77 SURFACE VIOLATION (APPROACH/PRIMARY/TRANSITIONAL).
6. OBJECT WITH THE LARGEST PENETRATION AMOUNT WITHIN GROUP OF TREES.





DESCRIPTION	EXISTING	FUTURE
PROPERTY LINE		
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
RUNWAY OBSTACLE FREE ZONE		
RUNWAY VISIBILITY ZONE		
PRECISION OBSTACLE FREE ZONE		
RUNWAY PROTECTION ZONE		
TAXIWAY SAFETY AREA		
TAXIWAY OBJECT FREE AREA		
35' BUILDING RESTRICTION LINE		
PART 77 SURFACE		
THRESHOLD SITING SURFACE		
DEPARTURE SURFACE		
PAPI OBSTACLE CLEARANCE SURFACE		
AIRFIELD PAVEMENT		
ABANDONED AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED		
BUILDINGS		
BUILDINGS TO BE REMOVED		
ROADWAY/PARKING		
UNPAVED ROADWAY/PARKING		
AIRFIELD LIGHT		
REIL		
PAPI		
TREES		
FENCE		
POWER POLE		
LIGHT POLE		
GROUND CONTOURS		
OBSTRUCTION		

NOTES:
1. ROADWAY ELEVATIONS INCLUDE TRAVERSEWAY ADJUSTMENT (23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS).
2. INNER-APPROACH OFZ SLOPE ALIGNS WITH PART 77 APPROACH SURFACE SLOPE.
3. TREE OBSTRUCTIONS SHOWN IN HEAVILY WOODED AREAS REPRESENT THE TREE WITH THE LARGEST PENETRATION AMOUNT FOR THAT AREA.



RUNWAY 26 OBSTRUCTION TABLE											
OBJECT NO.	OBJECT DESCRIPTION	ABOVE GROUND LEVEL (FT.)	OBJECT TOP ELEVATION (FT.)	CLEARANCE (+/- PENETRATION) (-/- CLEAR)						PROPOSED DISPOSITION	TRIGGERING EVENT
				EXISTING PART 77 SURFACE (FT.)	EXISTING PART 77 SURFACE VIOLATION	FUTURE PART 77 SURFACE (FT.)	FUTURE PART 77 SURFACE VIOLATION	EXISTING/FUTURE THRESHOLD SITING SURFACE (FT.)	EXISTING/FUTURE THRESHOLD SITING SURFACE VIOLATION		
1792	TREETOP	UNKNOWN	167.4	N/A	N/A	17.2	APPROACH	3.0	N/A	TRIM/REMOVE	5-10 YEARS
1898	TREETOP	UNKNOWN	159.8	N/A	N/A	14.5	APPROACH	1.5	N/A	TRIM/REMOVE	5-10 YEARS
2687	TREETOP	UNKNOWN	160.1	46.1	APPROACH	46.3	APPROACH	41.2	N/A	TRIM/REMOVE	1-5 YEARS
2693	TREETOP	UNKNOWN	159.4	39.3	APPROACH	41.4	APPROACH	35.3	N/A	TRIM/REMOVE	1-5 YEARS
2714	TREETOP	UNKNOWN	158.6	37.7	APPROACH	38.0	APPROACH	28.7	N/A	TRIM/REMOVE	1-5 YEARS
2745	TREETOP	UNKNOWN	143.3	28.0	APPROACH	27.2	APPROACH	21.5	N/A	TRIM/REMOVE	1-5 YEARS
2761	TREETOP	UNKNOWN	145.9	23.0	APPROACH	26.0	APPROACH	19.4	N/A	TRIM/REMOVE	1-5 YEARS
2859	TREETOP	UNKNOWN	162.9	17.0	APPROACH	27.4	APPROACH	16.9	N/A	TRIM	1-5 YEARS
2901	TREETOP	UNKNOWN	171.3	14.2	APPROACH	28.2	APPROACH	15.7	N/A	TRIM/REMOVE	1-5 YEARS
2941	TREETOP	UNKNOWN	160.8	12.6	APPROACH	23.7	APPROACH	12.8	N/A	TRIM/REMOVE	1-5 YEARS
3086	TREETOP	UNKNOWN	150.4	6.6	APPROACH	16.3	APPROACH	6.2	N/A	TRIM	1-5 YEARS
3110	TREETOP	UNKNOWN	145.8	6.0	APPROACH	14.5	APPROACH	5.0	N/A	TRIM/REMOVE	1-5 YEARS
3303	TREETOP	UNKNOWN	144.3	7.4	APPROACH	10.8	APPROACH	0.8	-19.2	TRIM/REMOVE	1-5 YEARS
3334	TREETOP	UNKNOWN	145.7	0.6	APPROACH	10.9	APPROACH	0.5	-21.3	TRIM/REMOVE	1-5 YEARS
7648	LIGHT POLE	28.3	120.1	N/A	N/A	0.9	APPROACH	-5.6	N/A	OBSTRUCTION LIGHT	5-10 YEARS
4245	TREETOP	UNKNOWN	161.8	48.4	PRIMARY	48.4	PRIMARY	44.6	N/A	TRIM/REMOVE	1-5 YEARS
4308	TREETOP	UNKNOWN	148.1	34.7	PRIMARY	34.7	PRIMARY	31.6	N/A	TRIM/REMOVE	1-5 YEARS
1200	TREETOP	UNKNOWN	157.2	N/A	N/A	8.8	TRANSITIONAL	15.0	N/A	TRIM/REMOVE	5-10 YEARS
1285	TREETOP	UNKNOWN	153.4	N/A	N/A	4.8	TRANSITIONAL	12.5	N/A	TRIM	5-10 YEARS
1344	TREETOP	UNKNOWN	158.5	N/A	N/A	1.1	TRANSITIONAL	11.1	N/A	TRIM/REMOVE	5-10 YEARS
1550	TREETOP	UNKNOWN	150.3	N/A	N/A	4.2	TRANSITIONAL	6.7	N/A	TRIM	5-10 YEARS
1615	TREETOP	UNKNOWN	152.7	N/A	N/A	4.5	TRANSITIONAL	5.5	N/A	TRIM/REMOVE	5-10 YEARS

RUNWAY 26 OBSTRUCTION TABLE											
OBJECT NO.	OBJECT DESCRIPTION	ABOVE GROUND LEVEL (FT.)	OBJECT TOP ELEVATION (FT.)	CLEARANCE (+/- PENETRATION) (-/- CLEAR)						PROPOSED DISPOSITION	TRIGGERING EVENT
				EXISTING PART 77 SURFACE (FT.)	EXISTING PART 77 SURFACE VIOLATION	FUTURE PART 77 SURFACE (FT.)	FUTURE PART 77 SURFACE VIOLATION	EXISTING/FUTURE THRESHOLD SITING SURFACE (FT.)	EXISTING/FUTURE THRESHOLD SITING SURFACE VIOLATION		
1665	TREETOP	UNKNOWN	136.5	N/A	N/A	4.8	TRANSITIONAL	4.8	N/A	TRIM/REMOVE	5-10 YEARS
1726	TREETOP	UNKNOWN	162.7	N/A	N/A	13.7	TRANSITIONAL	4.0	N/A	TRIM/REMOVE	5-10 YEARS
1777	TREETOP	UNKNOWN	156.5	N/A	N/A	10.4	TRANSITIONAL	3.2	N/A	TRIM	5-10 YEARS
1814	TREETOP	UNKNOWN	137.4	N/A	N/A	5.7	TRANSITIONAL	2.7	N/A	TRIM/REMOVE	5-10 YEARS
1917	TREETOP	UNKNOWN	143.7	N/A	N/A	3.6	TRANSITIONAL	1.3	N/A	TRIM	5-10 YEARS
2009	TREETOP	UNKNOWN	144.2	N/A	N/A	8.7	TRANSITIONAL	0.4	N/A	TRIM	5-10 YEARS
3388	LIGHT POLE	38.4	120.6	0.7	TRANSITIONAL	2.1	TRANSITIONAL	-1.4	N/A	OBSTRUCTION LIGHT	1-5 YEARS
3399	TREETOP	UNKNOWN	161.9	42.0	TRANSITIONAL	42.0	TRANSITIONAL	N/A	N/A	TRIM/REMOVE	1-5 YEARS
3514	TREETOP	UNKNOWN	163.2	27.4	TRANSITIONAL	29.7	TRANSITIONAL	28.7	N/A	TRIM/REMOVE	1-5 YEARS
3775	TREETOP	UNKNOWN	156.1	14.4	TRANSITIONAL	14.7	TRANSITIONAL	N/A	N/A	TRIM/REMOVE	1-5 YEARS
4063	TREETOP	UNKNOWN	161.2	3.2	TRANSITIONAL	16.4	TRANSITIONAL	7.6	N/A	TRIM	1-5 YEARS
4353	TREETOP	UNKNOWN	162.5	48.1	TRANSITIONAL	48.1	TRANSITIONAL	45.8	N/A	TRIM/REMOVE	1-5 YEARS
4355	TREETOP	UNKNOWN	156.5	41.9	TRANSITIONAL	42.6	TRANSITIONAL	36.9	N/A	TRIM/REMOVE	1-5 YEARS
4404	TREETOP	UNKNOWN	183.9	31.8	TRANSITIONAL	31.8	TRANSITIONAL	N/A	N/A	TRIM/REMOVE	1-5 YEARS
5217	TREETOP	UNKNOWN	162.3	6.5	TRANSITIONAL	6.5	TRANSITIONAL	N/A	N/A	TRIM/REMOVE	1-5 YEARS
5226	TREETOP	UNKNOWN	152.0	6.4	TRANSITIONAL	15.5	TRANSITIONAL	9.6	N/A	TRIM/REMOVE	1-5 YEARS
5407	TREETOP	UNKNOWN	170.9	2.9	TRANSITIONAL	20.2	TRANSITIONAL	6.5	N/A	TRIM/REMOVE	1-5 YEARS

1. OBSTRUCTION SURVEY COMPLETED BY MARTINEZ GEOSPATIAL JUNE, 2016.
2. NO PENETRATIONS TO THE PAPI OBSTACLE CLEARANCE SURFACE.
3. OBJECTS WITH A PROPOSED DISPOSITION OF "TRIM/REMOVE" ARE LOCATED ON AIRPORT PROPERTY. OTHERS LISTED AS "TRIM" ARE OFF AIRPORT PROPERTY.
4. THE OBSTRUCTIONS ARE GROUPED AND SHOWN IN NUMBER ORDER BY TYPE OF PART 77 SURFACE VIOLATION (APPROACH/PRIMARY/TRANSITIONAL).
5. OBJECT WITH THE LARGEST PENETRATION AMOUNT WITHIN GROUP OF TREES.



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PENSACOLA, FL.

**AIRPORT
LAYOUT PLAN**

CONSULTANTS

REVISIONS		
NO.	DESCRIPTION	DATE

DATE ISSUED: NOVEMBER 2018
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DESIGNED BY: TJM

RS&H PROJECT NUMBER
201-0005-001
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SHEET TITLE

**INNER APPROACH
PLAN AND PROFILE -
RUNWAY 26**

SHEET NUMBER

10 OF 21

DRAFT



PENSACOLA, FL.

CONSULTANTS

REVISIONS

[illegible]

DATE ISSUED: NOVEMBER 2018

REVIEWED BY: KRI

DRAWN BY: TJM

DESIGNED BY: TJM

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201-0005-001

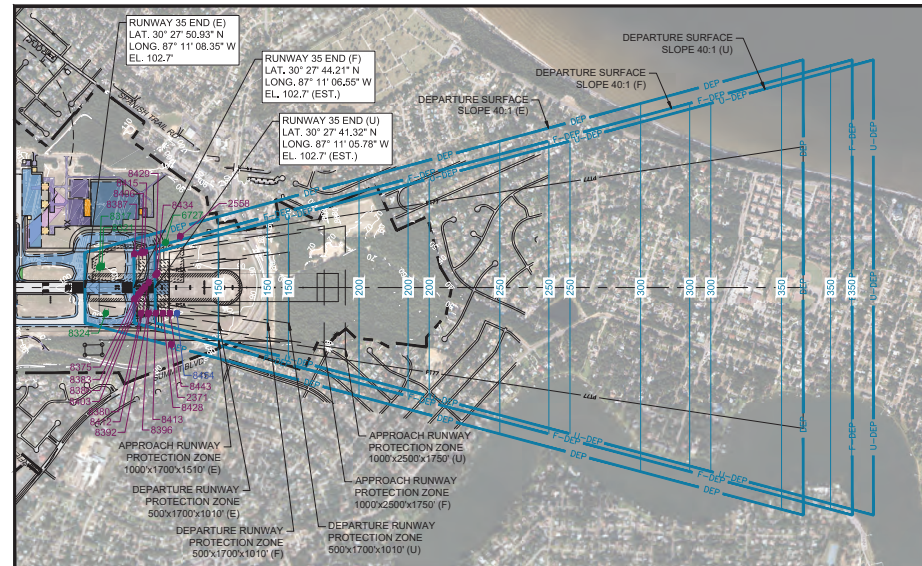
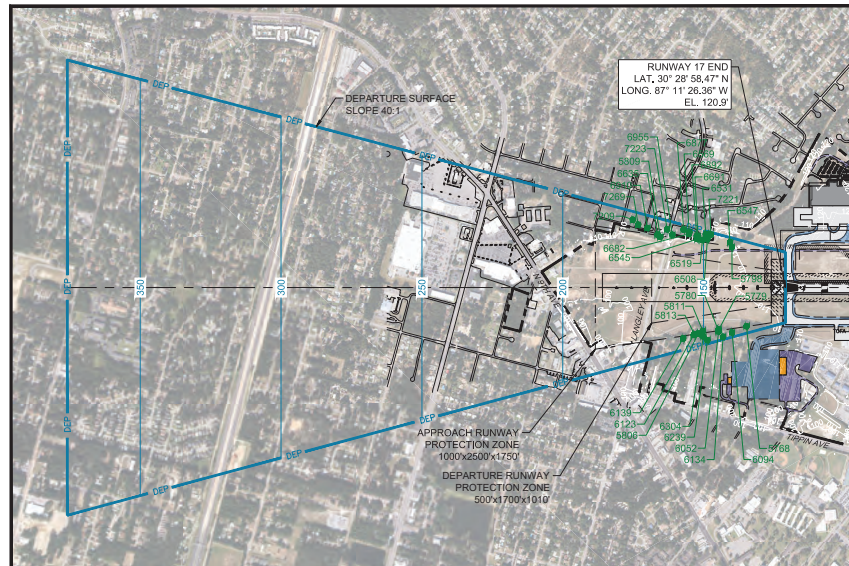
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SHEET TITLE

SHEET NUMBER

11 OF 21

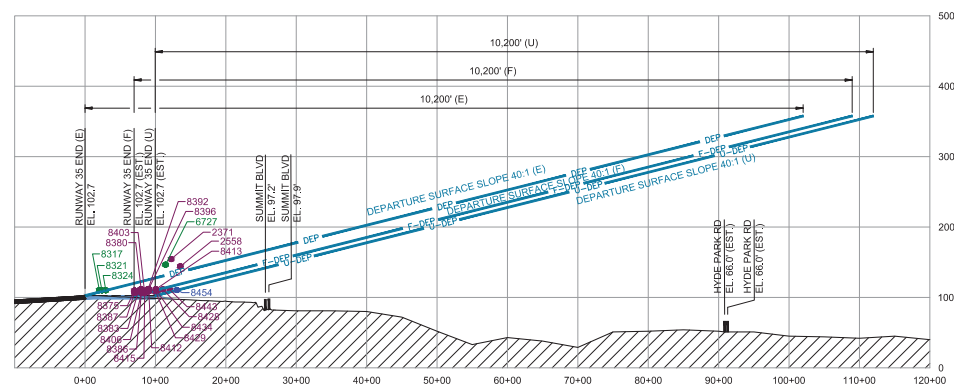
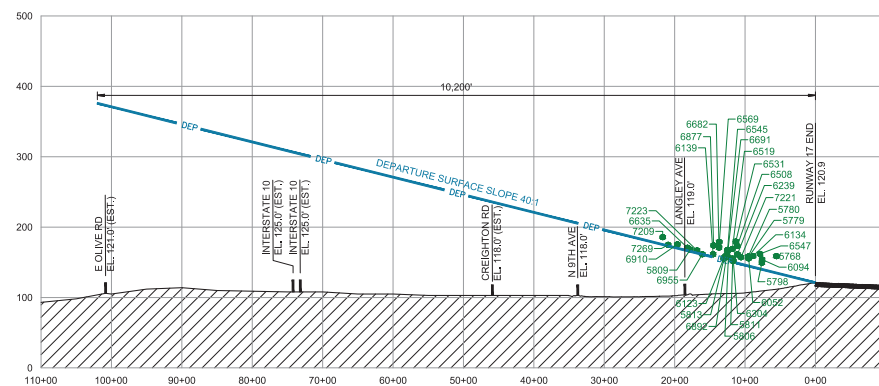
DRAFT



DESCRIPTION	EXISTING	FUTURE	ULTIMATE
PROPERTY LINE			
RUNWAY PROTECTION ZONE			
DEPARTURE SURFACE			
AIRFIELD PAVEMENT			
ABANDONED AIRFIELD PAVEMENT		N/A	N/A
PAVEMENT TO BE REMOVED	N/A		
BUILDINGS			
BUILDINGS TO BE REMOVED	N/A		
ROADWAY/PARKING			
UNPAVED ROADWAY/PARKING		N/A	N/A
GROUND CONTOURS		N/A	N/A
OBSTRUCTION			

NOTES:

1. ROADWAY ELEVATIONS INCLUDE TRAVESEWAY ADJUSTMENT (23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS).
2. TREE OBSTRUCTIONS SHOWN IN HEAVILY WOODED AREAS REPRESENT THE TREE WITH THE LARGEST PART 77 PENETRATION AMOUNT FOR THAT AREA.

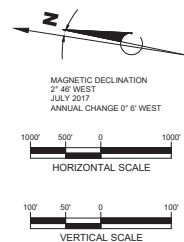


OBJECT NO.	OBJECT DESCRIPTION	ABOVE GROUND LEVEL (FT.)	OBJECT TOP ELEVATION (FT.)	CLEARANCE (+ PENETRATED) - CLEAR) DEPARTURE SURFACE (FT.)	PROPOSED DISPOSITION
5768	TREE TOP	UNKNOWN	156.7	25.9	TRIM/REMOVE
5778	TREE TOP	UNKNOWN	157.9	13.3	TRIM/REMOVE
5782	TREE TOP	UNKNOWN	156.9	13.3	TRIM/REMOVE
5798	TREE TOP	UNKNOWN	140.5	9.0	REMOVE
5800	TREE TOP	UNKNOWN	157.3	5.5	TRIM/REMOVE
5809	TREE TOP	UNKNOWN	167.9	2.6	TRIM/REMOVE
5811	TREE TOP	UNKNOWN	155.1	4.8	TRIM/REMOVE
5813	TREE TOP	UNKNOWN	157.4	4.1	TRIM/REMOVE
6052	TREE TOP	UNKNOWN	155.6	10.9	TRIM/REMOVE
6094	TREE TOP	UNKNOWN	153.9	14.1	TRIM/REMOVE
8123	TREE TOP	UNKNOWN	155.5	1.9	TRIM/REMOVE
8134	TREE TOP	UNKNOWN	156.9	15.9	TRIM/REMOVE
8139	TREE TOP	UNKNOWN	161.5	4.2	TRIM/REMOVE
8238	TREE TOP	UNKNOWN	161.3	12.7	TRIM/REMOVE
8384	TREE TOP	UNKNOWN	151.8	1.9	TRIM/REMOVE
8568	TREE TOP	UNKNOWN	173.2	26.5	TRIM
8519	TREE TOP	UNKNOWN	168.9	18.5	TRIM/REMOVE
8531	TREE TOP	UNKNOWN	170.5	30.3	TRIM
8545	TREE TOP	UNKNOWN	167.6	15.5	TRIM
8547	TREE TOP	UNKNOWN	191.8	21.2	TRIM/REMOVE
8569	TREE TOP	UNKNOWN	178.8	23.8	TRIM
8635	TREE TOP	UNKNOWN	170.0	4.3	TRIM/REMOVE
8682	TREE TOP	UNKNOWN	170.6	15.8	TRIM
8691	TREE TOP	UNKNOWN	166.9	14.9	TRIM
8877	TREE TOP	UNKNOWN	174.0	16.9	TRIM
8882	TREE TOP	UNKNOWN	160.6	8.1	TRIM
8910	TREE TOP	UNKNOWN	175.4	5.5	TRIM
8984	TREE TOP	UNKNOWN	181.2	9.4	TRIM/REMOVE
7208	TREE TOP	UNKNOWN	185.7	10.6	TRIM
7221	TREE TOP	UNKNOWN	157.2	6.8	TRIM
7222	TREE TOP	UNKNOWN	198.8	3.8	TRIM
7269	TREE TOP	UNKNOWN	174.8	1.6	TRIM

1. OBSTRUCTION SURVEY COMPLETED BY MARTINEZ GEOSPATIAL JUNE, 2016

RUNWAY 32 OBSTRUCTION TABLE							
OBJECT NO.	OBJECT DESCRIPTION	ABOVE GROUND LEVEL (FT.)	OBJECT TOP ELEVATION (FT.)	CLEARANCE (+ PENETRATE) (- CLEAR)			PROPOSED DISPOSITION
				EXISTING DEPARTURE SURFACE (FT.)	FUTURE DEPARTURE SURFACE (FT.)	ULTIMATE DEPARTURE SURFACE (FT.)	
2391	TREETOP	UNKNOWN	154.5	21.2	N/A	N/A	TRIM/REMOVE
2508	TREETOP	UNKNOWN	144.2	7.7	N/A	N/A	TRIM/REMOVE
6727	TREETOP	UNKNOWN	146.5	15.2	N/A	N/A	TRIM/REMOVE
8317	ROAD	10.0	110.3	2.5	N/A	N/A	REMOVE
8321	ROAD	10.0	110.1	1.4	N/A	N/A	REMOVE
8324	ROAD	10.0	110.3	0.2	N/A	N/A	REMOVE
8375	ROAD	10.0	109.0	-10.5	6.6	N/A	REMOVE
8380	ROAD	10.0	101.9	-10.7	6.7	N/A	REMOVE
8383	ROAD	10.0	100.7	-12.0	5.4	N/A	REMOVE
8386	ROAD	10.0	100.5	-13.3	4.1	N/A	REMOVE
8387	ROAD	10.0	106.5	-13.8	3.6	N/A	REMOVE
8392	ROAD	10.0	112.0	-13.7	4.3	N/A	REMOVE
8396	ROAD	10.0	112.0	-13.2	4.1	N/A	REMOVE
9403	ROAD	10.0	108.4	-14.5	1.0	N/A	REMOVE
9406	ROAD	10.0	106.4	-16.4	1.1	N/A	REMOVE
9412	ROAD	10.0	108.8	-16.5	0.9	N/A	REMOVE
9413	ROAD	10.0	111.7	-16.1	1.3	8.8	REMOVE
9415	ROAD	10.0	106.4	-17.5	0.0	N/A	REMOVE
9428	ROAD	10.0	111.5	-18.9	-1.5	6.0	REMOVE
9429	ROAD	10.0	107.8	-19.8	-2.4	5.1	REMOVE
9434	ROAD	10.0	107.8	-20.3	-1.1	4.4	REMOVE
9443	ROAD	10.0	110.0	-21.9	-4.5	3.0	REMOVE
9454	ROAD	10.0	110.5	-24.9	-7.4	0.1	REMOVE

1. OBSTRUCTION SURVEY COMPLETED BY MARTINEZ GEOSPATIAL JUNE, 2016.
2. ELEVATIONS IN TABLE REFLECT THE RECOMMENDED AIRSPACE CLEARANCES:
23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS.
3. A SHADED BOX DENOTES OBSTRUCTIONS THAT ARE EITHER AN EXISTING, FUTURE, OR ULTIMATE OBSTRUCTION.



REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: NOVEMBER 2018

REVIEWED BY: KRI

DRAWN BY: TJM

DESIGNED BY: TJM

RS&H PROJECT NUMBER

201-0005-001

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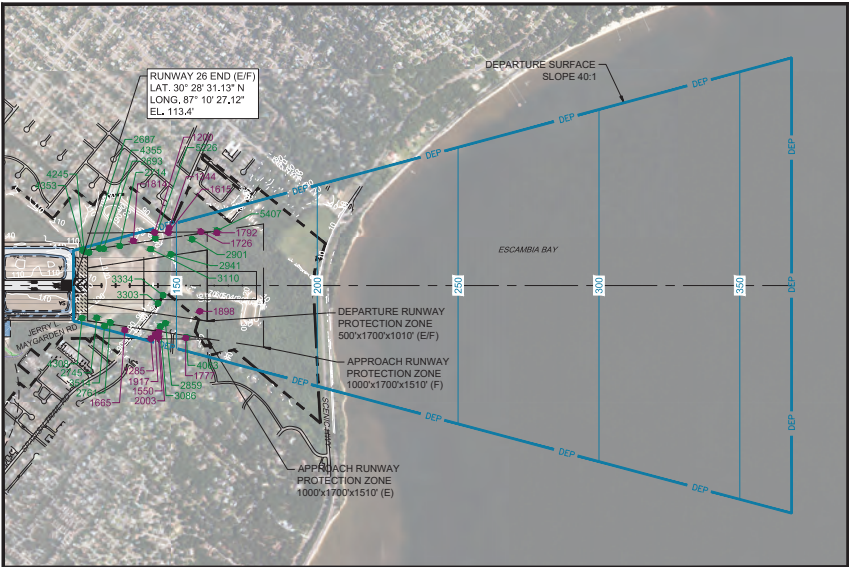
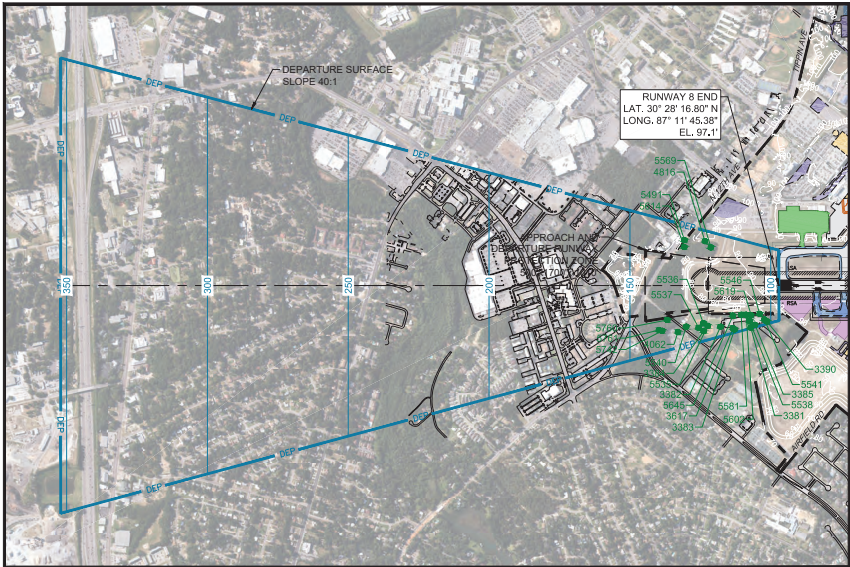
SHEET TITLE

DEPARTURE SURFACE
PLAN AND PROFILE -
RUNWAY 8-26

SHEET NUMBER

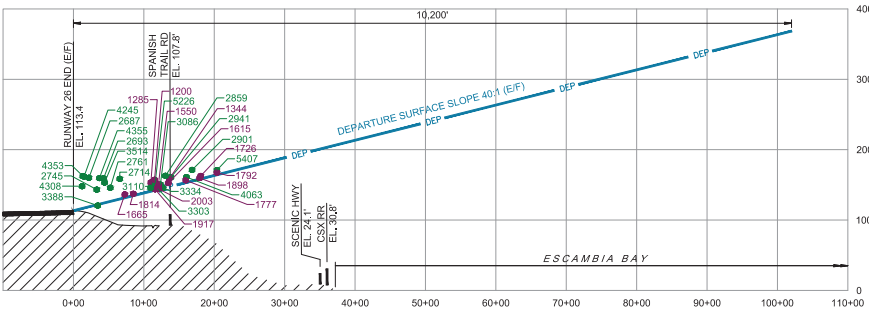
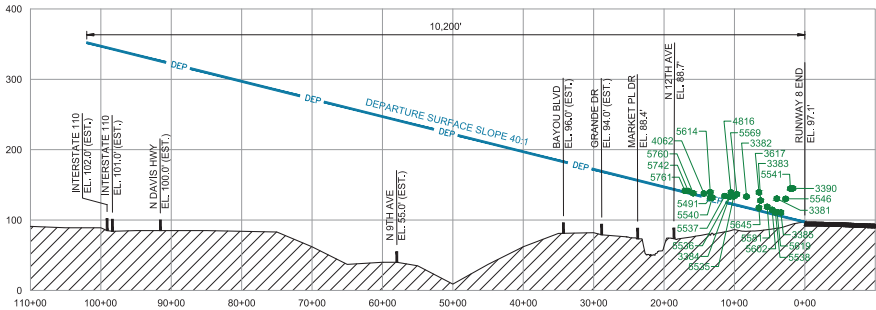
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DRAFT



DESCRIPTION	EXISTING	FUTURE
PROPERTY LINE	---	---
RUNWAY PROTECTION ZONE	---	---
DEPARTURE SURFACE	---	---
AIRFIELD PAVEMENT	---	---
ABANDONED AIRFIELD PAVEMENT	---	---
PAVEMENT TO BE REMOVED	---	---
BUILDINGS	---	---
BUILDINGS TO BE REMOVED	---	---
ROADWAY/PARKING	---	---
UNPAVED ROADWAY/PARKING	---	---
GROUND CONTOURS	---	---
OBSTRUCTION	---	---

- NOTES:
- ROADWAY ELEVATIONS INCLUDE TRAVESEWAY ADJUSTMENT (2' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS).
 - TREE OBSTRUCTIONS SHOWN IN HEAVILY WOODED AREAS REPRESENT THE TREE WITH THE LARGEST PART 77 PENETRATION AMOUNT FOR THAT AREA.

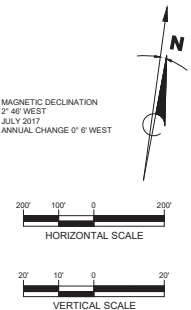


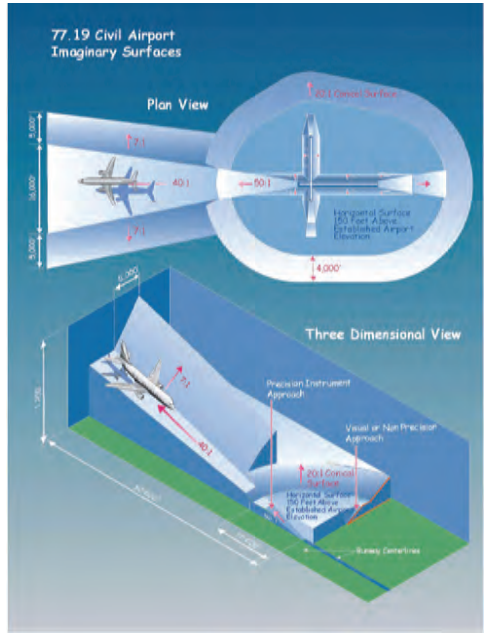
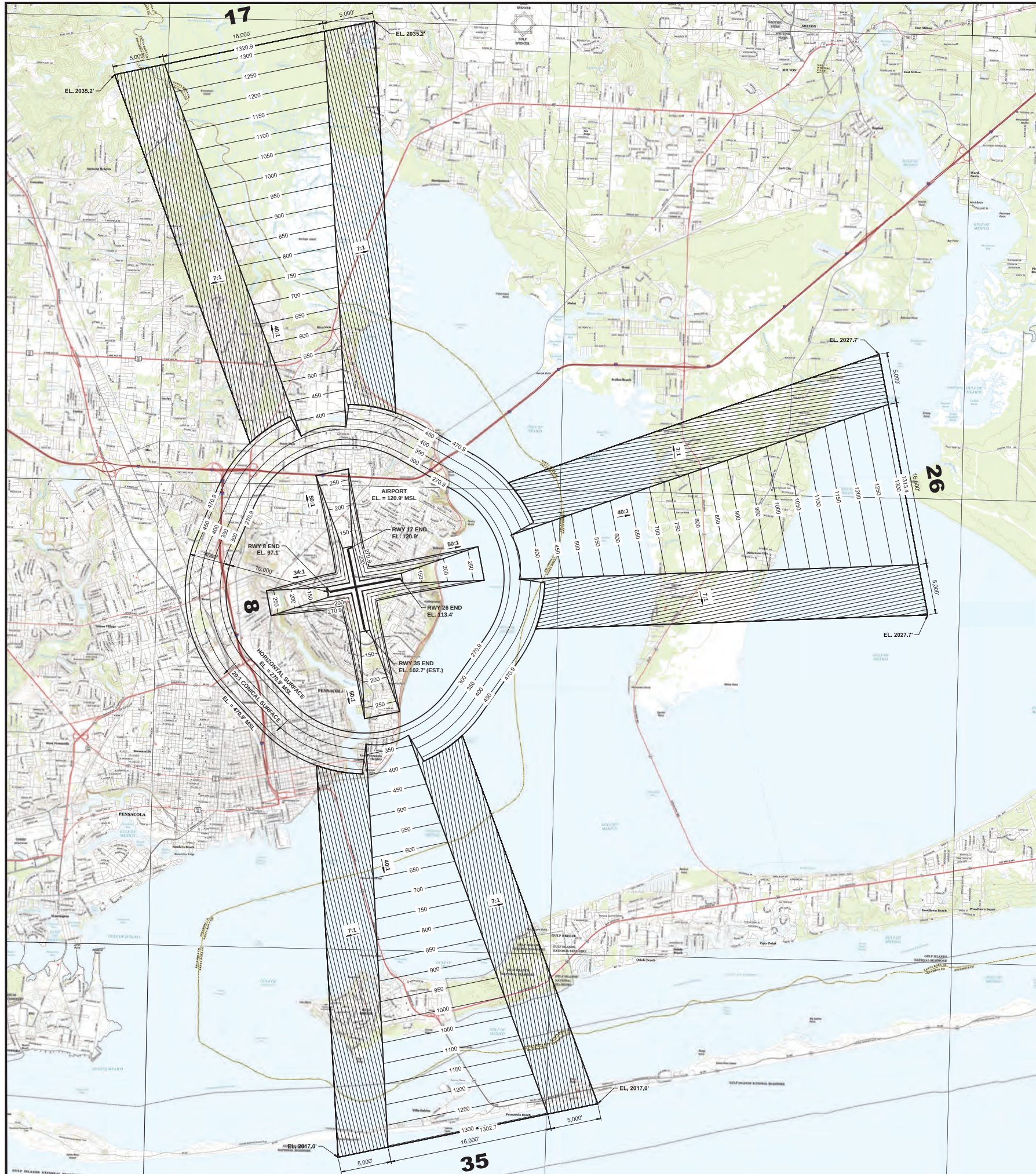
OBJECT NO.	OBJECT DESCRIPTION	ABOVE GROUND LEVEL (FT.)	OBJECT TOP ELEVATION (FT.)	CLEARANCE (+/- PENETRATE) (-/- CLEAR) DEPARTURE SURFACE (FT.)	PROPOSED DISPOSITION
3381	LIGHT POLE	51.3	130.6	23.4	OBSTRUCTION LIGHT
3382	LIGHT POLE	59.3	133.4	15.6	OBSTRUCTION LIGHT
3383	LIGHT POLE	82.1	127.8	15.0	OBSTRUCTION LIGHT
3384	LIGHT POLE	59.1	133.2	9.4	OBSTRUCTION LIGHT
3385	LIGHT POLE	30.1	110.7	5.1	OBSTRUCTION LIGHT
3390	TREETOP	UNKNOWN	145.9	43.7	TRIM
3517	TREETOP	UNKNOWN	139.4	28.0	TRIM
4063	TREETOP	UNKNOWN	137.7	4.7	TRIM
4819	TREETOP	UNKNOWN	130.3	18.0	TRIM/REMOVE
5491	TREETOP	UNKNOWN	131.9	1.3	TRIM/REMOVE
5535	LIGHT POLE	59.5	133.6	11.3	OBSTRUCTION LIGHT
5536	LIGHT POLE	58.8	133.4	9.5	OBSTRUCTION LIGHT
5537	LIGHT POLE	59.3	134.3	8.7	OBSTRUCTION LIGHT
5538	LIGHT POLE	31.1	111.0	3.5	OBSTRUCTION LIGHT
5540	TREETOP	UNKNOWN	131.9	1.8	OBSTRUCTION LIGHT
5541	TREETOP	UNKNOWN	144.9	42.5	TRIM
5542	TREETOP	UNKNOWN	130.3	28.3	TRIM
5569	TREETOP	UNKNOWN	136.6	15.4	TRIM/REMOVE
5581	TREETOP	UNKNOWN	118.9	8.4	TRIM
5602	TREETOP	UNKNOWN	114.6	5.9	TRIM
5614	TREETOP	UNKNOWN	139.6	8.9	TRIM/REMOVE
5619	TREETOP	UNKNOWN	111.5	4.6	TRIM
5645	TREETOP	UNKNOWN	117.5	4.1	TRIM
5742	TREETOP	UNKNOWN	141.5	2.9	TRIM
5760	TREETOP	UNKNOWN	138.1	1.4	TRIM
5761	TREETOP	UNKNOWN	141.5	1.8	TRIM

1. OBSTRUCTION SURVEY COMPLETED BY MARTINEZ GEOSPATIAL JUNE, 2016

OBJECT NO.	OBJECT DESCRIPTION	ABOVE GROUND LEVEL (FT.)	OBJECT TOP ELEVATION (FT.)	CLEARANCE (+/- PENETRATE) (-/- CLEAR) EXISTING/FUTURE DEPARTURE SURFACE (FT.)	PROPOSED DISPOSITION
1200	TREETOP	UNKNOWN	157.2	15.0	TRIM/REMOVE
1285	TREETOP	UNKNOWN	153.4	12.5	TRIM
1344	TREETOP	UNKNOWN	158.5	11.1	TRIM/REMOVE
1550	TREETOP	UNKNOWN	150.3	6.7	TRIM
1615	TREETOP	UNKNOWN	152.7	5.5	TRIM/REMOVE
1665	TREETOP	UNKNOWN	136.5	4.8	TRIM/REMOVE
1726	TREETOP	UNKNOWN	162.7	4.8	TRIM/REMOVE
1777	TREETOP	UNKNOWN	156.5	3.2	TRIM
1792	TREETOP	UNKNOWN	167.4	3.0	TRIM/REMOVE
1814	TREETOP	UNKNOWN	137.4	2.7	TRIM/REMOVE
1868	TREETOP	UNKNOWN	159.8	1.5	TRIM/REMOVE
1917	TREETOP	UNKNOWN	143.7	1.3	TRIM
2003	TREETOP	UNKNOWN	144.2	0.4	TRIM
2087	TREETOP	UNKNOWN	160.1	41.2	TRIM/REMOVE
2693	TREETOP	UNKNOWN	159.4	35.3	TRIM/REMOVE
2714	TREETOP	UNKNOWN	158.6	28.7	TRIM/REMOVE
2745	TREETOP	UNKNOWN	143.3	21.5	TRIM/REMOVE
2761	TREETOP	UNKNOWN	145.9	19.4	TRIM/REMOVE
2850	TREETOP	UNKNOWN	162.9	16.9	TRIM
2901	TREETOP	UNKNOWN	171.3	15.7	TRIM/REMOVE
2941	TREETOP	UNKNOWN	160.8	12.6	TRIM/REMOVE
3295	TREETOP	UNKNOWN	150.4	6.2	TRIM
3110	TREETOP	UNKNOWN	145.9	5.9	TRIM/REMOVE
3303	TREETOP	UNKNOWN	144.3	0.9	TRIM/REMOVE
3334	TREETOP	UNKNOWN	145.7	0.5	TRIM/REMOVE
3514	TREETOP	UNKNOWN	153.2	28.7	TRIM/REMOVE
4063	TREETOP	UNKNOWN	161.2	7.6	TRIM
4245	TREETOP	UNKNOWN	181.8	44.6	TRIM/REMOVE
4305	TREETOP	UNKNOWN	148.1	31.6	TRIM/REMOVE
4353	TREETOP	UNKNOWN	162.5	45.8	TRIM/REMOVE
4355	TREETOP	UNKNOWN	159.8	36.9	TRIM/REMOVE
5226	TREETOP	UNKNOWN	152.0	9.9	TRIM/REMOVE
5407	TREETOP	UNKNOWN	170.9	6.5	TRIM/REMOVE

1. OBSTRUCTION SURVEY COMPLETED BY MARTINEZ GEOSPATIAL JUNE, 2016





DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY	
		A	B	A	B	A	B
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A - UTILITY RUNWAYS
B - RUNWAYS LARGER THAN UTILITY
C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
E - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET

ZONING RESTRICTIONS

CODE CITY OF PENSACOLA, FLORIDA, TITLE XII - LAND DEVELOPMENT CODE, CHAPTER 12-11, AIRPORT;
CODE OF ORDINANCES OF ESCAMBI COUNTY, FLORIDA 1999, PART III - LAND DEVELOPMENT CODE, CHAPTER 4 - LOCATION AND USE REGULATIONS, ARTICLE 4 - AIRPORT AND AIRFIELD ENVIRONS.

SOURCE: PENSACOLA, FLORIDA - CODE OF ORDINANCES, VERSION: APRIL 16, 2018
SOURCE: ESCAMBI COUNTY, FLORIDA - CODE OF ORDINANCES, VERSION: JUNE 27, 2018

OBSTRUCTION TABLE

OBJECT NO.	OBJECT DESCRIPTION	GROUND SURFACE ELEVATION (FT.)	OBJECT TOP ELEVATION (FT.)	PART 77 SURFACE ELEVATION (FT.)	PART 77 CLEARANCE (+ PENETRATE) (- CLEAR)	PART 77 SURFACE VIOLATION	PROPOSED DISPOSITION
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SEE SHEET 14 FOR PART 77 OBSTRUCTIONS

1. OBSTRUCTION SURVEY COMPLETED BY MARTINEZ GEOSPATIAL JUNE, 2016.
2. USGS QUADRANGLE BASE MAPS OBTAINED JULY, 2017.
3. SEE INNER APPROACH PLAN AND PROFILE SHEETS FOR CLOSE-IN OBSTRUCTIONS.



RS&H

RS&H, Inc.

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EB0005620/LCC000210/GB238

Pensacola International Airport

PENSACOLA INTERNATIONAL AIRPORT

PENSACOLA, FL.

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: NOVEMBER 2018

REVIEWED BY: KRI

DRAWN BY: TJM

DESIGNED BY: TJM

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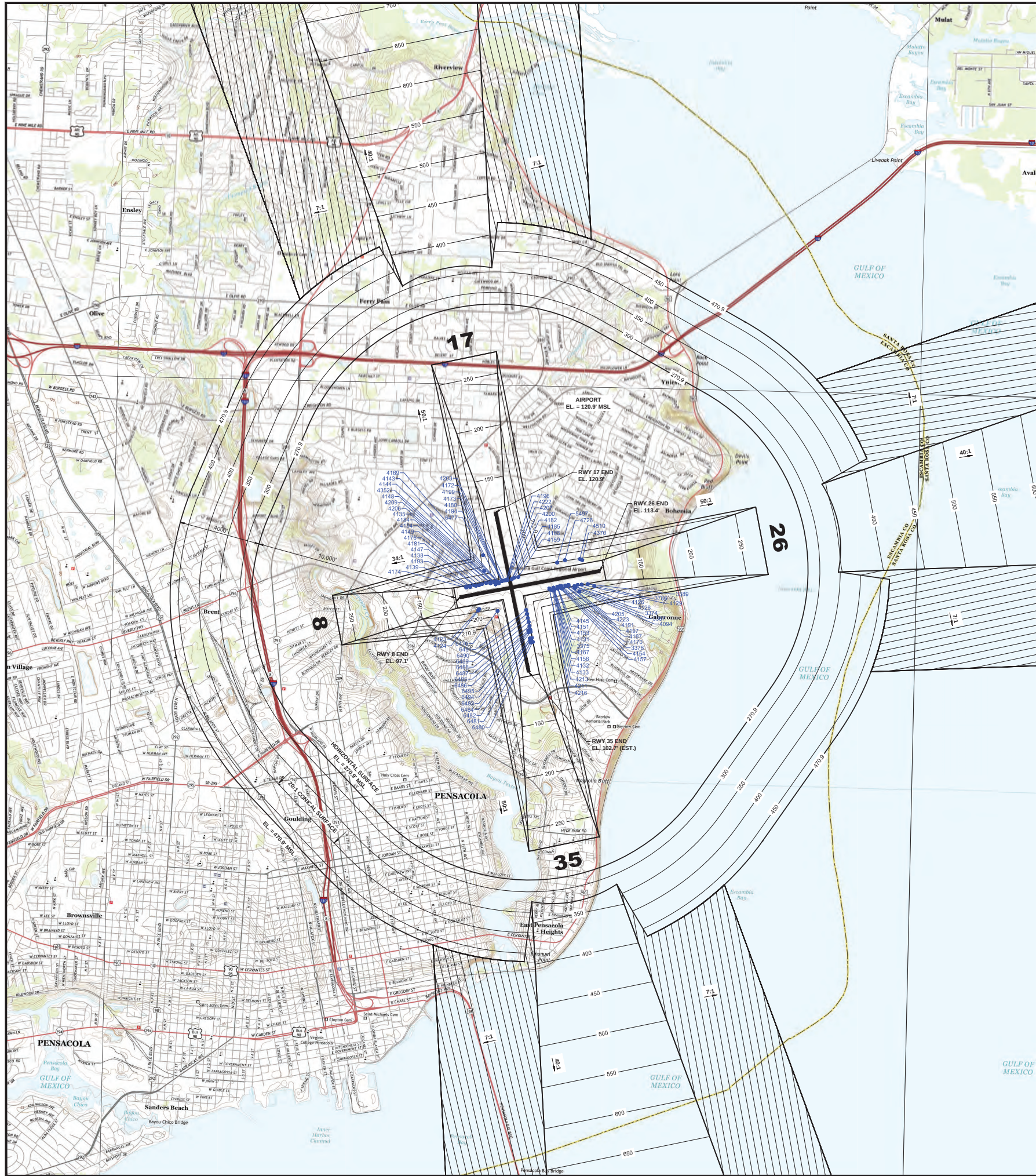
SHEET TITLE

PART 77 AIRSPACE

SHEET NUMBER

13 OF 21

DRAFT



OBSTRUCTION TABLE ULTIMATE DEVELOPMENT						
OBJECT NO.	OBJECT DESCRIPTION	GROUND SURFACE ELEVATION (FT.)	OBJECT TOP ELEVATION (FT.)	PART 77 SURFACE ELEVATION (FT.)	PART 77 CLEARANCE (+/- PENETRATION) (+/- CLEAR)	PART 77 SURFACE VIOLATION
3374	FENCE	106.3	114.3	105.8	5.5	TRANSITIONAL
3375	GROUND	106.5	106.5	103.0	3.4	TRANSITIONAL
3378	GROUND	107.7	107.7	104.4	3.3	TRANSITIONAL
3387	LIGHT POLE	108.0	128.8	121.0	5.8	TRANSITIONAL
3389 4	TREETOP	101' EST	151.0	136.2	14.8	TRANSITIONAL
3786 4	TREETOP	94' EST	157.7	151.0	4.7	TRANSITIONAL
4084	TREETOP	102' EST	158.7	151.0	4.7	TRANSITIONAL
4123	TWR	85.5	138.7	139.2	5.5	TRANSITIONAL
4124	TWR	85.1	141.2	139.2	2.0	TRANSITIONAL
4126	FENCE	108.3	115.1	107.9	7.3	PRIMARY
4128	FENCE	108.3	114.1	107.1	7.0	PRIMARY
4129	FENCE	107.3	111.8	108.8	3.1	PRIMARY
4131	GROUND	106.5	106.5	102.5	4.0	PRIMARY
4132	GROUND	106.0	106.0	102.3	3.6	PRIMARY
4133	GROUND	105.3	105.3	102.2	3.1	PRIMARY
4134	GROUND	96.0	96.0	94.1	1.9	PRIMARY
4135	GROUND	95.7	95.7	93.7	2.0	PRIMARY
4138	GROUND	98.1	98.1	95.8	2.3	PRIMARY
4139	GROUND	98.8	98.8	96.2	2.6	PRIMARY
4143	GROUND	94.9	94.9	92.9	2.0	PRIMARY
4144	GROUND	94.9	94.9	92.9	2.0	PRIMARY
4145	GROUND	106.8	106.8	103.3	3.6	PRIMARY
4147	GROUND	96.8	96.8	95.4	1.5	PRIMARY
4148	GROUND	95.0	95.0	93.3	1.7	PRIMARY
4149	GROUND	95.6	95.6	94.5	1.1	PRIMARY
4151	GROUND	106.7	106.7	103.3	3.4	PRIMARY
4153	GROUND	106.6	106.6	103.3	3.3	PRIMARY
4154	GROUND	107.5	107.5	103.7	3.8	PRIMARY
4156	GROUND	104.7	104.7	102.3	2.4	PRIMARY
4157	GROUND	107.5	107.5	103.7	3.8	PRIMARY
4159	GROUND	95.2	95.2	95.0	0.2	PRIMARY
4165	GROUND	94.7	94.7	94.0	0.7	PRIMARY
4167	GROUND	104.4	104.4	102.3	2.1	PRIMARY
4169	GROUND	94.2	94.2	92.8	1.3	PRIMARY
4170	GROUND	108.0	108.0	104.2	3.9	PRIMARY
4172	GROUND	94.1	94.1	92.8	1.4	PRIMARY
4173	GROUND	94.1	94.1	92.8	1.3	PRIMARY
4174	GROUND	97.7	97.7	96.2	1.5	PRIMARY
4176	GROUND	95.2	95.2	94.9	0.3	PRIMARY
4180	GROUND	93.9	93.9	92.8	1.2	PRIMARY
4181	GROUND	95.8	95.8	95.2	0.4	PRIMARY
4182	GROUND	94.2	94.2	93.5	0.7	PRIMARY
4184	GROUND	94.3	94.3	93.7	0.6	PRIMARY
4185	GROUND	94.2	94.2	93.4	0.8	PRIMARY
4187	GROUND	107.7	107.7	104.2	3.6	PRIMARY
4191	GROUND	106.2	106.2	105.1	4.1	PRIMARY
4193	GROUND	96.5	96.5	95.8	0.7	PRIMARY
4194	GROUND	93.6	93.6	92.8	0.8	PRIMARY
4196	GROUND	93.7	93.7	92.9	0.8	PRIMARY
4197	GROUND	109.0	109.0	105.1	3.9	PRIMARY
4199	GROUND	93.5	93.5	92.8	0.7	PRIMARY
4200	GROUND	93.6	93.6	92.9	0.7	PRIMARY
4203	GROUND	93.4	93.4	92.9	0.6	PRIMARY
4205	GROUND	106.8	106.8	105.8	3.9	PRIMARY
4206	GROUND	93.5	93.5	93.2	0.3	PRIMARY
4207	GROUND	93.5	93.5	92.9	0.6	PRIMARY
4209	GROUND	93.5	93.5	93.3	0.3	PRIMARY
4211	GROUND	101.5	101.5	101.4	0.1	PRIMARY
4213	GROUND	102.7	102.7	102.0	0.7	PRIMARY
4216	GROUND	101.5	101.5	101.4	0.0	PRIMARY
4222	GROUND	93.2	93.2	92.9	0.3	PRIMARY
4223	GROUND	106.4	106.4	105.8	3.6	PRIMARY
4352	LIGHT POLE	107.6	172.9	172.8	0.1	TRANSITIONAL
4370 4	TREETOP	108' EST	173.4	136.3	37.1	TRANSITIONAL
4510 4	TREETOP	109' EST	172.8	146.4	26.4	TRANSITIONAL
4726 4	TREETOP	116' EST	173.8	154.7	19.2	TRANSITIONAL
5497	TREETOP	113' EST	149.2	145.8	3.4	TRANSITIONAL
6476	VENT ON BLDG	86.3	199.1	146.2	52.9	TRANSITIONAL
6477	VENT ON BLDG	112.1	190.8	182.6	8.1	TRANSITIONAL
6480	GROUND	102.4	102.4	97.7	4.7	PRIMARY
6481	GROUND	101.7	101.7	97.7	3.9	PRIMARY
6482	GROUND	101.5	101.5	97.3	4.2	PRIMARY
6483	GROUND	100.3	100.3	97.0	3.3	PRIMARY
6484	GROUND	100.8	100.8	97.0	3.8	PRIMARY
6485	GROUND	97.3	97.3	95.6	1.7	PRIMARY
6486	GROUND	99.2	99.2	95.6	3.7	PRIMARY
6487	GROUND	96.8	96.8	94.9	1.9	PRIMARY
6488	GROUND	95.8	95.8	94.2	1.6	PRIMARY
6489	GROUND	94.5	94.5	93.5	1.1	PRIMARY
6490	GROUND	93.2	93.2	92.7	0.5	PRIMARY
6491	GROUND	92.1	92.1	92.0	0.0	PRIMARY
6494	PAVEMENT TWY C2	101.6	101.6	95.9	5.7	PRIMARY
6495	PAVEMENT TWY C2	99.7	99.7	95.9	3.8	PRIMARY

1. OBSTRUCTION SURVEY COMPLETED BY MARTINEZ GEOSPATIAL JUNE, 2016
2. USGS QUADRANGLE BASE MAPS OBTAINED JULY, 2017.
3. SEE INNER APPROACH PLAN AND PROFILE SHEETS FOR CLOSE-IN OBSTRUCTIONS.
4. OBJECT WITH THE LARGEST PENETRATION AMOUNT WITHIN GROUP OF TREES.



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**PENSACOLA
INTERNATIONAL
AIRPORT**

PENSACOLA, FL.

**AIRPORT
LAYOUT PLAN**

CONSULTANTS

REVISIONS		
NO.	DESCRIPTION	DATE

DATE ISSUED: NOVEMBER 2018
REVIEWED BY: KRI
DRAWN BY: TJM
DESIGNED BY: TJM

RS&H PROJECT NUMBER
201-0005-001
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SHEET TITLE

PART 77 AIRSPACE

SHEET NUMBER

14 OF 21

DRAFT

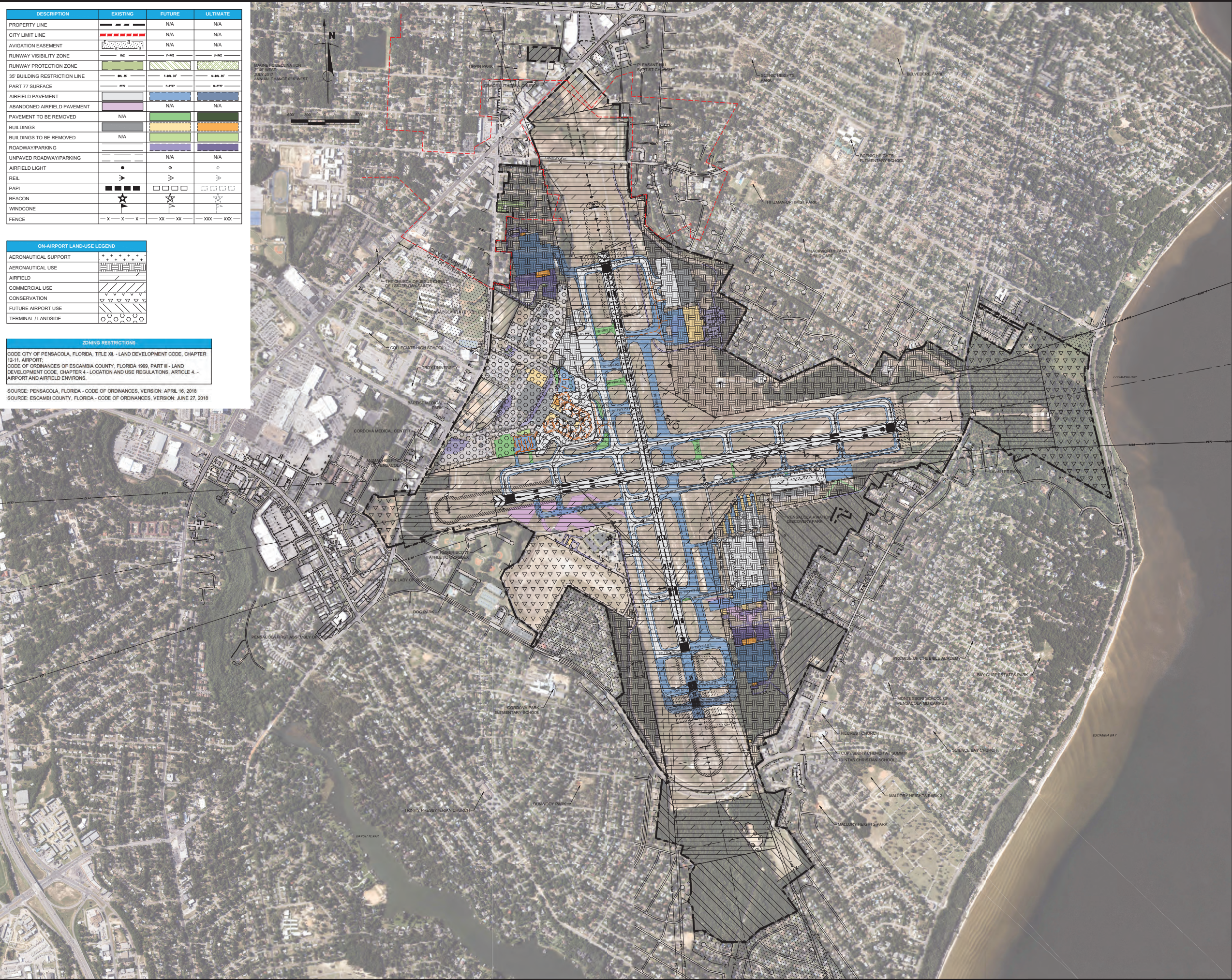
DESCRIPTION	EXISTING	FUTURE	ULTIMATE
PROPERTY LINE	---	N/A	N/A
CITY LIMIT LINE	---	N/A	N/A
AVIGATION EASEMENT	---	N/A	N/A
RUNWAY VISIBILITY ZONE	---	F-002	U-002
RUNWAY PROTECTION ZONE	---	F-002	U-002
35' BUILDING RESTRICTION LINE	---	F-002	U-002
PART 77 SURFACE	---	F-002	U-002
AIRFIELD PAVEMENT	---	N/A	N/A
ABANDONED AIRFIELD PAVEMENT	---	N/A	N/A
PAVEMENT TO BE REMOVED	---	N/A	N/A
BUILDINGS	---	N/A	N/A
BUILDINGS TO BE REMOVED	---	N/A	N/A
ROADWAY/PARKING	---	N/A	N/A
UNPAVED ROADWAY/PARKING	---	N/A	N/A
AIRFIELD LIGHT	---	N/A	N/A
REIL	---	N/A	N/A
PAPI	---	N/A	N/A
BEACON	---	N/A	N/A
WINDCONE	---	N/A	N/A
FENCE	---	N/A	N/A

ON-AIRPORT LAND-USE LEGEND	
AERONAUTICAL SUPPORT	---
AERONAUTICAL USE	---
AIRFIELD	---
COMMERCIAL USE	---
CONSERVATION	---
FUTURE AIRPORT USE	---
TERMINAL / LANDSIDE	---

ZONING RESTRICTIONS

CODE CITY OF PENSACOLA, FLORIDA, TITLE XII - LAND DEVELOPMENT CODE, CHAPTER 12-11, AIRPORT
CODE OF ORDINANCES OF ESCAMBIA COUNTY, FLORIDA 1999, PART III - LAND DEVELOPMENT CODE, CHAPTER 4 - LOCATION AND USE REGULATIONS, ARTICLE 4. - AIRPORT AND AIRFIELD ENVIRONS.

SOURCE: PENSACOLA, FLORIDA - CODE OF ORDINANCES, VERSION: APRIL 16, 2019
SOURCE: ESCAMBIA COUNTY, FLORIDA - CODE OF ORDINANCES, VERSION: JUNE 27, 2018



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**AIRPORT
LAYOUT PLAN**

CONSULTANTS

REVISIONS		
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DATE ISSUED: NOVEMBER 2018
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**ON-AIRPORT
LAND USE PLAN**

SHEET NUMBER

15 OF 21

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**AIRPORT
LAYOUT PLAN**

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SHEET TITLE

**AIRPORT
PROPERTY
MAP**

SHEET NUMBER

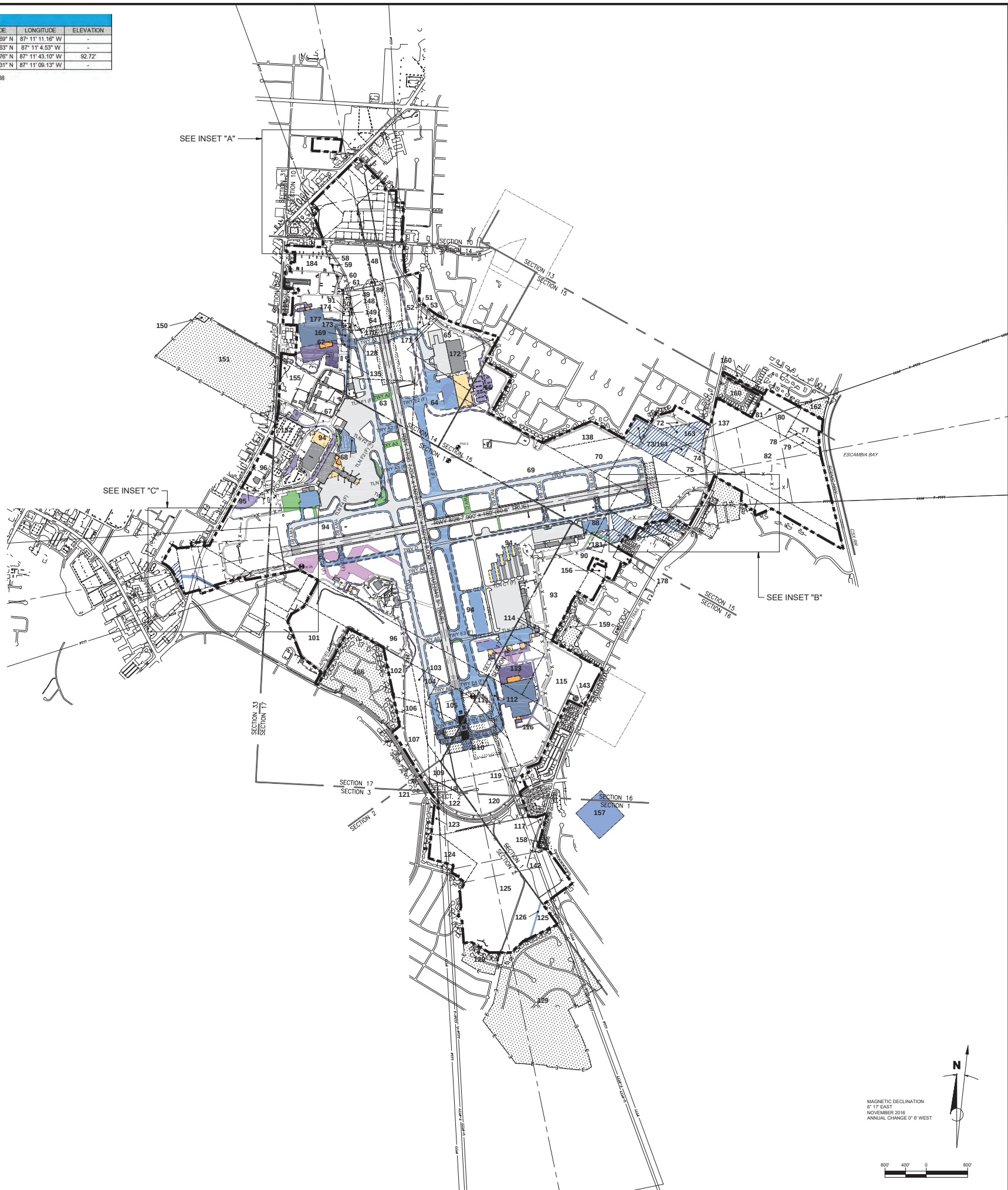
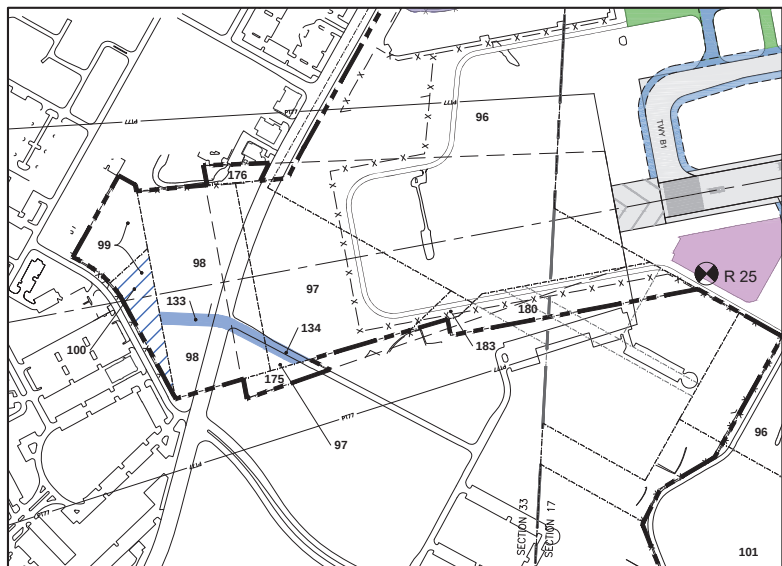
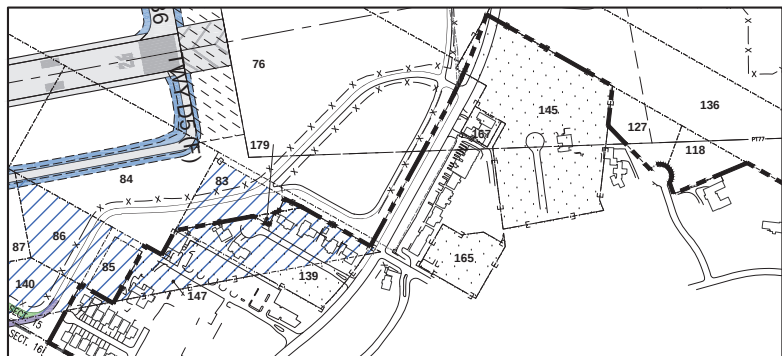
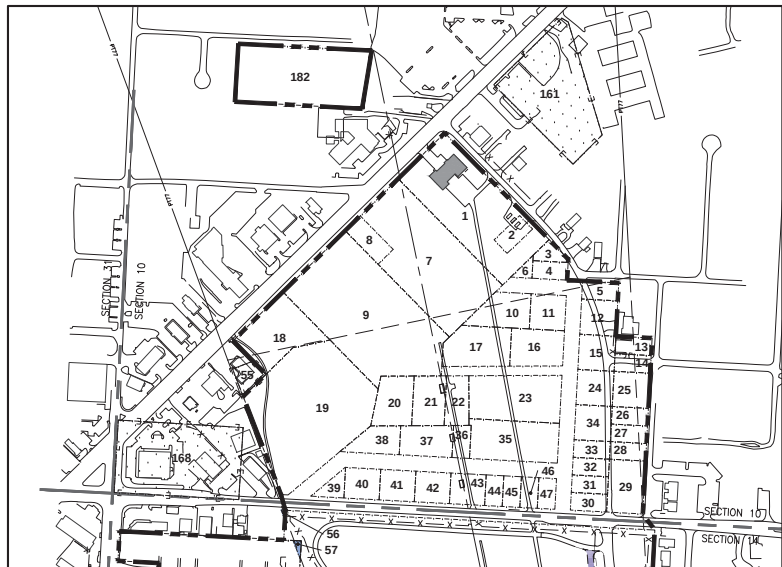
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DRAFT

DESCRIPTION	EXISTING	FUTURE	ULTIMATE
PROPERTY LINE	---	N/A	N/A
AVIGATION EASEMENT	---	N/A	N/A
OTHER EASEMENT	---	N/A	N/A
SECTION LINE	---	N/A	N/A
PARCEL LINE	---	N/A	N/A
RUNWAY PROTECTION ZONE	---	---	---
PART 77 SURFACE	---	---	---
AIRFIELD PAVEMENT	---	---	---
ABANDONED AIRFIELD PAVEMENT	---	N/A	N/A
PAVEMENT TO BE REMOVED	N/A	---	---
BUILDINGS	---	---	---
BUILDINGS TO BE REMOVED	N/A	---	---
ROADWAY/PARKING	---	---	---
UNPAVED ROADWAY/PARKING	---	N/A	N/A
FENCE	---	N/A	N/A

SURVEY MONUMENTS					
IDENTIFIER	NGS PID	PACS OR SACS	LATITUDE	LONGITUDE	ELEVATION
PNS DMA	AA4481	PACS	30° 28' 34.69" N	87° 11' 11.16" W	-
PNS F	AE9385	SACS	30° 27' 49.63" N	87° 11' 4.53" W	-
R 25	BG1750	SACS	30° 28' 13.76" N	87° 11' 43.10" W	92.72
PNS E	AA9819	-	30° 28' 37.31" N	87° 11' 09.13" W	-

SOURCE: NATIONAL GEODETIC SURVEY, NAD 83 (2011), NAVD 88



MAGNETIC DECLINATION
0° 11' EAST
NOVEMBER 2018
ANNUAL CHANGE 0° 0' WEST

800' 400' 0' 800'

PENSACOLA
INTERNATIONAL
AIRPORT

PENSACOLA, FL

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

[illegible]

DATE ISSUED: NOVEMBER 2018

REVIEWED BY: KRI

DRAWN BY: TJM

DESIGNED BY: TJM

RS&H PROJECT NUMBER

201-0005-001

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AIRPORT PROPERTY MAP TABLES

SHEET NUMBER

17 OF 21

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PROPERTY DATA					
PARCEL NO	TYPE OF INTEREST ACQUIRED	ACREAGE	TYPE OF CONVEYANCE INSTRUMENT	DATE	FAA GRANT NUMBER/PC PROJECT NUMBER
1		4.33	WARRANTY	9/23/1956	FAAP 9-08-033-C606
2		0.28	WARRANTY	12/21/1966	FAAP 9-08-033-C606
3		0.15	WARRANTY	10/4/1967	FAAP 9-08-033-C708
4		0.26	WARRANTY	7/11/1967	FAAP 9-08-033-C708
5		0.27	WARRANTY	10/24/1959	FAAP 9-08-033-6003
6		0.09	WARRANTY	12/16/1965	FAAP 9-08-033-C708
7		4.19	WARRANTY	10/31/1966	FAAP 9-08-033-C606
8		0.41	CORP. WARRANTY DEED	12/12/1966	FAAP 9-08-033-C606
9		4.90	WARRANTY	10/7/1966	FAAP 9-08-033-C606
10		0.77	WARRANTY	7/6/1959	FAAP 9-08-033-C204
11		0.52	WARRANTY	7/3/1959	FAAP 9-08-033-4003
12		0.53	WARRANTY	5/19/1966	FAAP 9-08-033-C606
13		0.27	WARRANTY	10/17/1959	FAAP 9-08-033-6003
14		0.27	WARRANTY	11/7/1959	FAAP 9-08-033-C204
15		0.53	WARRANTY	8/7/1959	FAAP 9-08-033-C606
16		0.78	WARRANTY	5/15/1959	FAAP 9-08-033-C204
17		0.96	WARRANTY	9/11/1959	FAAP 9-08-033-6003
18		1.52	WARRANTY	12/12/1966	FAAP 9-08-033-C708
19		5.40	WARRANTY	4/12/1960	FAAP 9-08-033-C204
20		1.08	WARRANTY	9/30/1959	FAAP 9-08-033-C204
21		0.60	WARRANTY	5/18/1960	FAAP 9-08-033-6003
22		0.35	WARRANTY	9/30/1959	FAAP 9-08-033-C204
23		1.75	WARRANTY	9/16/1959	FAAP 9-08-033-6003
24		0.52	WARRANTY	02/28/1962	FAAP 9-08-033-C204
25		0.53	WARRANTY	9/4/1959	FAAP 9-08-033-6003
26		0.27	WARRANTY	10/10/1959	FAAP 9-08-033-6003
27		0.27	WARRANTY	11/5/1959	FAAP 9-08-033-6003
28		0.27	WARRANTY	2/5/1960	FAAP 9-08-033-6003
29		0.8	WARRANTY	6/27/1959	FAAP 9-08-033-6003
30		0.27	WARRANTY	5/18/1960	FAAP 9-08-033-6003
31		0.27	WARRANTY	6/18/1960	FAAP 9-08-033-6003
32		0.27	WARRANTY	5/8/1959	FAAP 9-08-033-6003
33		0.27	WARRANTY	8/24/1959	FAAP 9-08-033-6003
34		0.53	WARRANTY	6/5/1959	FAAP 9-08-033-6003
35		1.46	WARRANTY	6/24/1959	FAAP 9-08-033-6003
36		0.24	WARRANTY	7/20/1960	FAAP 9-08-033-C204
37		0.69	WARRANTY	5/18/1960	FAAP 9-08-033-6003
38		0.55	WARRANTY	4/4/1959	FAAP 9-08-033-C204
39		0.21	WARRANTY	9/15/1959	FAAP 9-08-033-6003
40		0.45	WARRANTY	5/25/1959	FAAP 9-08-033-6003
41		0.45	WARRANTY	6/1/1959	FAAP 9-08-033-C204
42		0.45	WARRANTY	7/2/1959	FAAP 9-08-033-C204
43		0.45	WARRANTY	5/8/1959	FAAP 9-08-033-C204
44		0.22	WARRANTY	6/29/1959	FAAP 9-08-033-6003
45		0.22	WARRANTY	7/23/1959	FAAP 9-08-033-C204
46		0.22	WARRANTY	7/6/1960	FAAP 9-08-033-C204
47		0.22	WARRANTY	6/1/1959	FAAP 9-08-033-6003
48		0.00	WARRANTY	12/27/1959	FAAP 9-08-033-6003
49		0.24	WARRANTY	6/30/1960	FAAP 9-08-033-6003
50		0.48	WARRANTY	7/19/1960	FAAP 9-08-033-6003
51		0.47	WARRANTY	7/25/1960	FAAP 9-08-033-6003
52		9.40	WARRANTY	12/15/1955	TRADE
53		2.04	WARRANTY	3/7/1962	TRADE
54		47.99	WARRANTY	11/18/1944	
55	CLEAR ZONE EASEMENT & R/W	0.31		3/28/1964	ADAP 6-12-0063-05
56	CLEAR ZONE EASEMENT & R/W	5.15 SQ/FT		4/17/1964	ADAP 6-12-0063-05
57	CLEAR ZONE EASEMENT & R/W	577.44 SQ/FT		6/13/1964	ADAP 6-12-0063-05
58	CLEAR ZONE EASEMENT & R/W	1501.33 SQ/FT		6/19/1964	ADAP 6-12-0063-05
59	CLEAR ZONE EASEMENT & R/W	1344.66 SQ/FT		6/27/1964	ADAP 6-12-0063-05
60	CLEAR ZONE EASEMENT & R/W	2211.90 SQ/FT		6/8/1964	ADAP 6-12-0063-05
61	CLEAR ZONE EASEMENT & R/W	3655.97 SQ/FT		4/30/1964	ADAP 6-12-0063-05
62		0.60	WARRANTY	9/4/1959	FAAP 9-08-033-C204
63					
64		26.39		5/14/1942	
65		28.91	WARRANTY	11/13/1944	TRADE
66		11.46	CORP. WARRANTY DEED	9/18/1967	AIP 3-12-0063-07
67	UNDERGROUND EASEMENT FOR ELEC. SVC.			3/17/1980	
68	UNDERGROUND EASEMENT FOR ELEC. SVC.			8/1/1976	
69		83	WARRANTY	2/19/1942	
70		12.49	WARRANTY	7/5/1967	AIP 3-12-0063-07 FAAP 9-08-033-C809
72		11.57	WARRANTY	12/7/1983	AIP 3-12-0063-02
73		12.43	CORP. WARRANTY DEED	6/10/1975	AIP 3-12-0063-07
74		3.1	CORP. WARRANTY DEED	8/19/1945	
75		5.87	WARRANTY	2/22/1945	
76		34.674	WARRANTY	11/21/1944	
77		5.71	ORDER OF TAKING	8/12/1955	AIP 3-12-0063-02
78		1.7	FINAL JUDGEMENT	10/15/1986	
79		1.7	SPECIAL WARRANTY DEED	6/6/1985	AIP 3-12-0063-04
79		2.14	ORDER OF TAKING	6/12/1955	AIP 3-12-0063-02
79		2.14	FINAL JUDGEMENT	10/15/1986	AIP 3-12-0063-02
80		12.25	SPECIAL WARRANTY DEED	5/6/1955	AIP 3-12-0063-04
81		0.027	SPECIAL WARRANTY DEED	5/6/1955	AIP 3-12-0063-04
82		68.31	FINAL JUDGEMENT	12/15/1980	AIP 3-12-0063-01
83		1.68	CORP. WARRANTY DEED	8/31/1979	
84		8.6	WARRANTY	11/21/1944	
85			CORP. WARRANTY DEED	5/20/1986	
86		0.75	CONDITIONAL WAIVER OF COVENANTS	6/3/1986	AIP 3-12-0063-06
86		2.32	CORP. WARRANTY DEED	2/13/1981	
87		1.5	FINAL JUDGEMENT	7/20/1967	FAAP 9-08-033-C809
88		1.9	ORDER & JUDGMENT	11/6/1967	FAAP 9-08-033-C809
88			QUIT CLAIM	10/10/1966	FAAP 9-08-033-C808
89			WARRANTY	12/22/1955	
90		16.15	QUIT CLAIM	12/11/1995	QUIT CLAIM
91			WARRANTY	2/19/1998	
93		23.64	WARRANTY	12/23/1986	AIP 3-12-0063-07
94		502.5		11/1/1935	
95		0.72	QUIT CLAIM	10/6/1975	RESOLUTION 57-75
96		89.86		18/1945	
97		9.09	WARRANTY	12/7/1966	FAAP 9-08-033-6305
98		8.26	WARRANTY	12/7/1966	FAAP 9-08-033-C705
99		3.136	AGREEMENT	1/13/1989	
100					
101		21.14	WARRANTY	6/28/1945	
102		9.32	FINAL JUDGEMENT	1/15/1982	ADAP 6-12-0063-05
103		3.58	WARRANTY	10/17/1967	FAAP 9-08-033-C708
104		9.94	WARRANTY	12/7/1966	FAAP 9-08-033-C204
105		10	WARRANTY	2/28/1945	
106		3.11	FINAL JUDGEMENT	11/5/1982	GFT TO CITY
107		12.57	FINAL JUDGEMENT	11/5/1982	GFT TO CITY
108		4.16	WARRANTY	12/7/1966	DROPPED FROM C204
110			WARRANTY	11/10/1959	
110		30.05	WARRANTY	11/10/1959	FAAP 9-08-033-C204
111		5.25	WARRANTY	12/30/1960	FAAP 9-08-033-C204
112		1.60	WARRANTY	11/6/1967	FAAP 9-08-033-C708
112			WARRANTY	11/6/1967	
113		15.5		12/27/1942	
113		15.5		12/27/1945	
114		1.72	WARRANTY	11/23/1944	
115		35		1/25/1945	
115		1.60	WARRANTY	11/20/1944	
116		27.92	DEED OF REALTY	9/4/1964	AIP-3-12-0063-03
117		0.77	WARRANTY	9/29/1972	
118			WARRANTY	3/15/1955	
119		0.55	WARRANTY	12/23/1986	
120		22.70	CORP. WARRANTY DEED	11/6/1967	FAAP 9-08-033-C708
121		0.97	WARRANTY	10/17/1967	FAAP 9-08-033-C708
122		14.05	WARRANTY	10/17/1967	FAAP 9-08-033-C708
123		1.54	WARRANTY	10/17/1967	FAAP 9-08-033-C708

PROPERTY DATA					
PARCEL NO.	TYPE OF INTEREST ACQUIRED	ACREAGE	TYPE OF CONVEYANCE INSTRUMENT	DATE	FAA GRANT NUMBER/PFC PROJECT NUMBER
134		8.32	FINAL JUDGMENT	1/15/1982	GIFT TO CITY
125		65.68	FINAL JUDGMENT	1/15/1982	AP 3-12-0063-02 ADAP 6-12-0063-05
126	EASEMENT			10/13/1981	
128	EASEMENT			3/27/1981	
127			WARRANTY	9/6/1983	
128			WARRANTY	8/19/1986	
129	EASEMENT	101.08		1/14/1985	
133	DRAINAGE EASEMENT			3/17/1987	
134	CITY DRAINAGE EASEMENT			3/17/1987	
134	ACCESS EASEMENT TO BALLFIELD		APPROVAL LETTER FROM FAA	2/27/1992	
135	UNDERGROUND EASEMENT FOR ELEC. SVC.			4/8/1983	
136			CONSENT FINAL JUDGMENT	5/10/1986	
136			NOTICE OF LIS PENDENS	10/21/1983	
136			CONSENT FINAL JUDGMENT	5/16/1986	
136		18.82	CONSENT FINAL JUDGMENT	5/17/1986	AP 3-12-0063-02
137		0.78	QUIT CLAIM	1/27/1983	
137		8.36	WARRANTY	7/25/1984	AP 3-12-0063-02
138	EASEMENT	4.012		5/10/1977	
140		2.41	CORP. WARRANTY DEED	5/20/1986	
140			CONDITIONAL WAIVER OF COVENANTS	5/3/1986	AP 3-12-0063-06
142		31.50	CORP. WARRANTY DEED	1/16/1987	TRADE
143		0.55	DEED OF REALTY	8/4/1984	AP 3-12-0063-03
146	EASEMENT			4/21/1970	
147	EASEMENT			4/30/1973	
148	EASEMENT	2196.21 SQ/FT		4/14/1984	ADAP 6-12-0063-05
148	EASEMENT	164.08 SQ/FT		4/24/1984	ADAP 6-12-0063-05
150	EASEMENT	0.351		8/14/1983	
151	EASEMENT	58.4		8/17/1986	
155			LEASEHOLD MORTGAGE		
158		1.11	WARRANTY	12/29/1988	
157	EASEMENT			10/13/1981	
158	EASEMENT	0.764		9/29/1972	
159	EASEMENT			1/16/1988	
160	EASEMENT	0.76		4/26/1986	
161	EASEMENT			10/10/1969	
162	EASEMENT			1/12/1972	
163	EASEMENT			5/12/1971	
164	EASEMENT	12.43		4/7/1977	
165	EASEMENT	3.02		12/15/1977	
166	EASEMENT			1/16/1981	
167	EASEMENT			9/6/1983	
168	EASEMENT	3.78		8/20/1979	
169			WARRANTY	5/19/1986	FAAP-9-08-033-C500
170					
171					
172			WARRANTY	1/20/1944	
173			WARRANTY	3/22/1965	PFC
174			WARRANTY	10/13/1985	PFC
175			WARRANTY	10/18/1984	FAA 3-12-0063-21
176			WARRANTY	7/2/1953	FAA 3-12-0063-19
177			WARRANTY	1/12/1966	PFC

PARCEL NO.	TAX ID	TYPE OF INTEREST ACQUIRED	ACREAGE	PROPERTY DATA		DATE	GRANT NUMBER
				TYPE OF CONVEYANCE	INSTRUMENT		
152	3318305101001001	FEE SIMPLE	7.36	NOTICE OF REVERTER EVENT AND RELEASE		12/13/2011	FAA 3-12-0063-039-2013
178	161529202010000000	FEE SIMPLE	1.5	WARRANTY DEED		12/3/2014	
179	16152920500004005		0.09	QUITCLAIM DEED		8/29/2011	
180	ROGER SCOTT ATHLETIC COMPLEX		3.19	CITY COUNCIL ACTION		2/26/2004	
181	1615290804000003	FEE SIMPLE	1.61	WARRANTY DEED		1/23/2003	
182	1015293101020005	FEE SIMPLE	3.2	WARRANTY DEED		11/14/1976	RESOLUTION 58-75
183	OLD 12TH AVENUE R.O.W.		0.37				
184	1415292103000005	FEE SIMPLE	0.2542	WARRANTY DEED		12/20/2007	FAA 3-12-0063-039-2013 FDOT 42030019401
	1415292107000000	FEE SIMPLE	0.2401	WARRANTY DEED		12/17/2012	FAA 3-12-0063-039-2013 FDOT 42030019401
	1415292000090002	FEE SIMPLE	0.4672	WARRANTY DEED		2/15/2007	FAA 3-12-0063-039-2013 FDOT 42030019401
	1415292000008001	FEE SIMPLE	0.2392	WARRANTY DEED		8/25/2008	FAA 3-12-0063-039-2013 FDOT 42030019401
	1415292000005001	FEE SIMPLE	0.2382	WARRANTY DEED		5/25/2016	FDOT 42030019401
	1415292000030001	FEE SIMPLE	0.2354	WARRANTY DEED		5/31/2011	FAA 3-12-0063-039-2013 FDOT 42030019401
	1415292000020001	FEE SIMPLE	0.234	WARRANTY DEED		9/1/2006	FAA 3-12-0063-039-2013 FDOT 42030019401
	1415292000040001	FEE SIMPLE	0.2369	WARRANTY DEED		2/15/2008	FAA 3-12-0063-039-2013 FDOT 42030019401
	1415292102008001	FEE SIMPLE	0.4912	WARRANTY DEED		9/10/2015	FDOT 43360219401
	1415292102006001	FEE SIMPLE	0.5024	WARRANTY DEED		8/5/2007	FAA 3-12-0063-039-2013 FDOT 42030019401
	1415292000080002	FEE SIMPLE	0.2357	WARRANTY DEED		5/8/2013	FAA 3-12-0063-039-2013 FDOT 43360219401
	14152920000001001	FEE SIMPLE	0.2482	GUARDIAN DEED		3/3/2016	FDOT 42030019401
	14152920000071002	FEE SIMPLE	0.2364	WARRANTY DEED		7/3/2007	FAA 3-12-0063-039-2013 FDOT 42030019401
	1415292000006002	FEE SIMPLE	0.2372	WARRANTY DEED		4/4/2008	FAA 3-12-0063-039-2013 FDOT 42030019401
	14152920000095002	FEE SIMPLE	0.2378	WARRANTY DEED		12/20/2012	FAA 3-12-0063-039-2013 FDOT 42030019401
	1415292000004002	FEE SIMPLE	0.2386	WARRANTY DEED		10/27/2008	FAA 3-12-0063-039-2013 FDOT 42030019401
	1415292103000004	FEE SIMPLE	0.2393	WARRANTY DEED		12/21/2012	FAA 3-12-0063-039-2013 FDOT 42030019401
	1415292103000001	FEE SIMPLE	0.24	GUARDIAN DEED		3/3/2016	FDOT 42030019401
	14152920000011002	FEE SIMPLE	0.2438	WARRANTY DEED		4/2/2008	FAA 3-12-0063-039-2013 FDOT 42030019401
	14152920000118002	FEE SIMPLE	0.2476	WARRANTY DEED		11/28/2012	FAA 3-12-0063-039-2013 FDOT 42030019401
	14152921020111001	FEE SIMPLE	0.22	WARRANTY DEED		5/7/2015	FDOT 43360219401
	1415292102002001	FEE SIMPLE	0.17	WARRANTY DEED		9/11/2015	FDOT 43360219401
	1415292102004001	FEE SIMPLE	0.3181	WARRANTY DEED		9/18/2015	FDOT 43360219401
	1415292102005001	FEE SIMPLE	0.3181	WARRANTY DEED		7/13/2016	FDOT 43360219401
	1415292100023002	FEE SIMPLE	0.2231	WARRANTY DEED		10/12/2007	FAA 3-12-0063-039-2013 FDOT 42030019401
	1415292102007001	FEE SIMPLE	0.2123	WARRANTY DEED		11/18/2008	FAA 3-12-0063-039-2013 FDOT 42030019401
	1415292100022002	FEE SIMPLE	0.2231	WARRANTY DEED		12/9/2011	FAA 3-12-0063-039-2013 FDOT 42030019401
1415292100021002	FEE SIMPLE	0.2231	WARRANTY DEED		11/29/2006	FAA 3-12-0063-039-2013 FDOT 42030019401	
1415292100020002	FEE SIMPLE	0.2231	CORRECTIVE WARRANTY DEED		11/14/2007	FAA 3-12-0063-039-2013 FDOT 42030019401	
1415292100019002	FEE SIMPLE	0.2231	WARRANTY DEED		7/13/2015	FDOT 43360219401	
1415292100020004	FEE SIMPLE	0.3139	TRUSTEES DEED		9/16/2014	FDOT 42030019401	
1415292100019002	FEE SIMPLE	0.2233	WARRANTY DEED		9/10/2015	FDOT 43360219401	
1415292100000004	FEE SIMPLE	0.3429	WARRANTY DEED		12/20/2007	FAA 3-12-0063-039-2013 FDOT 42030019401	
1415292100017002	FEE SIMPLE	0.2449	WARRANTY DEED		1/30/2009	FAA 3-12-0063-039-2013 FDOT 42030019401	
1415292000018003	FEE SIMPLE	0.2284	WARRANTY DEED		3/3/2016	FDOT 42030019401	
1415292000010003	FEE SIMPLE	0.256	WARRANTY DEED		12/21/2012	FAA 3-12-0063-039-2013 FDOT 42030019401	
1415292106000000	FEE SIMPLE	2.55	WARRANTY DEED		8/18/2008	FAA 3-12-0063-039-2013 FDOT 42030019401	
1415292112000000							
1415292000011003	FEE SIMPLE	0.2386	WARRANTY DEED		12/18/2012	FAA 3-12-0063-039-2013 FDOT 42030019401	

PARCEL NO.	PROPERTY DATA					DATE	GRANT NUMBER
	TAX ID	TYPE OF INTEREST ACQUIRED	ACREAGE	TYPE OF CONVEYANCE INSTRUMENT			
184	1415292000012003	FEE SIMPLE	0.2383	WARRANTY DEED	12/21/2012	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292112000001	FEE SIMPLE	0.49	WARRANTY DEED	11/2/2012	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292000014003	FEE SIMPLE	0.2377	GUARDIAN DEED	3/3/2016	FDOT 42030019401	
	1415292110000001	FEE SIMPLE	0.25	GUARDIAN DEED	3/3/2016	FDOT 42030019401	
	1415292103000002	FEE SIMPLE	0.238	WARRANTY DEED	11/30/2012	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292000015003	FEE SIMPLE	0.2374	WARRANTY DEED	5/8/2013	FAA 3-12-0063-039-2013 FDOT 43360219401	
	1415292200001005	FEE SIMPLE	0.2	WARRANTY DEED	5/8/2013	FAA 3-12-0063-039-2013 FDOT 43360219401	
	1415292000016003	FEE SIMPLE	0.2365	WARRANTY DEED	2/15/2007	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292000017003	FEE SIMPLE	0.2331	WARRANTY DEED	1/26/2011	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292119000001	FEE SIMPLE	1.25	WARRANTY DEED	2/29/2008	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292100280001	FEE SIMPLE	0.2189	WARRANTY DEED	12/18/2007	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292100270001	FEE SIMPLE	0.2266	WARRANTY DEED	4/4/2007	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292100030002	FEE SIMPLE	0.2144	WARRANTY DEED	10/27/2008	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292100005002	FEE SIMPLE	0.2145	WARRANTY DEED	8/20/2008	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292100020001	FEE SIMPLE	0.2219	WARRANTY DEED	7/7/2015	FDOT 43360219401	
	1415292100210001	FEE SIMPLE	0.2209	WARRANTY DEED	1/26/2008	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292100008002	FEE SIMPLE	0.2122	WARRANTY DEED	3/31/2016	FDOT 42030019401	
	1415292100010002	FEE SIMPLE	0.2108	WARRANTY DEED	1/22/2009	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292100011002	FEE SIMPLE	0.2104	WARRANTY DEED	1/21/2011	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292200010003	FEE SIMPLE	0.34	WARRANTY DEED	7/23/2010	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292200006003	FEE SIMPLE	0.25	WARRANTY DEED	4/2/2008	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292200000005	FEE SIMPLE	1.65	WARRANTY DEED	7/17/2009	FAA 3-12-0063-039-2013	
	1415292200011003	FEE SIMPLE	0.28	WARRANTY DEED	10/3/2007	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292200020003	FEE SIMPLE	0.25	WARRANTY DEED	5/15/2014	FDOT 43360219401	
	1415292200030003	FEE SIMPLE	0.39	WARRANTY DEED	8/17/2012	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292200000003	FEE SIMPLE	0.87	WARRANTY DEED	8/7/2012	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292200008805	FEE SIMPLE	0.52	WARRANTY DEED	7/17/2009	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292200005003	FEE SIMPLE	0.46	WARRANTY DEED	11/26/2012	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292200000004	FEE SIMPLE	0.39	WARRANTY DEED	4/2/2008	FAA 3-12-0063-039-2013 FDOT 42030019401	
	14152922000002005	FEE SIMPLE	0.95	WARRANTY DEED	8/7/2012	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292200004005	FEE SIMPLE	0.0674	WARRANTY DEED	8/17/2012	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292113005001	FEE SIMPLE	0.93	WARRANTY DEED	2/1/2007		
	1415292121000000	FEE SIMPLE	0.19	WARRANTY DEED	2/1/2007		
	1415292118000000	FEE SIMPLE	6.75	WARRANTY DEED	2/1/2007		
	1415292000009003	FEE SIMPLE	0.2538	WARRANTY DEED	9/20/2012	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292000011002	FEE SIMPLE	0.238	WARRANTY DEED	10/29/2008	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292000012002	FEE SIMPLE	0.239	WARRANTY DEED	11/27/2012	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292000005003	FEE SIMPLE	0.9546	WARRANTY DEED	11/25/2008	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292000013002	FEE SIMPLE	0.2401	WARRANTY DEED	5/16/2007	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292000014002	FEE SIMPLE	0.2411	WARRANTY DEED	12/20/2012	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292000004003	FEE SIMPLE	0.2439	WARRANTY DEED	12/22/2010	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292000010502	FEE SIMPLE	0.2421	WARRANTY DEED	10/15/2008	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292000003003	FEE SIMPLE	0.2446	WARRANTY DEED	2/16/2007	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292000016002	FEE SIMPLE	0.2432	WARRANTY DEED	11/27/2012	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292000002203	FEE SIMPLE	0.2464	WARRANTY DEED	10/19/2007	FAA 3-12-0063-039-2013 FDOT 42030019401	
	14152920000017002	FEE SIMPLE	0.2441	WARRANTY DEED	12/26/2015	FDOT 43360219401	
	1415292000000003	FEE SIMPLE	0.2456	WARRANTY DEED	10/15/2008	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292113003001	FEE SIMPLE	0.28	WARRANTY DEED	1/30/2013	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292113001001	FEE SIMPLE	0.18	WARRANTY DEED	11/14/2009	FAA 3-12-0063-039-2013 FDOT 42030019401	
	1415292113002001	FEE SIMPLE	1.47	WARRANTY DEED	7/31/2007	FDOT 42030019401	
1415292100005004	FEE SIMPLE	0.2868	WARRANTY DEED	9/10/2015	FDOT 43360219401		
1415292100004004	FEE SIMPLE	0.37	WARRANTY DEED	8/23/2015	FDOT 43360219401		
1415292116000000	FEE SIMPLE	0.81	WARRANTY DEED	4/13/2017	FAA 3-12-0063-039-2013 FDOT 42030019401		
1415292116000001	FEE SIMPLE	0.1	WARRANTY DEED	4/13/2017	FAA 3-12-0063-039-2013 FDOT 42030019401		
1415292116000002	FEE SIMPLE	0.14	WARRANTY DEED	4/13/2007	FAA 3-12-0063-039-2013 FDOT 42030019401		
1415292200000002	FEE SIMPLE	0.85	WARRANTY DEED	7/23/2010	FAA 3-12-0063-039-2013 FDOT 42030019401		
1415292100000000	FEE SIMPLE	0.73	WARRANTY DEED	12/28/2010	FAA 3-12-0063-039-2013 FDOT 42030019401		
1415292102000101	FEE SIMPLE	1.79	WARRANTY DEED	9/30/2009	FAA 3-12-0063-039-2013 FDOT 42030019401		
1415292100006004	FEE SIMPLE	0.218	WARRANTY DEED	6/7/2012	FAA 3-12-0063-039-2013 FDOT 42030019401		
1415292100004003	FEE SIMPLE	0.2761	WARRANTY DEED	9/18/2014	FDOT 42030019401		
1415292100007004	FEE SIMPLE	0.2387	WARRANTY DEED	9/18/2014	FDOT 42030019401		
1415292100003003	FEE SIMPLE	0.2815	WARRANTY DEED	12/19/2007	FAA 3-12-0063-039-2013 FDOT 42030019401		
1415292100006004	FEE SIMPLE	0.2549	WARRANTY DEED	8/16/2014	FDOT 42030019401		
1415292100002003	FEE SIMPLE	0.2815	WARRANTY DEED	5/29/2015	FDOT 43360219401		
1415292100001004	FEE SIMPLE	0.3267	WARRANTY DEED	1/26/2009	FAA 3-12-0063-039-2013 FDOT 42030019401		
14152921000027002	FEE SIMPLE	0.22	WARRANTY DEED	11/15/2016			
14152921000026002	FEE SIMPLE	0.22	WARRANTY DEED	11/15/2016			
1415292100004002	FEE SIMPLE	0.22	WARRANTY DEED	1/3/2017			
1415292100260001	FEE SIMPLE	0.22	SPECIAL WARRANTY DEED (CORPORATE)	7/5/2017			
1415292100250001	FEE SIMPLE	0.22	WARRANTY DEED	8/30/2017			
1415292100340002	FEE SIMPLE	0.22	WARRANTY DEED	12/20/2016			
1415292100240001	FEE SIMPLE	0.22	WARRANTY DEED	12/19/2016			
1415292100230001	FEE SIMPLE	0.22	WARRANTY DEED	2/3/2017			
1415292100006002	FEE SIMPLE	0.22	WARRANTY DEED	12/20/2016			
1415292100007002	FEE SIMPLE	0.22	WARRANTY DEED	2/3/2017			
1415292100008002	FEE SIMPLE	0.22	WARRANTY DEED	3/31/2016			
1415292100009002	FEE SIMPLE	0.22	WARRANTY DEED	12/20/2016			
1415292101160001	FEE SIMPLE	0.22	WARRANTY DEED	12/20/2016			
28263930200030070	FEE SIMPLE	0.29	WARRANTY DEED	12/20/2016			
141529210720000201	FEE SIMPLE	0.22	WARRANTY DEED	11/6/2017			
1415292102000001	FEE SIMPLE	0.18	WARRANTY DEED	11/6/2017			
14152921000025002	FEE SIMPLE	0.22	WARRANTY DEED	12/27/2017			

ABSTRACT NO. 43709				PROPERTY DATA									
PARCEL NO	HARD COPY	GRANTOR	GRANTEE	TYPE OF INTEREST ACQUIRED	ACREAGE	OR BOOK - PAGE	TYPE OF CONVEYANCE INSTRUMENT	DATE	SECTION, TOWNSHIP, & RANGE	FAA GRANT NUMBER/FCO	PROJECT NUMBER	NOTES	
1	85	MED W. & IDA MURL TAYLOR	CITY OF PENSACOLA		4.32	306 - 410	WARRANTY	9/23/1996	10, 1S, 29W-APO LOT 5, BLOCK A, ABB S/D	FAAP 9-08-033-C806			
2	96	SHIRLEY RAY & RITA JANE WHITE	CITY OF PENSACOLA		0.28	319 - 9	WARRANTY	12/21/1966	APO LOT 5, BLK A, ABB S/D	FAAP 9-08-033-C806			
3	104	ROBERT A. & LUCILLE M. GAULLEY	CITY OF PENSACOLA		0.15	369 - 612	WARRANTY	10/4/1967	10, 1S, 29W-LOT 1, BLK 4, RESUB OF LOT 6, BLOCK A, ABB S/D	FAAP 9-08-033-C708			
4	101	ROMOLA PARADISE MARFAK	CITY OF PENSACOLA		0.26	351 - 777	WARRANTY	7/11/1967	10, 1S, 29W-LOT 2, BLK 4, ABB SUBDIVISION	FAAP 9-08-033-C708			
5	50	WILLIAM F. & SHIRLEY JEAN JORDAN	CITY OF PENSACOLA		0.27	DB 520 - 312	WARRANTY	10/24/1959	10, 1S, 29W-LOT 13, BLOCK 8, ABB S/D	FAAP 9-08-033-6003			
6	95	PETER P. PAQUETTE	CITY OF PENSACOLA		0.09	518 - 644	WARRANTY	12/19/1966	10, 1S, 29W-LOT 3, BLK 4, ABB S/D	FAAP 9-08-033-C708			
8	88	DALTON W. & ANDRE S. NELSON	CITY OF PENSACOLA		4.15	511 - 953	WARRANTY	4/15/1996	10, 1S, 29W-LOT 4, BLOCK A, ABB S/D	FAAP 9-08-033-C806			
8	94	J. W. URQUHART, JR., INC.	CITY OF PENSACOLA		0.41	317 - 878	CORP. WARRANTY DEED	12/12/1966	10, 1S, 29W-LOT 4, BLOCK A, ABB S/D	FAAP 9-08-033-C806			
9	86	PHILIP J. & HARRIET L. KANEN	CITY OF PENSACOLA		4.80	306 - 806	WARRANTY	10/7/1966	10, 1S, 29W-LOT 3, BLOCK A, ABB S/D	FAAP 9-08-033-C806			
10	38	ALLEN C. & LA FAY COPE	CITY OF PENSACOLA		0.77	DB 513 - 559	WARRANTY	7/6/1959	10, 1S, 29W-LOTS 3, 4 & 5, BLOCK 5, RESUB OF ABB S/D	FAAP 9-08-033-C204			
11	37	CECIL F. BELL	CITY OF PENSACOLA		0.52	DB 513 - 382	WARRANTY	7/3/1959	10, 1S, 29W-LOTS 1 & 2, BLOCK 5, ABB S/D	FAAP 9-08-033-6003			
12	82	JAMES B. & CYNTHIA M. HOLLEY	CITY OF PENSACOLA		5.19	289 - 584	WARRANTY	5/19/1966	10, 1S, 29W-LOT 11 & 12, BLOCK 8, ABB S/D	FAAP 9-08-033-C806			
13	49	RALPH E. & URSULA PANNELL	CITY OF PENSACOLA		0.27	DB 520 - 156	WARRANTY	10/17/1959	10, 1S, 29W-LOT 17, BLOCK 8, ABB S/D	FAAP 9-08-033-6003			
14	52	JERRY SUE & JAMES E. THOMASEN	CITY OF PENSACOLA		0.27	DB 520 - 609	WARRANTY	11/7/1959	10, 1S, 29W - LOT 18, BLOCK 8, ABB S/D	FAAP 9-08-033-6003			
15	116	CECIL E. & ROSE A. HOLMES	CITY OF PENSACOLA		0.53	448 - 507	WARRANTY	8/7/1956	10, 1S, 29W-LOTS 9 & 10, BLOCK 8, ABB S/D	FAAP 9-08-033-C806			
16	29	RAYMOND D. & MARY M. LEE	CITY OF PENSACOLA		0.78	DB 510 - 456	WARRANTY	5/15/1959	10, 1S, 29W-LOTS 10, 11 & 12, BLOCK 5, ABB S/D	FAAP 9-08-033-C204			
17	45	IRENE OMALA	CITY OF PENSACOLA		0.98	DB 517 - 675	WARRANTY	9/11/1959	10, 1S, 29W-LOTS 6, 7, 8 & 9, BLOCK 5, ABB S/D	FAAP 9-08-033-6003			
18	93	PHILIP A., JR. & GEORGIA A. PAYNE	CITY OF PENSACOLA		1.52	317 - 639	WARRANTY	12/12/1966	10, 1S, 29W	FAAP 9-08-033-C708			
19	60	CHARLES L. & DAISY F. SPIVEY	CITY OF PENSACOLA		5.46	DB 531 - 712	WARRANTY	4/12/1960	10, 1S, 29W	FAAP 9-08-033-C204			
20	47	JOHN E. BOYD	CITY OF PENSACOLA		1.08	DB 518 - 341	WARRANTY	9/30/1959	10, 1S, R29W	FAAP 9-08-033-C204			
21	63	J. E. BOYD & ROBERT T. & GLENDA F. BOYD	CITY OF PENSACOLA		0.80	DB 534 - 362	WARRANTY	5/18/1960	10, 1S, 29W, APO ABB SUBDIVISION	FAAP 9-08-033-6003			
22	47	JOHN E. BOYD	CITY OF PENSACOLA		0.30	DB 518 - 341	WARRANTY	9/30/1959	10, 1S, R29W	FAAP 9-08-033-C204			
23	46	JOHN WALDO & GRACE P. THOMAS	CITY OF PENSACOLA		1.78	DB 517 - 756	WARRANTY	9/18/1959	10, 1S, 29W-LOTS 12, 13, 14, 15 & 16, BLOCK 6, RESUB OF ABB	FAAP 9-08-033-6003			
24	76	ELMER C. & WANDA L. PITMAN	CITY OF PENSACOLA		0.52	10 - 151	WARRANTY	6/23/1962	10, 1S, 29W-LOTS 7 & 8, BLOCK 8, ABB S/D	FAAP 9-08-033-C204			
25	42	WILLIE E. & DOROTHY M. GREEN	CITY OF PENSACOLA		0.53	DB 517 - 222	WARRANTY	5/4/1959	10, 1S, 29W-LOTS 19 & 20, BLOCK 8, ABB S/D	FAAP 9-08-033-6003			
26	48	EMMETT W. & BETHENA COLEMAN	CITY OF PENSACOLA		0.27	DB 518 - 578	WARRANTY	10/10/1959	10, 1S, 29W-LOT 21, BLOCK 8, ABB S/D	FAAP 9-08-033-6003			
27	51	LOUIS C. KNOWLES	CITY OF PENSACOLA		0.27	DB 620 - 557	WARRANTY	11/5/1959	10, 1S, 29W-LOT 22, BLOCK 8, ABB S/D	FAAP 9-08-033-6003			
28	59	PEARL L. KIMMONS	CITY OF PENSACOLA		0.27	DB 527 - 697	WARRANTY	2/5/1960	10, 1S, 29W-LOT 23, BLOCK 8, ABB S/D	FAAP 9-08-033-6003			
29	36	LENA MAE & FRANK J. SCHILLER & SHARITTC. & THELMA JOHNSON	CITY OF PENSACOLA		0.83	DB 513 - 352	WARRANTY	6/27/1959	10, 1S, 29W-LOTS 24, 25 & 26, BLOCK 8, ABB S/D	FAAP 9-08-033-6003			
30	68	THEODORE AND DONALD C. FULMORE SMITH	CITY OF PENSACOLA		0.27	DB 535 - 392	WARRANTY	6/18/1960	10, 1S, 29W-LOT 1, BLOCK 8, ABB S/D	FAAP 9-08-033-6003			
31	64	FRED W. & VELMA L. HENDRICKS	CITY OF PENSACOLA		0.27	DB 535 - 391	WARRANTY	6/18/1960	10, 1S, 29W-LOT 2, BLOCK 8, ABB S/D	FAAP 9-08-033-6003			
32	28	F. L. & PEGGY TILDEN	CITY OF PENSACOLA		0.27	DB 509 - 698	WARRANTY	5/8/1959	10, 1S, 29W-LOT 3, BLOCK 8, ABB S/D	FAAP 9-08-033-6003			
33	41	ROY & BAMMA HAMILTON	CITY OF PENSACOLA		0.27	DB 517 - 37	WARRANTY	6/24/1959	10, 1S, 29W-LOT 4, BLOCK 8, ABB S/D	FAAP 9-08-033-6003			
34	32	J. F. & NORMA M. LOWERY	CITY OF PENSACOLA		0.53	DB 512 - 319	WARRANTY	6/5/1959	10, 1S, 29W-LOTS 5 & 6, BLOCK 8, ABB S/D	FAAP 9-08-033-6003			
35	34	J. S. & MILDRED E. PRESLEY	CITY OF PENSACOLA		1.46	DB 513 - 117	WARRANTY	6/24/1959	LOTS 7, 8, 9, 10 AND 11, BLOCK 6, ABB S/D	FAAP 9-08-033-6003			
36	68	CLAUDE & BARBARA BETTERTON	CITY OF PENSACOLA		0.27	DB 536 - 657	WARRANTY	7/23/1960	10, 1S, 29W-LOT 6, BLK 8, ABB SUBDIVISION	FAAP 9-08-033-C204			
37	63	J. E. BOYD & ROBERT T. & GLENDA F. BOYD	CITY OF PENSACOLA		0.80	DB 534 - 362	WARRANTY	5/18/1960	10, 1S, 29W, APO ABB SUBDIVISION	FAAP 9-08-033-6003			
38	26	JAMES F. & DOROTHY A. PARK	CITY OF PENSACOLA		0.48	DB 508 - 404	WARRANTY	4/4/1959	10, 1S, 29W-LOTS 1 & 2, BLOCK 6, ABB S/D	FAAP 9-08-033-C204			
39	44	CLIFTON C. & JEAN M. WARD	CITY OF PENSACOLA		0.21	DB 517 - 673	WARRANTY	9/15/1959	10, 1S, 29W-LOT 1, BLOCK 7, ABB S/D	FAAP 9-08-033-6003			
40	30	HARVEY & DONA SMITH	CITY OF PENSACOLA		0.45	DB 510 - 483	WARRANTY	5/25/1959	10, 1S, 29W-LOTS 2 & 3, BLOCK 7, ABB S/D	FAAP 9-08-033-6003			
41	33	JAMES G. WARD	CITY OF PENSACOLA		0.45	DB 512 - 447	WARRANTY	6/1/1959	10, 1S, 29W-LOTS 4 & 5, BLOCK 7, ABB S/D	FAAP 9-08-033-C204			
42	25	HAROLD F. & JEWELL L. WARREN	CITY OF PENSACOLA		0.42	DB 513 - 350	WARRANTY	6/2/1959	10, 1S, 29W-LOTS 6 & 7, BLOCK 7, ABB S/D	FAAP 9-08-033-C204			
43	27	BRUCE & ROSA LEE JOHNSON	CITY OF PENSACOLA		0.45	DB 509 - 697	WARRANTY	5/8/1959	10, 1S, 29W-LOTS 8 & 9, BLOCK 7, ABB S/D	FAAP 9-08-033-C204			
44	39	JIMMY STILLER	CITY OF PENSACOLA		0.22	DB 513 - 560	WARRANTY	6/29/1959	10, 1S, 29W-LOT 10, BLOCK 7, ABB S/D	FAAP 9-08-033-6003			
45	40	HOMER L. & REBA ESTELL PARKER	CITY OF PENSACOLA		0.22	DB 514 - 238	WARRANTY	7/23/1959	10, 1S, 29W-LOT 11, BLOCK 7, ABB S/D	FAAP 9-08-033-C204			
46	66	HARRY H. & MARGARET S. BONFAY	CITY OF PENSACOLA		0.22	DB 536 - 64	WARRANTY	7/6/1960	10, 1S, 29W-LOT 12, BLK 7, ABB S/D	FAAP 9-08-033-C204			
47	31	R. R. & MARY E. HOPKINS	CITY OF PENSACOLA		0.27	DB 512 - 53	WARRANTY	6/1/1959	10, 1S, 29W-LOT 13, BLOCK 7, ABB S/D	FAAP 9-08-033-6003			
48	54	LATHAM, GREENBLATT & STRINGFIELD	CITY OF PENSACOLA		0.02	DB 521 - 528	WARRANTY	10/2/1959	14, 1S, 29W	FAAP 9-08-033-6003			
49	67	V. J. & BERTHA BARBER	CITY OF PENSACOLA		0.24	DB 536 - 65	WARRANTY	6/30/1960	14, 1S, 29W-LOT 1, BLK 4, CAMPUS HEIGHTS S/D	FAAP 9-08-033-6003			
50	70	GEORGE P. & INA PEARL NICHOLSON	CITY OF PENSACOLA		0.48	DB 538 - 537	WARRANTY	7/19/1960	14, 1S, 29W-LOTS 2 & 3, BLK 4, CAMPUS HEIGHTS S/D	FAAP 9-08-033-6003			
51	69	HOPKINS, NEWMAN, BROWN & MAUDE B. NEWMAN	CITY OF PENSACOLA		0.47	DB 536 - 695	WARRANTY	7/25/1960	14, 1S, 29W - APO GOV'T. LOT 2	FAAP 9-08-033-6003			
52	21	CHARLENE H. & VAN A. BLANCHARD	CITY OF PENSACOLA		9.40	432 - 531	WARRANTY	12/15/1955	14, 1S, 29W	TRADE			
53	165	HIGDON HOMES, INC.	CITY OF PENSACOLA		2.04	1739 - 707	WARRANTY	7/7/1962	14, 1S, 29W	TRADE			
54	19	ADRIENNE DUNWOODY & THEO OLAF DUNWOODY	CITY OF PENSACOLA		47.98	219 - 241	WARRANTY	11/18/1944	14, 1S, 29W				
55	263	PENSACOLA LIQUOR DISTRIBUTORS, INC.	CITY OF PENSACOLA	CLEAR ZONE EASEMENT & R/W	0.31	1891 - 374		3/28/1984	LOT 2, BLOCK "A", ABB S/D	ADAP 6-12-0063-05			
56	265	MRS. BESSIE L. BONNER	CITY OF PENSACOLA	CLEAR ZONE EASEMENT & R/W	5.15	SQ/FT 1900 - 818		4/17/1984	APO LOT 8, BLOCK 1, COLLEGE HEIGHTS S/D	ADAP 6-12-0063-05			
57	269	ROBERT V. & LAVEEDA S. MILLER	CITY OF PENSACOLA	CLEAR ZONE EASEMENT & R/W	577.44	SQ/FT 1924 - 514		6/13/1984	APO LOT 19, BLOCK 1, COLLEGE HEIGHTS S/D	ADAP 6-12-0063-05			
58	270	LISETTA WESBECHER & KAREN SUE CAUTHEN	CITY OF PENSACOLA	CLEAR ZONE EASEMENT & R/W	1501.33	SQ/FT 1927 - 33		6/19/1984	APO LOT 11, BLOCK 2, COLLEGE HEIGHTS S/D	ADAP 6-12-0063-05			
59	271	EFFIE ESTHER WRIGHT	CITY OF PENSACOLA	CLEAR ZONE EASEMENT & R/W	1344.68	SQ/FT 1930 - 500		6/27/1984	APO LOT 17, BLOCK 2, COLLEGE HEIGHTS S/D	ADAP 6-12-0063-05			
60	288	JOSE M. & ISABEL KLESIAS	CITY OF PENSACOLA	CLEAR ZONE EASEMENT & R/W	1823 - 873			6/18/1984	APO LOT 3, BLOCK 4, COLLEGE HEIGHTS S/D	ADAP 6-12-0063-05			
61	267	WILLIAM M., JR. & MEYERS H. COLMER	CITY OF PENSACOLA	CLEAR ZONE EASEMENT & R/W	3665.97	SQ/FT 1912 - 643		4/30/1984	APO LOT 1, BLOCK 5, COLLEGE HEIGHTS S/D	ADAP 6-12-0063-05			
62	43	S. J. & MELBA KOPER	CITY OF PENSACOLA		0.80	DB 517 - 223	WARRANTY	9/4/1959	14, 1S, 29W	FAAP 9-08-033-C204			
63													
64	2	L. G. & OLIVIA B. NOBLES	CITY OF PENSACOLA		26.30	DB 171 - 493		5/14/1942	14, 1S, 29W				
65	11	MAURICE & ELIZABETH VILLENEUVE	CITY OF PENSACOLA		28.91	219 - 225	WARRANTY	11/13/1944	14, 1S, 29W			ORIGINALLY 30 BUT TRADED 1.08 ACRES TO HIGDON HOMES IN 1982.	
66	199	HOPKINS - CAMPUS, INC., A FLORIDA CORPORATION	CITY OF PENSACOLA		11.46	567 - 120	CORP. WARRANTY DEED	8/19/1987	15, 1S, 29W	AP 3-12-0063-07			
67	237	CITY OF PENSACOLA	GULF POWER COMPANY	UNDERGROUND EASEMENT FOR ELEC. SVC.	1456 - 82			3/17/1980	17, 1S, 29W				
68	231	CITY OF PENSACOLA	GULF POWER COMPANY	UNDERGROUND EASEMENT FOR ELEC. SVC.	1232 - 681			8/1/1978	17, 1S, 29W				
69	3	KATHARINE G. & WM. D. HOWE	CITY OF PENSACOLA		83	DB 173 - 600	WARRANTY	2/19/1942	15, 1S, 29W				
70	100	LAWRENCE C. & ALTHEA FOX ET AL.	CITY OF PENSACOLA		12.49	348 - 54	WARRANTY	7/5/1967	15, 1S, 29W	AP 3-12-0063-07		3.79 PURCHASED UNDER FAAP 9-08-033-C809	
72	173	JERRY L. & MARTHA BROWN	CITY OF PENSACOLA		11.57	1845 - 259	WARRANTY	12/7/1963	15, 1S, 29W	FAAP 9-08-033-C809			
73	133	ASKERV CONSTRUCTION COMPANY, INC.	CITY OF PENSACOLA		12.43	907 - 235	CORP. WARRANTY DEED	6/10/1975	15, 1S, 29W	AP 3-12-0063-07			
74	17	WILLIAM D. & BLANCHE G. GREENWOOD	CITY OF PENSACOLA		3.1	219 - 237	WARRANTY	8/18/1945	15, 1S, 29W				
75	18	KATHARINE G. & WILLIAM D. HOWE	CITY OF PENSACOLA		5.87	219 - 239	WARRANTY	2/22/1945	15, 1S, 29W				
76	14	GENEVIEVE McDONALD	CITY OF PENSACOLA		34.674	219 - 231	WARRANTY	11/21/1944	15, 1S, 29W				
77	180	NORTHWEST BUILDERS, INC., ET AL.	CITY OF PENSACOLA		5.71	2077 - 578	ORDER OF TAKING	6/12/1985	13 & 15, 1S, 29W	AP 3-12-0063-02			
78	188	NORTHWEST BUILDERS, INC., ET AL.	CITY OF PENSACOLA		7.7	2234 - 877	FINAL JUDGEMENT	10/15/1986	13 & 15, 1S, 29W	AP 3-12-0063-04			
79	179	ESCAMBIA COUNTY UTILITIES AUTHORITY	CITY OF PENSACOLA		1.7	2067 - 650	SPECIAL WARRANTY DEED	5/9/1985	15, 1S, 29W	AP 3-12-0063-02			
79	180	NORTHWEST BUILDERS, INC., ET AL.	CITY OF PENSACOLA		2.14	2077 - 578	ORDER OF TAKING	6/12/1985	15, 1S, 29W	AP 3-12-0063-02			
79	188	NORTHWEST BUILDERS, INC., ET AL.	CITY OF PENSACOLA		2.14	2294 - 877	FINAL JUDGEMENT	10/15/1986	15, 1S, 29W	AP 3-12-0063-02			
80	179	ESCAMBIA COUNTY UTILITIES AUTHORITY	CITY OF PENSACOLA		12.25	2067 - 650	SPECIAL WARRANTY DEED	5/9/1985	13 & 15, 1S, 29W	AP 3-12-0063-04			
81	179	ESCAMBIA COUNTY UTILITIES AUTHORITY	CITY OF PENSACOLA		0.027	2067 - 650	SPECIAL WARRANTY DEED						

ABSTRACT NO. 43709		PROPERTY DATA										NOTES
PARCEL NO.	HARD COPY	GRANTOR	GRANTEE	TYPE OF INTEREST ACQUIRED	ACREAGE	OR BOOK - PAGE	TYPE OF CONVEYANCE INSTRUMENT	DATE	SECTION, TOWNSHIP, & RANGE		FAA GRANT NUMBER/PFC PROJECT NUMBER	
133	251	CITY OF PENSACOLA	BAARS ESTATE	DRAINAGE EASEMENT		2376 - 738		3/17/1987	33, 1S, 30W			
134	250	CITY OF PENSACOLA	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	CITY DRAINAGE EASEMENT		2376 - 732		3/17/1987	33, 1S, 30W			
134		AIRPORT DEPARTMENT/FEDERAL AVIATION ADMINISTRATION	CITY OF PENSACOLA	ACCESS EASEMENT TO BALLFIELD			APPROVAL LETTER FROM FAA	2/27/1992				
135	242	CITY OF PENSACOLA	GULF POWER COMPANY	UNDERGROUND EASEMENT FOR ELEC. SVC		1782 - 94		4/8/1993	14, 1S, 29W			
136	199	RICHARD G. SEMMES, ETAL	CITY OF PENSACOLA			2223 - 411	CONSENT FINAL JUDGMENT	5/16/1986				
136	166	SEMMES, GREENWOOD, ANDREWS, STAFFORD, OLDENMOPPEN, ROGERS, ETAL	CITY OF PENSACOLA			1625 - 712	NOTICE OF LIS PENDENS	10/21/1983	15, 1S, 29W			
136	185	RICHARD G. SEMMES, ETAL	CITY OF PENSACOLA			2223 - 411	CONSENT FINAL JUDGMENT	5/16/1986	15, 1S, 29W			
136	186	RICHARD G. SEMMES, ETAL	CITY OF PENSACOLA		18.82	2223 - 437	CONSENT FINAL JUDGMENT	5/17/1986	15, 1S, 29W	AIP 3-12-0063-02		
137	172	JERRY L. & MARTHA BROWN	CITY OF PENSACOLA		0.78	1845 - 256	QUIT CLAIM	12/7/1983	15, 1S, 29W			
138	175	ALTHEA FOX, DOROTHY L. DICKINSON, RUBY L. BRION & THEO D. BAARS, JR.	CITY OF PENSACOLA		8.30	1948 - 496	WARRANTY	7/25/1984	15, 1S, 29W	AIP 3-12-0063-02		
139	137	LAVALET, INC.	CITY OF PENSACOLA	EASEMENT	4.012	1108 - 98		5/10/1977	15, 1S, 29W			
140	192	LAVALET, INC.	CITY OF PENSACOLA		2.41	2230 - 337	CORP. WARRANTY DEED	5/20/1986	15, 1S, 29W	AIP 3-12-0063-06		
140	156	LAVALET OFFICE PARK ASSOCIATION, INC.	CITY OF PENSACOLA			2230 - 333	CONDITIONAL WAIVER OF COVENANTS	6/3/1988				
142	111	MALLORY GOLF CORP.	CITY OF PENSACOLA		31.50	363 - 809	CORP. WARRANTY DEED	11/6/1967	1, 2S, 29W	TRADE		
143	176	BARNETT BANKS TRUST COMPANY, N.A., PACE TRUSTEES & RAY BROTHERS, INC.	CITY OF PENSACOLA		0.65	1960 - 540	DEED OF REALTY	9/4/1984	16, 1S, 29W	AIP 3-12-0063-03		
145	122	GABERONNE, INC.	CITY OF PENSACOLA	EASEMENT		491 - 180		4/21/1970	APO BLK B, C, & D, GABERONNE SUBDIVISION			
147	123	LAVALET, INC.	CITY OF PENSACOLA	EASEMENT		491 - 184		4/30/1973	15, 1S, 29W			
148	266	RICHARD AND PAMELA KIRK	CITY OF PENSACOLA	EASEMENT	2198.21	501FT		4/14/1984	14, 1S, 29W	ADAP 8-12-0063-05		
149	294	THOMAS S. AND MARGARET A. SILER	CITY OF PENSACOLA	EASEMENT	164.08	801FT		4/24/1984	14, 1S, 29W	ADAP 8-12-0063-05		
150	243	E.C.U.A.	CITY OF PENSACOLA	EASEMENT	0.551	1817 - 182		9/14/1983	33, 1S, 30W			
151	205	PENSACOLA JR. COLLEGE	CITY OF PENSACOLA	EASEMENT	56.4	DB 450 - 227		8/17/1956	33, 1S, 30W			
155	343	B & B BATTING CO.(MORTGAGOR)	GULF AMERICAN S.B.L. (MORTGAGEE)			2698 - 582	LEASEHOLD MORTGAGE	12/28/1988	16, 1S, 29W			
156	200	BAYSIDE PROPERTIES OF NORTHWEST FLORIDA, INC.	CITY OF PENSACOLA		1.11	2646 - 008	WARRANTY	10/13/1981	15, 1S, 29W			
157	160	FIRST CITY SERVICE CORP.	CITY OF PENSACOLA	EASEMENT		1591 - 261		9/29/1972	BAYVIEW CEMETARY			
158	127	TOM PELT	CITY OF PENSACOLA	EASEMENT	0.784	645 - 74		9/29/1972	FIRST ADDITION MALLORY HEIGHTS UNIT 5			
159		DOVER PROPERTIES OF PENSACOLA	CITY OF PENSACOLA	EASEMENT		2582 - 008		1/19/1988	APO BRITANNY FORGE S/D			
160		T AND L, INC.	CITY OF PENSACOLA	EASEMENT	9.70	2858 - 223		4/26/1990	MONTAGE S/D			
161	119	MIKE HENSLEE	CITY OF PENSACOLA	EASEMENT		467 - 46		10/10/1969	10, 1S, 29W			
162	125	JOSEPH AND OLIVE RAE NAPIER	CITY OF PENSACOLA	EASEMENT		587 - 13		1/12/1972	13, 1S, 29W			
163	124	OLD SPANISH TRAIL, INC.	CITY OF PENSACOLA	EASEMENT		644 - 801		5/12/1971	15, 1S, 29W			
164	136	CITY OF PENSACOLA	CITY OF PENSACOLA	EASEMENT	12.43	1095 - 437		4/7/1977	15, 1S, 29W			
165	161	LAVALET, INC.	CITY OF PENSACOLA	EASEMENT	3.02	1178 - 15		12/15/1977	15, 1S, 29W			
166		CONNELL REALTY AND DEVELOPMENT CO.	CITY OF PENSACOLA	EASEMENT		3082 - 23		11/6/1991	17, 1S, 29W			
167		CHARLES AND PAULINE SCRUGGS	CITY OF PENSACOLA	EASEMENT		2898 - 247		8/8/1990	15, 1S, 29W			
168	153	B & B CUSTOM BUILDERS, INC.	CITY OF PENSACOLA	EASEMENT	3.78	1377 - 268		9/20/1978	10, 1S, 29W			
169		BRUCE A. AND HILDA F. TREHERN	CITY OF PENSACOLA			289 - 538	WARRANTY	5/19/1968	14, 1S, 29W	FAAP 9-08-033-C608		
170		CITY OF PENSACOLA	CITY OF PENSACOLA						14, 1S, 29W			QUIET TITLE PROCESS UNDER WAY (AS OF OCT 1993)
171		CITY OF PENSACOLA	CITY OF PENSACOLA						14, 1S, 29W			QUIET TITLE PROCESS UNDER WAY (AS OF OCT 1993)
172		T.S. AND GERTRUDE MORGAN	CITY OF PENSACOLA			219 - 229	WARRANTY	11/20/1944	14, 1S, 29W			ORIGINALLY 28.64 BUT SOLD 26.94
173		RUSSELL W. MAXWELL AND DELORES F. MAXWELL	CITY OF PENSACOLA			3742 - 0776	WARRANTY	3/22/1995	14, 1S, 29W	PFC		
174		THOMAS S. SILER AND MARGARET A. SILER	CITY OF PENSACOLA			3692 - 0874	WARRANTY	10/12/1995	14, 1S, 29W	PFC		
175		JOHN BAARS CONNELL, ERNESTINE BAARS CONNELL, AND THEO D. BAARS, JR. TRUSTEES	CITY OF PENSACOLA			3873 - 0377	WARRANTY	10/18/1994	33, 1S, 30W	FAA 3-12-0063-21		
176		THOMAS E. CARLOS	CITY OF PENSACOLA			3393 - 275	WARRANTY	7/2/1993	33, 1S, 30W	FAA 3-12-0063-19		
177		RUSSELL W. & DELORES F. MAXWELL	CITY OF PENSACOLA			3884 - 865	WARRANTY	11/2/1995	LOTS 6 & 7, BLOCK 4 CAMPUS HEIGHTS	PFC		

PROPERTY DATA												
PARCEL NO.	GRANTOR	GRANTEE	PROPERTY ADDRESS	TAX ID	TYPE OF INTEREST ACQUIRED	ACREAGE	OR BOOK, PAGE	TYPE OF CONVEYANCE INSTRUMENT	DATE	GRANT NUMBER	PURPOSE OF ACQUISITION	
152	UNITED STATES OF AMERICA	CITY OF PENSACOLA	1200 COLLEGE BOULEVARD	331S305101001001	FEE SIMPLE	7.36	BOOK 6788 PAGE 1949	NOTICE OF REVERTER EVENT AND RELEASE	12/13/2011	FAA 3-12-0063-039-2013	COMPATIBLE LAND USE	
178	SANTA ROSA BUSINESS HOLDINGS LIMITED PARTNERSHIP	CITY OF PENSACOLA	3028 NEW HOPE ROAD	161S290201000000	FEE SIMPLE	1.5	BOOK 7267 PAGE 1317	WARRANTY DEED	12/3/2014		COMPATIBLE LAND USE	
179	DONALD R. AND ELLEN K. DUNSON	CITY OF PENSACOLA	4269 LAVALLLET CIRCLE	151S290550004005		0.05	BOOK 6758 PAGE 154	QUITCLAIM DEED	8/29/2011		PROPERTY SWAP	
180	CITY OF PENSACOLA - PARKS AND RECREATION DEPARTMENT	CITY OF PENSACOLA - PENSACOLA REGIONAL AIRPORT	ROGER SCOTT ATHLETIC COMPLEX			3.19		CITY COUNCIL ACTION	2/28/2004		RELOCATION OF PERMETER RD	
181	FRANK M. AND DALE R. SILVER, JENNIFER GAUGLER AND STACEY READE	CITY OF PENSACOLA	BLK MAYGARDEN ROAD	161S290804000003	FEE SIMPLE	1.61	BOOK 5057 PAGE 979	WARRANTY DEED	1/23/2003			
182	FIRST AMERICAN BANK OF PENSACOLA	CITY OF PENSACOLA	2500 BLK BURGESS RD	101S293101020005	FEE SIMPLE	3.2	BOOK 951 PAGE 17	WARRANTY DEED	11/14/1975	RESOLUTION 58-75		
183	CITY OF PENSACOLA	CITY OF PENSACOLA - PENSACOLA REGIONAL AIRPORT	OLD 12TH AVENUE R.O.W.			0.37						
184	BRANDON S. WARD	CITY OF PENSACOLA	5901 AIRLANE DRIVE	141S292103000005	FEE SIMPLE	0.2542	BOOK 6265 PAGE 89	WARRANTY DEED	12/20/2007	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	BRENDA YECKE AND MARY WILSON	CITY OF PENSACOLA	5905 AIRLANE DRIVE	141S292107000000	FEE SIMPLE	0.2401	BOOK 6953 PAGE 643	WARRANTY DEED	12/17/2012	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	DONNIE A. LEWIS	CITY OF PENSACOLA	6000 AIRLANE DRIVE	141S2920200009002	FEE SIMPLE	0.4872	BOOK 6091 PAGE 875	WARRANTY DEED	2/15/2007	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	SUSAN EARLEY	CITY OF PENSACOLA	6001 AIRLANE DRIVE	141S2920200006001	FEE SIMPLE	0.2392	BOOK 6369 PAGE 1581	WARRANTY DEED	8/25/2008	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	BELINDA L. AND RAYMOND D. GARNER	CITY OF PENSACOLA	6003 AIRLANE DRIVE	141S2920200005501	FEE SIMPLE	0.2382	BOOK 7530 PAGE 863	WARRANTY DEED	5/25/2016	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	ARLENE A. LIO	CITY OF PENSACOLA	6007 AIRLANE DRIVE	141S2920200003001	FEE SIMPLE	0.2354	BOOK 6726 PAGE 1876	WARRANTY DEED	5/31/2011	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	JOHNNY AND GLADYS M. BROWN	CITY OF PENSACOLA	6009 AIRLANE DRIVE	141S2920200002001	FEE SIMPLE	0.234	BOOK 5988 PAGE 120	WARRANTY DEED	9/1/2006	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	JERRY M. AND BESSIE T. BEACHEM	CITY OF PENSACOLA	6019 AIRLANE DRIVE	141S2920200004001	FEE SIMPLE	0.2369	BOOK 6288 PAGE 657	WARRANTY DEED	2/15/2008	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	WANDA EVELYN INGRAM BURMEISTER	CITY OF PENSACOLA	6021 AIRLANE DRIVE	141S292102008001	FEE SIMPLE	0.4912	BOOK 7405 PAGE 974	WARRANTY DEED	9/10/2015	FAA 3-12-0063-039-2013 FOOT 43360219401	COMPATIBLE LAND USE	
	DAVID G. AND TERRI J. BROGAN	CITY OF PENSACOLA	6023 AIRLANE DRIVE	141S292102009001	FEE SIMPLE	0.5024	BOOK 6202 PAGE 455	WARRANTY DEED	8/15/2007	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	JOHN J. VEDEPO	CITY OF PENSACOLA	6024 AIRLANE DRIVE	141S2920200008002	FEE SIMPLE	0.2357	BOOK 7014 PAGE 1719	WARRANTY DEED	5/8/2013	FAA 3-12-0063-039-2013 FOOT 43360219401	COMPATIBLE LAND USE	
	KEITH G. ANDERSON, GUARDIAN OF KENNETH G. ANDERSON	CITY OF PENSACOLA	6025 AIRLANE DRIVE	141S2920200001001	FEE SIMPLE	0.2482	BOOK 7488 PAGE 82	GUARDIAN DEED	3/3/2016	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	LINDA J. FILLINGM, RICHARD T. JENKINS, RENEE LYNN SMITH, MICHELE ANN JENKINS, JON STAYNER JENKINS AND GREGORY LEE JENKINS	CITY OF PENSACOLA	6026 AIRLANE DRIVE	141S2920200007002	FEE SIMPLE	0.2364	BOOK 6174 PAGE 1419	WARRANTY DEED	7/3/2007	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	MALCOLM R. AND JUDY L. NIX	CITY OF PENSACOLA	6028 AIRLANE DRIVE	141S2920200006002	FEE SIMPLE	0.2372	BOOK 6311 PAGE 872	WARRANTY DEED	4/4/2008	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	DOROTHY M. WOOTEN	CITY OF PENSACOLA	6036 AIRLANE DRIVE	141S2920200005002	FEE SIMPLE	0.2379	BOOK 6663 PAGE 1030	WARRANTY DEED	12/20/2012	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	CHRISTINE W. KIRBY	CITY OF PENSACOLA	6038 AIRLANE DRIVE	141S2920200004002	FEE SIMPLE	0.2386	BOOK 6391 PAGE 1601	WARRANTY DEED	10/27/2008	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	MARY LOUISE CLARK	CITY OF PENSACOLA	6040 AIRLANE DRIVE	141S2921030000004	FEE SIMPLE	0.2393	BOOK 6953 PAGE 856	WARRANTY DEED	12/21/2012	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	KEITH G. ANDERSON, GUARDIAN OF KENNETH G. ANDERSON	CITY OF PENSACOLA	6042 AIRLANE DRIVE	141S2921030000001	FEE SIMPLE	0.24	BOOK 7488 PAGE 84	GUARDIAN DEED	3/3/2016	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	JAMES BENNETT SLADE IV	CITY OF PENSACOLA	6044 AIRLANE DRIVE	141S2920200001002	FEE SIMPLE	0.2438	BOOK 6309 PAGE 497	WARRANTY DEED	4/2/2008	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	JAMES C. AND LINDA M. FIELDS	CITY OF PENSACOLA	6101 AIRLANE DRIVE	141S2920200018002	FEE SIMPLE	0.2478	BOOK 6941 PAGE 548	WARRANTY DEED	11/26/2012	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	DIANE BONNIER CANDAY	CITY OF PENSACOLA	2406 BLK BEAUMONT STREET	141S2921020011001	FEE SIMPLE	0.22	BOOK 7342 PAGE 692	WARRANTY DEED	5/7/2015	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	CHRISTOPHER J. HAGEN AND LYNN R. CARASTRO	CITY OF PENSACOLA	2403 BEAUMONT STREET	141S2921020022001	FEE SIMPLE	0.17	BOOK 7407 PAGE 819	WARRANTY DEED	9/11/2015	FAA 3-12-0063-039-2013 FOOT 43360219401	COMPATIBLE LAND USE	
	SANDRA B. MITCHELL, WAYNE M. BEDSOLE AND DAVID S. BEDSOLE	CITY OF PENSACOLA	2405 BEAUMONT STREET	141S292102004001	FEE SIMPLE	0.3181	BOOK 7408 PAGE 1188	WARRANTY DEED	9/18/2015	FAA 3-12-0063-039-2013 FOOT 43360219401	COMPATIBLE LAND USE	
	RANDY BEAL, TERRY BROGAN AND PATTY GENTRY	CITY OF PENSACOLA	2409 BEAUMONT STREET	141S292102005001	FEE SIMPLE	0.3181	BOOK 7375 PAGE 908	WARRANTY DEED	7/13/2015	FAA 3-12-0063-039-2013 FOOT 43360219401	COMPATIBLE LAND USE	
	ANGELA DURANT	CITY OF PENSACOLA	2410 BEAUMONT STREET	141S292100023002	FEE SIMPLE	0.2231	BOOK 6233 PAGE 102	WARRANTY DEED	10/12/2007	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	GEORGE W. WILLIAMS	CITY OF PENSACOLA	2411 BEAUMONT STREET	141S292102007001	FEE SIMPLE	0.2123	BOOK 6400 PAGE 1637	WARRANTY DEED	11/18/2008	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	CLARENCE W. AND SARAH K. O'CONNOR	CITY OF PENSACOLA	2412 BEAUMONT STREET	141S292100022002	FEE SIMPLE	0.2231	BOOK 6795 PAGE 853	WARRANTY DEED	12/9/2011	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	ANNETTE W. REEVES	CITY OF PENSACOLA	2414 BEAUMONT STREET	141S292100021002	FEE SIMPLE	0.2231	BOOK 6400 PAGE 1629	WARRANTY DEED	11/25/2008	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	ALEXANDER L. COVER, III AND HENRY C. ANDREIS	CITY OF PENSACOLA	2416 BEAUMONT STREET	141S292100020002	FEE SIMPLE	0.2231	BOOK 6249 PAGE 1289	CORRECTIVE WARRANTY DEED	11/14/2007	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	MARY ANN CARROLL AND ANTHONY LOUIS URIZ	CITY OF PENSACOLA	2418 BEAUMONT STREET	141S292100019002	FEE SIMPLE	0.2231	BOOK 7375 PAGE 805	WARRANTY DEED	7/13/2015	FAA 3-12-0063-039-2013 FOOT 43360219401	COMPATIBLE LAND USE	
	DEBORAH ANN YORK AND MARIA JEANNE BACKHAUS	CITY OF PENSACOLA	2419 BEAUMONT STREET	141S292100022004	FEE SIMPLE	0.3139	BOOK 7230 PAGE 1620	TRUSTEES DEED	9/18/2014	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	LISA E. GOLDSTEIN	CITY OF PENSACOLA	2420 BEAUMONT STREET	141S292100018002	FEE SIMPLE	0.2233	BOOK 7405 PAGE 832	WARRANTY DEED	9/10/2015	FAA 3-12-0063-039-2013 FOOT 43360219401	COMPATIBLE LAND USE	
	JOSE M. IGLESIAS	CITY OF PENSACOLA	2421 BEAUMONT STREET	141S292100003004	FEE SIMPLE	0.3429	BOOK 6265 PAGE 86	WARRANTY DEED	12/20/2007	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	STONEY RIDGE INVESTMENTS, LLC	CITY OF PENSACOLA	2422 BEAUMONT STREET	141S292100017002	FEE SIMPLE	0.2449	BOOK 6421 PAGE 318	WARRANTY DEED	1/30/2009	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	KEITH G. ANDERSON, GUARDIAN OF KENNETH G. ANDERSON	CITY OF PENSACOLA	AKD	141S2920200018003	FEE SIMPLE	0.2284	BOOK 7487 PAGE 1893	WARRANTY DEED	3/3/2016	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	HRAM SMITH, JR., BRYAN E. SMITH AND JULIE D. PARRISH	CITY OF PENSACOLA	2500 DOUGLAS AVENUE	141S2920200010003	FEE SIMPLE	0.256	BOOK 6953 PAGE 884	WARRANTY DEED	12/21/2012	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	DAVID P. AND DOROTHY C. McCLUSKEY	CITY OF PENSACOLA	2501/2513 DOUGLAS AVENUE	141S292108000000 141S292112000000	FEE SIMPLE	2.55	BOOK 6368 PAGE 1033	WARRANTY DEED	8/18/2008	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	JANET C. GUNTHER AND FREDERICK M. GUNTHER	CITY OF PENSACOLA	2502 DOUGLAS AVENUE	141S2920200011003	FEE SIMPLE	0.2386	BOOK 6953 PAGE 747	WARRANTY DEED	12/18/2012	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	WALTER G. SWANN, III AND THERESA R. DELSIGNORE	CITY OF PENSACOLA	2506 DOUGLAS AVENUE	141S2920200012003	FEE SIMPLE	0.2383	BOOK 6953 PAGE 561	WARRANTY DEED	12/21/2012	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	BROOKSHIRE LLC	CITY OF PENSACOLA	2515 DOUGLAS AVENUE	141S292112000001	FEE SIMPLE	0.49	BOOK 6930 PAGE 883	WARRANTY DEED	11/2/2012	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	KEITH G. ANDERSON, GUARDIAN OF KENNETH G. ANDERSON	CITY OF PENSACOLA	2516 DOUGLAS AVENUE	141S2920200014003	FEE SIMPLE	0.2377	BOOK 7487 PAGE 1844	GUARDIAN DEED	3/3/2016	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	KEITH G. ANDERSON, GUARDIAN OF KENNETH G. ANDERSON	CITY OF PENSACOLA	2517 DOUGLAS AVENUE	141S292110000001	FEE SIMPLE	0.25	BOOK 7488 PAGE 80	GUARDIAN DEED	3/3/2016	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	CLINTON L. PADGETT	CITY OF PENSACOLA	2550 DOUGLAS AVENUE	141S292103000002	FEE SIMPLE	0.238	BOOK 6943 PAGE 373	WARRANTY DEED	11/30/2012	FAA 3-12-0063-039-2013 FOOT 42030019401	COMPATIBLE LAND USE	
	JAMES MATTHEW BOLAND II	CITY OF PENSACOLA	2570 DOUGLAS AVENUE	141S2920200015003	FEE SIMPLE	0.2374	BOOK 7015 PAGE 412	WARRANTY DEED	5/8/2013	FAA 3-12-0063-039-2013 FOOT 43360219401	COMPATIBLE LAND USE	



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PENSACOLA
INTERNATIONAL
AIRPORT

PENSACOLA, FL.

AIRPORT
LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: NOVEMBER 2018

REVIEWED BY: KRI

DRAWN BY: TJM

DESIGNED BY: TJM

RS&H PROJECT NUMBER

201-0005-001

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SHEET TITLE

EXHIBIT "A"
AIRPORT PROPERTY
INVENTORY MAP
TABLES

SHEET NUMBER

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DRAFT

PROPERTY DATA											
PARCEL NO.	GRANTOR	GRANTEE	PROPERTY ADDRESS	TAX ID	TYPE OF INTEREST ACQUIRED	ACREAGE	OR BOOK, PAGE	TYPE OF CONVEYANCE INSTRUMENT	DATE	GRANT NUMBER	PURPOSE OF ACQUISITION
184	J. CHAD PARKER	CITY OF PENSACOLA	2578 DOUGLAS AVENUE	141S26200001005	FEE SIMPLE	0.2	BOOK 7014 PAGE 1581	WARRANTY DEED	5/8/2013	FAA 3-12-0003-039-2013 FOOT 43360219401	COMPATIBLE LAND USE
	JAMES AND FRANCES ANN KING	CITY OF PENSACOLA	2580 DOUGLAS AVENUE	141S262000018003	FEE SIMPLE	0.2385	BOOK 6091 PAGE 827	WARRANTY DEED	2/15/2007	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	MICHAEL C. IANNONE	CITY OF PENSACOLA	2590 DOUGLAS AVENUE	141S262000017003	FEE SIMPLE	0.2301	BOOK 6684 PAGE 233	WARRANTY DEED	1/26/2011	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	HENDRIX PROPERTIES, LLC	CITY OF PENSACOLA	2615 DOUGLAS AVENUE	141S262119000001	FEE SIMPLE	1.25	BOOK 6294 PAGE 1174	WARRANTY DEED	2/28/2008	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	KATHRYN C. ALLEN	CITY OF PENSACOLA	2400 EMILY STREET	141S262100280001	FEE SIMPLE	0.2169	BOOK 6569 PAGE 224	WARRANTY DEED	12/18/2007	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	GERALD B. AND JEAN A. JONES	CITY OF PENSACOLA	2402 EMILY STREET	141S262100270001	FEE SIMPLE	0.2266	BOOK 6124 PAGE 109	WARRANTY DEED	4/4/2007	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	THOMAS G. MORTON, JR.	CITY OF PENSACOLA	2405 EMILY STREET	141S2621000033002	FEE SIMPLE	0.2144	BOOK 6391 PAGE 1579	WARRANTY DEED	10/27/2008	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	SHIRLEY S. AND JAMES ALDRIDGE	CITY OF PENSACOLA	2409 EMILY STREET	141S262100005002	FEE SIMPLE	0.2145	BOOK 6368 PAGE 1030	WARRANTY DEED	8/20/2008	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	KATHRYN M. DOETZL	CITY OF PENSACOLA	2412 EMILY STREET	141S262100220001	FEE SIMPLE	0.2219	BOOK 7376 PAGE 430	WARRANTY DEED	7/1/2015	FOOT 43360219401	COMPATIBLE LAND USE
	DONALD AND DENISE CORNER	CITY OF PENSACOLA	2414 EMILY STREET	141S262100210001	FEE SIMPLE	0.2209	BOOK 6262 PAGE 846	WARRANTY DEED	1/28/2008	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	PATTON S. AND TERRI MICHELLE GREEN PRICE	CITY OF PENSACOLA	2415 EMILY STREET	141S2621000006002	FEE SIMPLE	0.2122	BOOK 7501 PAGE 106	WARRANTY DEED	9/31/2016	FOOT 42030019401	COMPATIBLE LAND USE
	MICHELLE B. AND WADE A. HOOPES	CITY OF PENSACOLA	2419 EMILY STREET	141S262100010002	FEE SIMPLE	0.2108	BOOK 6420 PAGE 665	WARRANTY DEED	1/22/2009	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	ROBERT M. AND VIRGINIA V. CHENEY AND MARY V. CHENEY	CITY OF PENSACOLA	2421 EMILY STREET	141S262100011002	FEE SIMPLE	0.2104	BOOK 6664 PAGE 238	WARRANTY DEED	1/21/2011	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	H. GRAY WHIGHAM	CITY OF PENSACOLA	2400 BLK AIRPORT EXECUTIVE PLAZA	141S262200010003	FEE SIMPLE	0.34	BOOK 6618 PAGE 262	WARRANTY DEED	7/23/2010	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	DONAGHEY DOYLE VENTURES, LLC	CITY OF PENSACOLA	2406 BLK EXECUTIVE PLAZA	141S262200005003	FEE SIMPLE	0.25	BOOK 6309 PAGE 495	WARRANTY DEED	4/2/2008	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	COXCOM, INC	CITY OF PENSACOLA	2400 BLK EXECUTIVE PLAZA	141S2622000000005	FEE SIMPLE	1.65	BOOK 6486 PAGE 323	WARRANTY DEED	7/17/2009	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	HAMMOND BUSINESS FORMS, INC.	CITY OF PENSACOLA	2414 EXECUTIVE PLAZA	141S262200011003	FEE SIMPLE	0.26	BOOK 6229 PAGE 1170	WARRANTY DEED	10/9/2007	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	SECURITY ENGINEERING OF PENSACOLA, INC.	CITY OF PENSACOLA	2416 EXECUTIVE PLAZA	141S262200020003	FEE SIMPLE	0.25	BOOK 7171 PAGE 1040	WARRANTY DEED	5/15/2014	FOOT 43360219401	COMPATIBLE LAND USE
	LOFTN FAMILY PARTNERSHIP, LTD.	CITY OF PENSACOLA	2418 EXECUTIVE PLAZA	141S262200030003	FEE SIMPLE	0.36	BOOK 6905 PAGE 429	WARRANTY DEED	8/17/2012	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	LOFTN INVESTMENTS, LLC	CITY OF PENSACOLA	2420 EXECUTIVE PLAZA	141S2622000000003	FEE SIMPLE	0.87	BOOK 6900 PAGE 453	WARRANTY DEED	9/17/2012	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	COXCOM, INC.	CITY OF PENSACOLA	2421 EXECUTIVE PLAZA	141S2622000008005	FEE SIMPLE	0.62	BOOK 6486 PAGE 323	WARRANTY DEED	7/17/2009	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	A.E. NEW, JR., INC.	CITY OF PENSACOLA	2424 EXECUTIVE PLAZA	141S262200050003	FEE SIMPLE	0.46	BOOK 6941 PAGE 591	WARRANTY DEED	11/28/2012	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	DONAGHEY DOYLE VENTURES, LLC	CITY OF PENSACOLA	2442 EXECUTIVE PLAZA	141S2622000000004	FEE SIMPLE	0.39	BOOK 6309 PAGE 495	WARRANTY DEED	4/2/2008	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	LOFTN/TOMLIN ENTERPRISES AND BS&L PARTNERSHIP	CITY OF PENSACOLA	2447 EXECUTIVE PLAZA	141S2622000002005	FEE SIMPLE	0.95	BOOK 6902 PAGE 398	WARRANTY DEED	8/17/2012	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	LOFTN/TOMLIN ENTERPRISES AND BS&L PARTNERSHIP	CITY OF PENSACOLA	2447-P EXECUTIVE PLAZA	141S2622000004005	FEE SIMPLE	0.0674	BOOK 6902 PAGE 396	WARRANTY DEED	8/17/2012	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	CHARLES H. BLANCHARD JR.	CITY OF PENSACOLA	SERVICE CENTER ROAD	141S262113005001	FEE SIMPLE	0.93	BOOK 6079 PAGE 691	WARRANTY DEED	3/1/2007		
	CHARLES H. BLANCHARD JR.	CITY OF PENSACOLA	SERVICE CENTER ROAD	141S262121000000	FEE SIMPLE	0.19	BOOK 6076 PAGE 691	WARRANTY DEED	2/1/2007		
	CHARLES H. BLANCHARD JR.	CITY OF PENSACOLA	SERVICE CENTER ROAD	141S262118000000	FEE SIMPLE	6.75	BOOK 6076 PAGE 691	WARRANTY DEED	2/1/2007		
	TERESA M. CASSIDY	CITY OF PENSACOLA	2581 ST. ANNE DRIVE	141S2620000009003	FEE SIMPLE	0.2538	BOOK 6914 PAGE 686	WARRANTY DEED	9/20/2012	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	WILLIAM J. AND PAULA J. OBERTO	CITY OF PENSACOLA	2586 ST. ANNE DRIVE	141S262000011002	FEE SIMPLE	0.238	BOOK 6391 PAGE 1804	WARRANTY DEED	10/28/2009	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	GEORGE BAXTER AND JURENE HOWARD	CITY OF PENSACOLA	2588 ST. ANNE DRIVE	141S262000012002	FEE SIMPLE	0.239	BOOK 6941 PAGE 477	WARRANTY DEED	11/27/2012	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	JAMES H. BARBER, SR. AND ALYCE F. BARBER	CITY OF PENSACOLA	2589 ST. ANNE DRIVE	141S2620000005003	FEE SIMPLE	0.9548	BOOK 6405 PAGE 1631	WARRANTY DEED	11/25/2008	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	LINDA J. FILLINGIM	CITY OF PENSACOLA	2590 ST. ANNE DRIVE	141S262000013002	FEE SIMPLE	0.2401	BOOK 6147 PAGE 873	WARRANTY DEED	9/18/2007	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	JANET R. GAWING	CITY OF PENSACOLA	2592 ST. ANNE DRIVE	141S2620000014002	FEE SIMPLE	0.2411	BOOK 6956 PAGE 769	WARRANTY DEED	10/20/2012	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	MICHAEL ALLEN AND JANICE I. SHINE	CITY OF PENSACOLA	2593 ST. ANNE DRIVE	141S2620000004003	FEE SIMPLE	0.2429	PAGE 9672 PAGE 1342	WARRANTY DEED	10/22/2010	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	JOSEPH P. GREER, JR.	CITY OF PENSACOLA	2594 ST. ANNE DRIVE	141S262000015002	FEE SIMPLE	0.2421	BOOK 6387 PAGE 1743	WARRANTY DEED	10/15/2008	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	VIRGINIA ROSE CARTER	CITY OF PENSACOLA	2595 ST. ANNE DRIVE	141S2620000003003	FEE SIMPLE	0.2445	BOOK 6091 PAGE 816	WARRANTY DEED	2/16/2007	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	CHARLES L. AND ANNA BUGGS	CITY OF PENSACOLA	2596 ST. ANNE DRIVE	141S262000016002	FEE SIMPLE	0.2432	BOOK 6541 PAGE 349	WARRANTY DEED	11/27/2012	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	NANCY E. DETRICH	CITY OF PENSACOLA	2597 ST. ANNE DRIVE	141S2620000002003	FEE SIMPLE	0.2464	BOOK 6236 PAGE 1685	WARRANTY DEED	10/19/2007	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	FREDERICK M. GUNTHER	CITY OF PENSACOLA	2598 ST. ANNE DRIVE	141S262000017002	FEE SIMPLE	0.2441	BOOK 7292 PAGE 1815	WARRANTY DEED	1/28/2015	FOOT 43360219401	COMPATIBLE LAND USE
	STEVEN R. AND LINDA F. MORGAN	CITY OF PENSACOLA	2598 ST. ANNE DRIVE	141S2620000001003	FEE SIMPLE	0.2456	BOOK 6387 PAGE 1729	WARRANTY DEED	10/15/2008	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	MARY JANICE ISBACH, GLORIA ELAINE ROBERSON AND PATRICIA S. MCCORMICK	CITY OF PENSACOLA	5421 SHERRILL AVENUE	141S262113003001	FEE SIMPLE	0.28	BOOK 6969 PAGE 1784	WARRANTY DEED	1/30/2013	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	ELIAH AND BETTY LYONS	CITY OF PENSACOLA	5441 SHERRILL AVENUE	141S262113001001	FEE SIMPLE	0.18	BOOK 6248 PAGE 804	WARRANTY DEED	11/14/2007	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	T.T.W. INVESTMENTS, INC.	CITY OF PENSACOLA	5445 SHERRILL AVENUE	141S262113002001	FEE SIMPLE	1.47	BOOK 6192 PAGE 1999	WARRANTY DEED	7/9/2007	FOOT 42030019401	COMPATIBLE LAND USE
	WILLIAM G. DUFFY AND LESLIE DUFFY	CITY OF PENSACOLA	5501 SHERRILL DRIVE	141S2621000005004	FEE SIMPLE	0.2869	BOOK 7408 PAGE 280	WARRANTY DEED	9/10/2015	FOOT 43360219401	COMPATIBLE LAND USE
	MARCUS CREEK PARTNERSHIP	CITY OF PENSACOLA	5603 SHERRILL DRIVE	141S2621000004004	FEE SIMPLE	0.37	BOOK 7411 PAGE 317	WARRANTY DEED	9/23/2015	FOOT 43360219401	COMPATIBLE LAND USE
	DOUGLAS V. BROKSON	CITY OF PENSACOLA	5601 SHERRILL AVENUE	141S2621160000000	FEE SIMPLE	0.61	BOOK 6142 PAGE 722	WARRANTY DEED	4/13/2017	FAA 3-12-0003-039-2013	COMPATIBLE LAND USE
	DOUGLAS V. BROKSON	CITY OF PENSACOLA	5601 SHERRILL AVENUE	141S2621160000001	FEE SIMPLE	0.1	BOOK 6128 PAGE 1637	WARRANTY DEED	4/13/2007	FAA 3-12-0003-039-2013	COMPATIBLE LAND USE
	DOUGLAS V. BROKSON	CITY OF PENSACOLA	5601 SHERRILL AVENUE	141S2621160000002	FEE SIMPLE	0.14	BOOK 6128 PAGE 1637	WARRANTY DEED	4/13/2007	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	H. GRAY WHIGHAM	CITY OF PENSACOLA	5900 TIPPIN AVENUE	141S2622000000002	FEE SIMPLE	0.85	BOOK 6618 PAGE 262	WARRANTY DEED	7/23/2010	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	THE PANGAEA GROUP, INC.	CITY OF PENSACOLA	5900 TIPPIN AVENUE	141S2621050000000	FEE SIMPLE	0.73	BOOK 6674 PAGE 1405	WARRANTY DEED	12/28/2010	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	AMERICAN MINI-WAREHOUSES, INC.	CITY OF PENSACOLA	6102 TIPPIN AVENUE	141S262102001001	FEE SIMPLE	1.79	BOOK 6514 PAGE 193	WARRANTY DEED	9/30/2006	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	ERBIE C. BRYANT	CITY OF PENSACOLA	5600 TULANE AVENUE	141S2621000009004	FEE SIMPLE	0.218	BOOK 6968 PAGE 154	WARRANTY DEED	9/7/2012	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	LUCKY W. AND BOBBIE JO SIMMONS	CITY OF PENSACOLA	5601 TULANE AVENUE	141S2621000004003	FEE SIMPLE	0.2761	BOOK 7230 PAGE 910	WARRANTY DEED	9/18/2014	FOOT 42030019401	COMPATIBLE LAND USE
	SUSAN ADA DOW	CITY OF PENSACOLA	5602 TULANE AVENUE	141S2621000007004	FEE SIMPLE	0.2387	BOOK 7230 PAGE 915	WARRANTY DEED	9/18/2014	FOOT 42030019401	COMPATIBLE LAND USE
	PAMELA J. STROTHER	CITY OF PENSACOLA	5603 TULANE AVENUE	141S2621000003003	FEE SIMPLE	0.2815	BOOK 6295 PAGE 74	WARRANTY DEED	12/19/2007	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	CEOLA WILLIAMS	CITY OF PENSACOLA	5604 TULANE AVENUE	141S2621000006004	FEE SIMPLE	0.2549	BOOK 7230 PAGE 626	WARRANTY DEED	9/18/2014	FOOT 42030019401	COMPATIBLE LAND USE
	B & E HOLDINGS, LLC	CITY OF PENSACOLA	5605 TULANE AVENUE	141S2621000002003	FEE SIMPLE	0.2815	BOOK 7352 PAGE 99	WARRANTY DEED	5/26/2015	FOOT 43360219401	COMPATIBLE LAND USE
	KAREN E. SASSO	CITY OF PENSACOLA	5608 TULANE AVENUE	141S262100001004	FEE SIMPLE	0.3287	BOOK 6421 PAGE 315	WARRANTY DEED	1/28/2009	FAA 3-12-0003-039-2013 FOOT 42030019401	COMPATIBLE LAND USE
	JOSEPH AND GAY W. PLANAS	CITY OF PENSACOLA	2402 BEAUMONT DRIVE	141S262100027002	FEE SIMPLE	0.22	BOOK 7623 PAGE 1850	WARRANTY DEED	11/15/2016		
	DONALD T. AND KYOMI E. BRUNSON	CITY OF PENSACOLA	2404 BEAUMONT DRIVE	141S262100028002	FEE SIMPLE	0.22	BOOK 7623 PAGE 799	WARRANTY DEED	11/15/2016		
	THO NGUYEN	CITY OF PENSACOLA	2408 BEAUMONT DRIVE	141S262100024002	FEE SIMPLE	0.22	BOOK 7648 PAGE 1137	WARRANTY DEED	1/3/2017		
	MTGLQ INVESTORS, L.P.	CITY OF PENSACOLA	2404 EMILY STREET	141S2621002600001	FEE SIMPLE	0.22	BOOK 7748 PAGE 1000	SPECIAL WARRANTY DEED (CORPORATE)	7/5/2017		
	SHANNON D. BELL	CITY OF PENSACOLA	2408 EMILY STREET	141S262100250001	FEE SIMPLE	0.22	BOOK 7772 PAGE 23	WARRANTY DEED	9/30/2017		
KARIN AND AMANDA SEAMORE	CITY OF PENSACOLA	2407 EMILY STREET	141S26210004002	FEE SIMPLE	0.22	BOOK 7644 PAGE 360	WARRANTY DEED	10/22/2016			
DAVID C. HICKS	CITY OF PENSACOLA	2409 EMILY STREET	141S26210004001	FEE SIMPLE	0.22	BOOK 7841 PAGE 1373	WARRANTY DEED	12/19/2016			
TANYA HATFIELD	CITY OF PENSACOLA	2410 EMILY STREET	141S								



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00006

City Council

1/17/2019

LEGISLATIVE ACTION ITEM

SPONSOR: City Council President Andy Terhaar

SUBJECT:

APPOINTMENTS - CONSTRUCTION BOARD OF ADJUSTMENT AND APPEALS

RECOMMENDATION:

That City Council appoint to the Construction Board of Adjustment and Appeals one registered architect, one electrical contractor, and one alternate at large from the public to a term expiring March 31, 2020; and appoint one mechanical contractor to a term expiring March 31, 2021.

HEARING REQUIRED: No Hearing Required

SUMMARY:

The Construction Board of Adjustment and Appeals reviews and grants or denies applications for variances and waivers of all technical codes, including the building code, the plumbing code, the gas code, the mechanical code, the electrical code, the minimum housing code, the unsafe building abatement code and the swimming pool code but not the life safety and fire prevention codes. The Board serves as the regulation and discipline board for holders of City plumbing and gas certificates of competency, and reviews the appeals of the interpretation of the Building Official in regards to technical codes. Members of this Board are not required to be residents of the City. This Board meets on an as needed basis.

The Board is composed of seven members and two alternates. All members are appointed by City Council for a term of three years. Alternates are appointed by City Council for a term of two years. The Board is composed of a registered architect, a registered engineer, a general or building contractor, an electrical contractor, a plumbing and gas contractor, a mechanical contractor and an at-large member from the public. The two alternates shall be a member at large from the construction industry and one member at large from the public.

The following have been nominated or are incumbents that wish to be considered for reappointment:

Nominee

Registered Architect

Yuri Ramos

Electrical Contractor

Sean McLemore

Mechanical Contractor

Nominated by

Moore

Terhaar

Stephen Ritz	Incumbent
<i>Alternate At-Large from Public</i>	
Amir Fooladi	Moore

PRIOR ACTION:

Council makes appointments to this board annually.

FUNDING:

Budget: N/A

Actual: N/A

FINANCIAL IMPACT:

None.

STAFF CONTACT:

Ericka L. Burnett, City Clerk

ATTACHMENTS:

- 1) Member List
- 2) Nomination Form - Amir Fooladi
- 3) Application of Interest - Amir Fooladi
- 4) Resume - Amir Fooladi
- 5) Nomination Form - Sean McLemore
- 6) Application of Interest - Sean McLemore
- 7) Nomination Form - Yuri Ramos
- 8) Application of Interest - Yuri Ramos
- 9) Resume - Yuri Ramos
- 10) Application of Interest - Stephen Ritz
- 11) Resume - Stephen Ritz
- 12) Ballots

PRESENTATION: No

Construction Board of Adjustment & Appeals

Name	Profession	Appointed By	No. of Terms	Year	Exp Date	First Appointed	Term Length	Comments
BLANK, BLANK				2018				
Boyd, Don C.	Plumbing and Gas Contract	Council	3	2018	3/31/2017	3/24/2005	3	
Fooladi, Amir	Alt. At-large/Public	Council	9	2018	3/31/2018	9/15/2016	2	
Gordon, Hal B.	Alt. At Large Constructio	Council	6	2018	3/31/2018	3/23/2000	2	
Hanto, Donald	General Contractor	Council	6	2018	3/31/2019	9/5/2016	3	
Ritz, Stephen	Mechanical Contractor	Council	5	2018	3/31/2018	3/10/1994	3	
VACANT, VACANT	Electrical Contractor	Council	2	2018	3/31/2017	3/27/2008	3	
VACANT, VACANT	Engineer	Council	6	2018	3/31/2018	3/10/1994	3	
Whittaker, Clay	at-large public	Council	1	2018	3/31/2019	9/15/2016	3	
Woolf, Kenneth H.	Architect	Council	7	2018	3/31/2017	3/10/1994	3	

Term Length: THREE (3) YEARS FOR MEMBERS
TWO (2) YEARS FOR ALTERNATES

ALTERNATE MEMBERS ARE APPOINTED FOR A TERM OF TWO YEARS. COMPOSED OF SEVEN (7) MEMBERS AND TWO (2) ALTERNATES APPOINTED BY CITY COUNCIL; ONE REGISTERED ARCHITECT, ONE REGISTERED PROFESSIONAL ENGINEER, ONE GENERAL OR BUILDING CONTRACTOR, ONE ELECTRICAL CONTRACTOR, ONE PLUMBING AND GAS CONTRACTOR, ONE MECHANICAL CONTRACTOR, AND ONE MEMBER AT LARGE FROM THE PUBLIC. ALTERNATES SHALL BE ONE MEMBER AT LARGE FROM THE CONSTRUCTION INDUSTRY AND ONE MEMBER AT LARGE FROM THE PUBLIC.

CITY OF PENSACOLA, FLORIDA

NOMINATION FORM

I, Jared Moore, do nominate Amir Fooladi
(Nominee)

(Home Address) (850) 696-7656
(Phone)

700 N DeVilliers St. 32501
(Business Address) _____
(Phone)

amir@pars-co.net
(Email Address) City Resident: YES NO
Property Owner within the City: YES NO

for appointment by the City Council for the position of:

**ALTERNATE AT-LARGE MEMBER FROM THE PUBLIC
CONSTRUCTION BOARD OF ADJUSTMENTS & APPEALS
(TERM EXPIRING 3/31/2020)**

Provide a brief description of nominee's qualifications:

Amir has been serving on this board and
plays an active role in our local development
community.

Jared Moore
City Council Member

I hereby certify that the above
nomination was submitted to my
office within the time limitations
prescribed by the Rules and
Procedures of Council.

Ericka L. Burnett, City Clerk

Ericka Burnett

From: noreply@civicplus.com
Sent: Friday, December 21, 2018 9:48 AM
To: Ericka Burnett; Robyn Tice
Subject: Online Form Submittal: Application for Boards, Authorities, and Commissions - City Council Appointment

Application for Boards, Authorities, and Commissions - City Council Appointment

This application will be utilized in considering you for appointment to a City Council board, authority, or commission. Pursuant to Florida Statutes, Chapter 119, all information provided on or with this form becomes a public record and is subject to disclosure, unless otherwise exempted by law.

Completed applications will be kept on file for a period of one (1) year from the date received in the Office of the City Clerk.

It is necessary to contact a member of Council to obtain a nomination in order to be placed on the ballot for consideration. Please go to cityofpensacola.com/council for Council Member contact information. If you have any questions, contact the City Clerk's Office.

(Section Break)

Personal Information

Name	Amir Fooladi
------	--------------

Home Address	23929 Meadow Creek Drive Robertsdale, AL 36567
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Business Address	700 North De Villiers St. Pensacola, FL 32501
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To which address do you prefer we send correspondence regarding this application?	Business
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Preferred Contact Phone Number(s)	8506967656
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Email Address	amir@pars-co.net
---------------	--

Upload Resume (optional)	Amir Michael Fooladi - Resume 2018.pdf
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(Section Break)

Details

Are you a City resident?	No
If yes, which district?	<i>Field not completed.</i>
If yes, how long have you been a City resident?	Pensacola
Do you own property within the City limits?	Yes
Are you a registered voter in the city?	No
Board(s) of interest:	Construction Board of Adjustment and Appeals
Please list the reasons for your interest in this position:	I am interested in serving the City of Pensacola and utilizing my expertise in construction to assist the City as well.
Do you currently serve on a board?	Yes
If yes, which board(s)?	Construction Board of Adjustment and Appeals
Do you currently hold a public office?	No
If so, what office?	<i>Field not completed.</i>
Would you be willing to resign your current office for the appointment you now seek?	N/A

(Section Break)

Diversity

In order to encourage diversity in selections of members of government committees, the following information is required by Florida Statute 760.80 for some committees.

Gender	Male
Race	Other
Physically Disabled	No

(Section Break)

Acknowledgement of
Terms

I accept these terms.

Email not displaying correctly? [View it in your browser.](#)

Amir Michael Fooladi

PO Box 12862
Pensacola, FL 32591

amir@pars-co.net
(850) 696-7656

EDUCATION & INSTITUTIONAL SERVICE:

The University of Southern Mississippi, B.S., Construction Engineering & Management

Honors Graduate 3.5 GPA – Presidents/Deans List
Sigma Lambda Chi Honor Society for Architects and Engineers – Vice President
Phi Sigma Pi Honor Society – Secretary
USM Scholar Day Award
Student Constructors Organization, President
Resident Assistant – Three Years
RA of the Year 1998-1999
Team Captain of Flag Football Team 1998-1999
Boys & Girls Club of Hattiesburg, Tutor/Volunteer
Christian Services, Volunteer

The University of Texas at El Paso, Civil Engineering Bachelors of Science

Chess Club, President
Radio Club, DJ and Producer

CERTIFICATIONS AND TRAINING:

NASCLA Certified Contractor Competency in 14 States throughout the USA
Certified General Contractor – State of Florida #1512307
Certified General Contractor – State of Alabama #49330
Certified General Contractor – State of Louisiana #59911
U.S. Army Corp of Engineers – Construction Quality Management Certification
OSHA 30 Hour Certificate
PMP Certification Training
HAZWOPER Training
CPR & First Aid Certified
Civil Works/Surveying & AASHTO Survey Data Management Systems (SDMS)
ArcGIS - Planning/Analysis, Data Management Training
Building Envelope, Mold/Mildew, and Remediation Certification – W.M.C.
USGBC NC v.2.1 – LEED AP+BC
Primavera Expedition/ConstructWare/Viewpoint/Bidtek/ComputerEase
Primavera P3/SureTrak/Microsoft Project - CPM Scheduling Certifications
Proficiency Microsoft Office Software
Timberline/MC²/Xactimate - Estimating Software
AutoCAD/Revit/Navisworks/Horizontal Glue – Design/BIM modeling software training
SBA 8(a) Certified General Contractor – Government Contracting

PROFESSIONAL EXPERIENCE:

- 2005 – Present
ParsCo, LLC
President/CEO
- 2015 – Present
University of West Florida
Adjunct Professor, Building Construction Program
- 2005 – 2009
Building Knowledge Services, LLC
Owner/Instructor

- 1998 – 2008 W.G. Yates & Sons Construction Company
Senior Project Manager
- 1997-1998 Roy Anderson Corporation
Project Engineer/Estimator

HONORS, AWARDS, COMMITTEES:

2006	Construction Excellence Award-Association of Builders and Contractors (ABC)
2007	Excellence in Construction Award – ABC
2006-2007	ABC Project Manager of the Gulf Coast Award
2012 - PRESENT	Varco Pruden Pre-Engineered Metal Building Builder of the Southeast
2015 – PRESENT	1620 AM Radio Host – Restaurant Realty Show with Michael Carro
2015 – PRESENT	All Ears Gulf Coast Podcast Founder and Host
2015 – PRESENT	Belmont DeVilliers Neighborhood Association Member
2015 – PRESENT	Belmont DeVilliers Art Committee Board Member
2015 – PRESENT	University of West Florida Building Construction Program Board of Directors
2016 – PRESENT	Pensacola Airport Master Planning Board Committee – Belmont DeVilliers
2014	ACUMEN Human Centered Design Team – Pensacola, FL
Ranked 25 th in the	USA in Chess in 1990 – United States Chess Federation (USCF)
2016 – PRESENT	City of Pensacola Construction Board of Adjustments and Appeals
2016	ENTRECON Award – Entrepreneurs' Champion Finalist – 2 nd place
2017	ENTRECON Panelist and Speaker – Process Improvement
2018	InWeekly Top 100 Power List – Ranked #68

PROFESSIONAL EXPERIENCE:

Amir has over 20 years and more than \$2 billion dollars of construction and management experience. He has successfully completed a wide variety of private and public sector projects, including medical, hospitals, assisted living facilities, restaurant, retail, hospitality, resort, casino, office, renovation, multi-family, institutional, military, civil, industrial, and state/government projects. Amir began his career early, working as an Estimator and Project Engineer while attending college, and later after graduation, he continued his progression into the roles of Lead Estimator, Project Manager, Senior Project Manager, and now President/CEO of his own successful firm. Amir has contractor licensure approval in 14 states and is responsible for all the aspects required to manage a project successfully and oversees all operations for ParsCo, LLC.

COMPETENCIES:

- Management duties including turn-key supervisory and management of all phases of construction on multiple projects including all subcontractor coordination, scheduling, safety, contracts, subcontractor and owner billings, purchase orders, submittals, change orders, requests for information (RFI's), and tracking of job costs. Responsible for hiring, coordinating, and supervising the tasks of internal staff and assigning work as required to execute projects. Responsible for overseeing all subcontractor activities and ensuring that they execute work in accordance with contractual and quality control/quality assurance goals. Oversee all project schedules to ensure timely or early completion dates. Manage all change orders and change management programs to maintain profits and minimize exposure.
- Safety Management duties including managing safety or occupational health program elements. Developing and recommending safety and occupational health policy to higher levels of management. Applying safety and occupational health laws, regulations, principles, theories, practices, and procedures to advise on or resolve technical matters dealing with occupational safety and health requirements. Developing safety and occupational health standards, regulations, practices, and procedures to eliminate or control potential hazards. Developing or implementing programs to reduce the frequency, severity, and cost of accidents and occupational

injuries. Analyzing or evaluating new and existing jobs, processes, products, or other systems to determine the existence, severity, probability, and outcome of hazards. Designing or modifying workplaces, processes, products, or other systems to control or eliminate hazards. Inspecting or surveying workplaces, processes, products, or other systems for compliance with established safety and occupational health policies or standards and to identify potential new hazards. Training of workers, supervisors, managers, or other safety and occupational health personnel in safety or occupational health subjects.

- Estimating duties including quantity takeoffs, budget analysis, value engineering, bid solicitation, request for proposals (RFP's), and bid day activities.
- Pre-construction duties including due diligence, feasibility studies, design coordination, consultant hiring, design/build, RFPs, review of plans/specifications, program management, and generation of drawings as required for bidding, construction, estimating, and field use.
- Marketing duties including business development and solicitation of work through contacts and relationships with area developers, architects/engineers, and contacts throughout the Southeast.
- Administrative duties including overseeing payables and receivables, generation of pay applications, development of procedures and systems to create organization within the company.
- Management and coordination of projects from conceptual design stages to construction phase to closeout/start-up, and final commissioning. Responsible for all planning and organizational decisions to ensure project success including staff hiring, jobsite setup, subcontractor design/build coordination, value engineering, Owner contract negotiations, and final coordination between Consultants to make projects a reality.

NOTABLE PROJECTS:

Portofino Condominium Phase 1 - \$30M
Pensacola Beach, FL

Restaurant Iron - \$100K
Pensacola, FL

Summer Vista - \$12M
Pensacola, FL

Federal Bureau of Prisons - \$120M
Yazoo City, MS

LSU UMC Hospital - \$1.9B
New Orleans, LA

Seminole Hard Rock Café Casino - \$100M
Tampa, FL

Destin West Gulfside Condominium - \$26M
Okaloosa Island, FL

Grand Sandestin Hotel - \$40M
Sandestin, FL

UMC Acute Care Health Tower - \$22M
Jackson, MS

Wal-Mart Supercenter #182 - \$9.5M
Greenville, MS

Palms of Destin Resort - \$80M
Destin, FL

The Ruby Slipper Café - \$400K
Pensacola, FL

VA Hospital Renovations - \$4M
Tuscaloosa, AL

Auburn University Wellness & Rec - \$36M
Auburn, AL

University of Alabama Student Center - \$25M
Tuscaloosa, AL

Silver Beach Condos - \$20M
Destin, FL

St. Barth/St. Lucia Silver Shells -\$52M
Condominiums Destin, FL

The Village of Baytowne Wharf - \$90M
Sandestin, FL

Portofino Spa & Lifestyle Center - \$9M
Pensacola Beach, FL

Wal-Mart Supercenter Expansion #534 - \$8.75M
Lafayette, LA

Scarborough Middle School Renovation - \$6M
Mobile, AL

The Blake at Gulf Breeze - \$14M
Gulf Breeze, FL

Highland Plaza Office Complex - \$5M
Jackson, MS

Rankin County Public School CMA - \$2M
Rankin County, MS

The Blake at Malbis - \$15M
Daphne, AL

Summer Vista - \$18M
Pensacola, FL

One51 Main - \$4M
Pensacola, FL

Hawkins Waterfront Residence - \$1M
Gulf Breeze, FL

Trustmark Bank Downtown - \$1M
Pensacola, FL

Urban Swinery – Global Grill - \$500K
Pensacola, FL

Ruby Slipper Café - \$500K
Mobile, AL

Eglin Building 488 - \$750K
Eglin AFB, Florida

BLI&T Corp Headquarters - \$500K
Navarre, FL

Grand Casino Hotel Renovations - \$2M
Biloxi, MS

Semmes Middle School Addition – \$1M
Semmes, AL

Hinds County Courthouse - \$20M
Jackson, MS

Russell County Detention Center - \$4M
Phenix City, AL

The Blake at Township - \$12M
Ridgeland, MS

Louisiana State University Medical Center - \$2B
New Orleans, LA

Tarantola Historic Residence - \$500K
Pensacola, FL

Zimet Loft Residence - \$900K
Pensacola, FL

Fisher Brown Bottrell Insurance Downtown - \$1M
Pensacola, FL

Wilfrids Barber Shop - \$100K
Pensacola, FL

Tyndall Air Force Base IDIQ - \$5M
Tyndall AFB, Florida

Eglin Building C-80 - \$300K
Eglin AFB, Florida

Garden District Cottages Development - \$7M
Pensacola, FL

PERSONAL:

Married, with 3 children.

Former drummer for Church Worship Team

Member of First United Methodist Church of Robertsedale, AL

Enjoys playing chess, sports, and being outdoors.

Owns and operates the “Razzle Dazzle Farm” with his wife in Baldwin County, AL

Foster Home – State Certified.

Volunteer Work: Boys & Girls Club, Pensacola Chess Club, University of West Florida, Studer Community Institute.

CITY OF PENSACOLA, FLORIDA

NOMINATION FORM

I, Andy Terhaar, do nominate Sean McLemore
(Nominee)

2028 Blue Sky Drive (06)
(Home Address) (Phone)

P.O. Box 16756 (07)	850-777-7872
(Business Address)	(Phone)

seanmcmore@hotmail.com City Resident: YES NO
(Email Address) Property Owner within the City: YES NO

for appointment by the City Council for the position of:

**ELECTRICAL CONTRACTOR
CONSTRUCTION BOARD OF ADJUSTMENTS & APPEALS
(TERM EXPIRING 3/31/2020)**

Provide a brief description of nominee's qualifications:

See application of interest


City Council Member

I hereby certify that the above nomination was submitted to my office within the time limitations prescribed by the Rules and Procedures of Council.

Ericka L. Burnett, City Clerk

Ericka Burnett

From: noreply@civicplus.com
Sent: Thursday, November 29, 2018 9:02 AM
To: Ericka Burnett; Robyn Tice
Subject: Online Form Submittal: Application for Boards, Authorities, and Commissions - City Council Appointment

Application for Boards, Authorities, and Commissions - City Council Appointment

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(Section Break)

Personal Information

Name	Sean McLemore
------	---------------

Home Address	2028 Blue Sky Drive Pensacola, FL 32506
--------------	---

Business Address	P.O. Box 16756 Pensacola, FL 32507
------------------	------------------------------------

To which address do you prefer we send correspondence regarding this application?	Home
---	------

Preferred Contact Phone Number(s)	8507777872
-----------------------------------	------------

Email Address	seanmclemore@hotmail.com
---------------	--

Upload Resume (optional)	Field not completed.
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(Section Break)

Details

Are you a City resident?	No
If yes, which district?	<i>Field not completed.</i>
If yes, how long have you been a City resident?	<i>Field not completed.</i>
Do you own property within the City limits?	No
Are you a registered voter in the city?	No
Board(s) of interest:	Construction Board of Appeals
Please list the reasons for your interest in this position:	Continue a long running working relationship with inspectors and other board members and assist with my knowledge base in the electrical field on any issues that could arise
Do you currently serve on a board?	No
If yes, which board(s)?	<i>Field not completed.</i>
Do you currently hold a public office?	No
If so, what office?	<i>Field not completed.</i>
Would you be willing to resign your current office for the appointment you now seek?	N/A

(Section Break)

Diversity

In order to encourage diversity in selections of members of government committees, the following information is required by Florida Statute 760.80 for some committees.

Gender	Male
Race	Caucasian
Physically Disabled	No

(Section Break)

Acknowledgement of
Terms

I accept these terms.

Email not displaying correctly? [View it in your browser.](#)

CITY OF PENSACOLA, FLORIDA

NOMINATION FORM

I, Tared Moore, do nominate Yuri Ramos
(Nominee)
3110 Belle Christiane Ct. (850) 774-2812
(Home Address) (Phone)

(Business Address) (Phone)
yurilonghi.ramos@gmail.com City Resident: ☒ YES ☐ NO
(Email Address) Property Owner within the City: ☒ YES ☐ NO

for appointment by the City Council for the position of:

ARCHITECT
CONSTRUCTION BOARD OF ADJUSTMENTS & APPEALS
(TERM EXPIRING 3/31/2020)

Provide a brief description of nominee's qualifications:

Mr. Ramos is a local architect. He is actively
involved in the community. He holds degrees
from UNF and FAMU.

Tared Moore
City Council Member

I hereby certify that the above
nomination was submitted to my
office within the time limitations
prescribed by the Rules and
Procedures of Council.

Ericka L. Burnett, City Clerk

Ericka Burnett

From: noreply@civicplus.com
Sent: Friday, December 21, 2018 10:22 AM
To: Ericka Burnett; Robyn Tice
Subject: Online Form Submittal: Application for Boards, Authorities, and Commissions - City Council Appointment

Application for Boards, Authorities, and Commissions - City Council Appointment

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(Section Break)

Personal Information

Name	Yuri Ramos
------	------------

Home Address	3110 Belle Christiane Court; Pensacola, FL; 32503
--------------	---

Business Address	<i>Field not completed.</i>
------------------	-----------------------------

To which address do you prefer we send correspondence regarding this application?	Home
---	------

Preferred Contact Phone Number(s)	8507742812
-----------------------------------	------------

Email Address	yurilonghiramos@gmail.com
---------------	--

Upload Resume (optional)	Ramos_Resume_LinkedIn.pdf
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(Section Break)

Details

Are you a City resident?	Yes
If yes, which district?	2
If yes, how long have you been a City resident?	3-4 years
Do you own property within the City limits?	Yes
Are you a registered voter in the city?	No
Board(s) of interest:	Construction Board of Adjustment and Appeals
Please list the reasons for your interest in this position:	I would like to volunteer my time and expertise, as a Registered Architect in the State of Florida, to help in the development and growth of our city.
Do you currently serve on a board?	No
If yes, which board(s)?	<i>Field not completed.</i>
Do you currently hold a public office?	No
If so, what office?	<i>Field not completed.</i>
Would you be willing to resign your current office for the appointment you now seek?	N/A

(Section Break)

Diversity

In order to encourage diversity in selections of members of government committees, the following information is required by Florida Statute 760.80 for some committees.

Gender	Male
Race	Hispanic-American
Physically Disabled	No

(Section Break)

Acknowledgement of Terms I accept these terms.

Email not displaying correctly? [View it in your browser.](#)

Contact

850-774-2812 (Mobile)
yurilonghramos@gmail.com

www.linkedin.com/in/
yuriramosarchitecture (LinkedIn)

Top Skills

Revit
Construction Drawings
SketchUp

Languages

Portuguese
Spanish

Yuri Ramos

Project Architect at STOA Architects
Pensacola, Florida Area

Summary

Yuri is a client-driven architect. His experience includes multi-family housing, hospitality, healthcare facilities, Design/Build and Design/Bid/Build Department of Defense projects, airport facilities, retail, K-12 and higher education.

Experience

STOA Architects
Project Architect
January 2017 - Present
Pensacola, Florida

Bullock Tice Associates
Intern Architect
2015 - 2017 (3 years)
Pensacola, Florida Area

National Council of Architectural Registration Boards (NCARB)
Intern Think Tank Member
2015 - 2016 (2 years)

The Intern Think Tank is a group of 12 Intern Architects selected from a pool of applicants from all over the United States. They convened at the NCARB offices in Washington, DC to discuss and recommend improvements to the architectural licensure process. Some of the charges brought forth during this meeting included:

- Provided feedback on the most successful and challenging elements of the licensure process
- Brainstormed on a future program that could effectively determine competency at the point of licensure
- Recommended ways of engaging interns at the various stages of the licensure process
- Identified ways to increase benefits for NCARB Certificate holders

At the culmination of the gathering in Washington, DC, the Intern Think Tank members returned home to continue research for a report being delivered to NCARB at the end of FY16.

Clark Design Group

Intern Architect

2013 - 2015 (3 years)

Elkton, Maryland

Worked on multiple projects at different phases of the design process with varying design teams. Used Building Information Modeling software in combination with other software on all projects. Engaged with clients during participatory design sessions and throughout project delivery. Coordinated with project consultants. Produced photo realistic renderings. Participated in a firm wide focus to increase productivity by streamlining firm procedures and the BIM process.

Habitat for Humanity of New Castle County

Delaware AmeriCorps Service Member

2012 - 2013 (2 years)

New Castle County, Delaware

Collaborated with a team to raise proceeds that help fund the construction efforts of Habitat for Humanity of New Castle County. Managed volunteer groups. Coordinated volunteer recruitment and retention for the ReStore. Managed donation procurement. Worked with a team that opened new facility enabling the ReStore to increase sales by 35%.

Education

Florida Agricultural and Mechanical University

Master of Architecture (M.Arch.), Architecture · (2015)

Boston Architectural College

Graduate coursework in architecture · (2009)

University of West Florida

Bachelor of Arts (B.A.), Studio Art · (2008)

Ericka Burnett

From: noreply@civicplus.com
Sent: Tuesday, December 18, 2018 3:19 PM
To: Ericka Burnett; Robyn Tice
Subject: Online Form Submittal: Application for Boards, Authorities, and Commissions - City Council Appointment

Application for Boards, Authorities, and Commissions - City Council Appointment

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(Section Break)

Personal Information

Name	Stephen Ritz
------	--------------

Home Address	1010 N 12th Ave Ste 201 Ste 201
--------------	---------------------------------

Business Address	1010 N 12th Ave Ste 201 Ste 201
------------------	---------------------------------

To which address do you prefer we send correspondence regarding this application?	Business
---	----------

Preferred Contact Phone Number(s)	8504385416
-----------------------------------	------------

Email Address	OFFICE@ACCASSOCINC.COM
---------------	--

Upload Resume (optional)	ResumeSFR_2017.pdf
--------------------------	------------------------------------

(Section Break)

Details

Are you a City resident?	No
If yes, which district?	<i>Field not completed.</i>
If yes, how long have you been a City resident?	Pensacola
Do you own property within the City limits?	Yes
Are you a registered voter in the city?	No
Board(s) of interest:	Construction Board of Adjustment and Appeals
Please list the reasons for your interest in this position:	I have enjoyed serving on this Board to help both the City and its Citizens and business Owners
Do you currently serve on a board?	Yes
If yes, which board(s)?	Construction Board of Adjustment and Appeals
Do you currently hold a public office?	No
If so, what office?	<i>Field not completed.</i>
Would you be willing to resign your current office for the appointment you now seek?	N/A

(Section Break)

Diversity

In order to encourage diversity in selections of members of government committees, the following information is required by Florida Statute 760.80 for some committees.

Gender	Male
Race	Caucasian
Physically Disabled	No

(Section Break)

Acknowledgement of Terms I accept these terms.

Email not displaying correctly? [View it in your browser.](#)

STEPHEN F. RITZ
1010 N. 12th Avenue, Suite 201
Pensacola, FL 32501-3307
(850) 438-5416

EDUCATION

Graduate of Southern Technical Institute (now Georgia Tech) majoring in architecture and building construction.

REGISTRATIONS

State of Florida Certified General Contractor License No. CG C001253
State of Florida Certified Roofing Contractor License No. CCC 1330578
State of Florida Registered Mechanical Contractor License No. RM 0034992
State of Alabama Certified General Contractor License No. 26687

PROFESSIONAL EXPERIENCE

1973-Present	President Gulf Coast Building Contractors, Incorporated 1010 North 12 th Avenue, Suite 201, Pensacola, Florida 32501 <i>Building configuration, estimating, sales, and construction management</i>
1966-1973	Vice President Gulf Coast Steel Buildings, Incorporated Pensacola, Florida <i>Estimating, engineer in training under Phillip R. Jones, P.E., and construction management</i>
1965-1966	Estimator DFS of St. Petersburg, Florida <i>Project scheduling</i>
1962-1965	Estimator Newcomer Construction Company, Fort Walton Beach, Florida <i>Purchasing and scheduling</i>
1960-1962	Engineer in training Florida Department of Transportation <i>Civil Engineering Design</i>

AFFILIATIONS

Member, City of Pensacola Board of Construction Adjustments and Appeals
Member, Associated General Contractors of America
Certified teacher, Couple to Couple League
Past Member, Family Life Commission of Pensacola-Tallahassee
Past Member, 1979/80 Ad Hoc Commission of Pensacola-Tallahassee
Past Member, 1976/77 Building Committee of Pensacola-Tallahassee
Past Member, Concrete Steel Reinforcing Institute
Past Member, Escambia County Board of Construction Adjustments

HONORS AND RECOGNITIONS

Finalist, Family Business of the Year, Pensacola Entrepreneur Awards, 2016
Land Management Task Force of Pensacola, 1982
Transportation Task Force of Pensacola, 1982
Million Dollar Sales, American Buildings Co., 1980
Design Build Award, Restaurant, 1979
Design Build Award, Retail Facility, 1978
White House Conference on Small Business, 1975

Ballot – Construction Board of Adjustment and Appeals

January 17, 2019

Term ending March 31, 2020

Registered Architect

_____ Yuri Ramos

Vote for One

Signed: _____
Council Member

Ballot – Construction Board of Adjustment and Appeals

January 17, 2019

Term ending March 31, 2020

Electrical Contractor

_____ Sean McLemore

Vote for One

Signed: _____
Council Member

Ballot – Construction Board of Adjustment and Appeals

January 17, 2019

Term ending March 31, 2020

Alternate At-Large from Public

_____ Amir Fooladi

Vote for One

Signed: _____
Council Member

Ballot – Construction Board of Adjustment and Appeals

January 17, 2019

Term ending March 31, 2021

Mechanical Contractor

_____ Stephen Ritz

Vote for One

Signed: _____
Council Member



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00016

City Council

1/17/2019

LEGISLATIVE ACTION ITEM

SPONSOR: City Council President Andy Terhaar

SUBJECT:

APPOINTMENT - ARCHITECTURAL REVIEW BOARD

RECOMMENDATION:

That City Council appoint a registered architect, who is also a city resident, to the Architectural Review Board for a term of two (2) years, expiring September 30, 2020.

HEARING REQUIRED: No Hearing Required

SUMMARY:

The Architectural Review Board approves or disapproves plans for buildings to be erected, renovated, or razed which are located within the historic districts, preservation district and governmental center district.

The following incumbent wishes to be considered for reappointment:

Nominee

Nominated By

Registered Architect

Michael Crawford

Incumbent

PRIOR ACTION:

City Council appoints members to this board annually.

FUNDING:

Budget: N/A

Actual: N/A

FINANCIAL IMPACT:

None.

STAFF CONTACT:

Ericka L. Burnett, City Clerk

ATTACHMENTS:

- 1) Member List
- 2) Application of Interest - Michael Crawford
- 3) Ballot

PRESENTATION: No

Architectural Review Board

Name	Profession	Appointed By	No. of Terms	Year	Exp Date	First Appointed	Term Length	Comments
Campbell Hatler, Susan	Business Owner-PHBD	Council	2	2018	9/30/2019	2/14/2013	2	
Campbell, Nina H.	Rep from Planning Board	Council	3	2018	9/30/2019	8/9/2011	2	
Crawford, Michael	Architect	Council	3	2018	9/30/2018	9/23/2010	2	
Fogarty, Anna	Design/Rep UWFHT	Council	0	2018	9/30/2020	9/13/2018	2	
Hatler, Susan (Campbell) C.			0	2018			0	
Mead, II, George R.	Resident-North Hill	Council	2	2018	9/30/2019	9/26/2013	2	
Quina, Carter	Architect	Council	12	2018	9/30/2020	9/12/1994	2	
Salter, Derek	Arch. Rep.UWFHT	Council	0	2018	9/30/2020	9/13/2018	2	

Term Length: TWO YEAR TERMS

The Architectural Review Board approves or disapproves plans for buildings to be erected, renovated, or razed which are located, or to be located within the historic districts, preservation districts and Governmental Center District.

The Architectural Review Board is composed of seven (7) members appointed by City Council: two (2) nominated by the University of West Florida Historic Trust, each of whom shall be a resident of the City of Pensacola; one (1) member from the City Planning Board or resident property owner of the Pensacola Historic District, North Hill Preservation District or Old East Hill Preservation District; two (2) registered architects, each of whom shall be a resident of the City of Pensacola; one (1) member who is a resident of the Pensacola Historic District, North Hill Preservation District or Old East Hill Preservation District; and one (1) member who is a property or business owner in the Palafox Historic Business District or the Governmental Center District.

Ericka Burnett

From: noreply@civicplus.com
Sent: Thursday, September 13, 2018 3:41 PM
To: Ericka Burnett; Robyn Tice
Subject: Online Form Submittal: Application for Boards, Authorities, and Commissions - City Council Appointment

Application for Boards, Authorities, and Commissions - City Council Appointment

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(Section Break)

Personal Information

Name	Michael Crawford
Home Address	1203 N. 14th Avenue
Business Address	116 N. Tarragona Street
To which address do you prefer we send correspondence regarding this application?	Business
Preferred Contact Phone Number(s)	850-432-9500
Email Address	michael@caldwell-assoc.com
Upload Resume (optional)	Field not completed.

(Section Break)

Details

Are you a City resident?	Yes
If yes, which district?	4
If yes, how long have you been a City resident?	19
Do you own property within the City limits?	Yes
Are you a registered voter in the city?	Yes
Board(s) of interest:	ARB
Please list the reasons for your interest in this position:	I am interested in preserving one of the aspects that makes my hometown so special, and in helping others responsibly develop within these same historic boundaries.
Do you currently serve on a board?	Yes
If yes, which board(s)?	ARB
Do you currently hold a public office?	No
If so, what office?	<i>Field not completed.</i>
Would you be willing to resign your current office for the appointment you now seek?	N/A

(Section Break)

Diversity

In order to encourage diversity in selections of members of government committees, the following information is required by Florida Statute 760.80 for some committees.

Gender	Male
Race	Caucasian
Physically Disabled	No

(Section Break)

Acknowledgement of
Terms

I accept these terms.

Email not displaying correctly? [View it in your browser.](#)

Ballot – Architectural Review Board

January 17, 2019

Two year term expiring September 30, 2020

Registered Architect

_____ Michael Crawford

Vote for One

Signed: _____
Council Member



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00032

City Council

1/17/2019

LEGISLATIVE ACTION ITEM

SPONSOR: City Council President Andy Terhaar

SUBJECT:

APPOINTMENTS - FIRE PREVENTION BOARD OF APPEALS

RECOMMENDATION:

That City Council appoint to the Fire Prevention Board of Appeals two (2) members to a term ending August 31, 2019; on (1) member to a term expiring August 31, 2020; two (2) members to a term ending August 31, 2021; and one (1) alternate member to a term ending August 31, 2020.

HEARING REQUIRED: No Hearing Required

SUMMARY:

This board was established by Council ordinance as a board of appeals to review grievances regarding the decisions of the Fire Marshall.

The following individuals have been nominated or are incumbents that wish to be considered for reappointment.

Nominee

Nominated By

Members

Term ending 8/31/2019

Alyce Flournoy-Jones

Moore

Jay Larson

Incumbent

Term ending 8/31/2020

Ian Barber

Terhaar

Term ending 8/31/2021

James F. Lee

Incumbent

Michael Ritz

Terhaar

Alternate Member

Term ending 8/31/2020

Jeff Martin

Terhaar

PRIOR ACTION:

Council makes appointments to this board annually.

FUNDING:

Budget: N/A

Actual: N/A

FINANCIAL IMPACT:

None.

STAFF CONTACT:

Ericka L. Burnett, City Clerk

ATTACHMENTS:

- 1) Member List
- 2) Nomination Form - Ian Barber
- 3) Application of Interest - Ian Barber
- 4) Nomination Form - Alyce Flourney-Jones
- 5) Application of Interest - Alyce Flourney-Jones
- 6) Resume - Alyce Flourney-Jones
- 7) Application of Interest - Jay Larson
- 8) Application of Interest - James F. Lee
- 9) Nomination Form - Jeff Martin
- 10) Application of Interest - Jeff Martin
- 11) Nomination Form - Michael Ritz
- 12) Application of Interest - Michael Ritz
- 13) Ballots

PRESENTATION: No

Fire Prevention Board of Appeals

Name	Profession	Appointed By	No. of Terms	Year	Exp Date	First Appointed	Term Length	Comments
Larson, Jay	building construction	Council	1	2018	8/31/2016	9/9/2004	3	
Lee, James	Insurance Agent	Council	6	2018	8/31/2018	8/23/1990	3	
Suhrheinrich, Robert J.	Security Equipment/Altern	Council	6	2018	8/31/2017	6/26/1996	3	
VACANT, VACANT	Alternate Member		0	2018	8/31/2017	8/14/2008	3	
VACANT, VACANT	Ins Adjuster/Real Estate	Council	0	2018	8/31/2018	8/27/2009	3	
VACANT, VACANT	Attorney	Council	7	2018	8/31/2017	8/26/1993	3	
White, LeRoy	Construction	Council	4	2018	8/31/2016	7/14/1994	3	

Term Length: THREE YEAR TERMS

COMPOSED OF FIVE MEMBERS AND TWO ALTERNATE MEMBERS APPOINTED BY COUNCIL. MEMBERS SHALL HAVE EXPERTISE IN BUILDING CONSTRUCTION AND FIRE SAFETY STANDARDS. NO MORE THAN ONE OF SAID MEMBERS OR THEIR ALTERNATES SHALL BE ENGAGED IN THE SAME BUSINESS, PROFESSION, OR LINE OF ENDEAVOR. NO RESIDENCY REQUIREMENTS. (ORD. #40-90)

CITY OF PENSACOLA, FLORIDA

NOMINATION FORM

I, Andy Terhaar, do nominate Ian Barber
(Nominee)

3579 Southwind Dr
(Home Address) (Phone)

850-529-4073
(Business Address) (Phone)

ibarber@theagencydelivers.com
(Email Address)

for appointment by the City Council for the position of:

MEMBER
FIRE PREVENTION BOARD OF APPEALS
(Term expiring August 31, 2020)

Provide a brief description of nominee's qualifications:

See application of interest


City Council Member

I hereby certify that the above
nomination was submitted to my
office within the time limitations
prescribed by the Rules and
Procedures of Council.

Ericka L. Burnett, City Clerk

Ericka Burnett

From: noreply@civicplus.com
Sent: Tuesday, November 20, 2018 11:02 AM
To: Ericka Burnett; Robyn Tice
Subject: Online Form Submittal: Application for Boards, Authorities, and Commissions - City Council Appointment

Application for Boards, Authorities, and Commissions - City Council Appointment

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(Section Break)

Personal Information

Name	Ian Barber
------	------------

Home Address	3579 southwind dr
--------------	-------------------

Business Address	<i>Field not completed.</i>
------------------	-----------------------------

To which address do you prefer we send correspondence regarding this application?	Home
---	------

Preferred Contact Phone Number(s)	8505294073
-----------------------------------	------------

Email Address	ibarber@theagencydelivers.com
---------------	--

Upload Resume (optional)	<i>Field not completed.</i>
--------------------------	-----------------------------

(Section Break)

Details

Are you a City resident?	No
If yes, which district?	<i>Field not completed.</i>
If yes, how long have you been a City resident?	<i>Field not completed.</i>
Do you own property within the City limits?	No
Are you a registered voter in the city?	No
Board(s) of interest:	Fire prevention Board of Appeals
Please list the reasons for your interest in this position:	Experience
Do you currently serve on a board?	No
If yes, which board(s)?	<i>Field not completed.</i>
Do you currently hold a public office?	No
If so, what office?	<i>Field not completed.</i>
Would you be willing to resign your current office for the appointment you now seek?	N/A

(Section Break)

Diversity

In order to encourage diversity in selections of members of government committees, the following information is required by Florida Statute 760.80 for some committees.

Gender	Male
Race	Caucasian
Physically Disabled	No

(Section Break)

Acknowledgement of
Terms

I accept these terms.

Email not displaying correctly? [View it in your browser.](#)

CITY OF PENSACOLA, FLORIDA

NOMINATION FORM

I, Tared Moore, do nominate Alyce Flournoy-Jones
(Nominee)

5051 Grande Dr Unit 18 (850) 476-3760
(Home Address) (Phone)

Same (Phone)
(Business Address)

afjdesign@cox.net
(Email Address)

for appointment by the City Council for the position of:

MEMBER
FIRE PREVENTION BOARD OF APPEALS
(Term expiring August 31, 2019)

Provide a brief description of nominee's qualifications:

Ms Flournoy-Jones is extremely qualified w/ degrees
and experience in Architecture, Historic Preservation,
Psychology and Mediation (current appointment by Florida
State Supreme Court to MQDRB). As a licensed designer she
is very familiar Building Code Compliance.

Tared Moore
City Council Member

I hereby certify that the above
nomination was submitted to my
office within the time limitations
prescribed by the Rules and
Procedures of Council.

Ericka L. Burnett, City Clerk

Ericka Burnett

From: noreply@civicplus.com
Sent: Sunday, December 31, 2017 11:52 AM
To: Ericka Burnett; Robyn Tice
Subject: Online Form Submittal: Application for Boards, Authorities, and Commissions - City Council Appointment

Application for Boards, Authorities, and Commissions - City Council Appointment

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(Section Break)

Personal Information

Name	Alyce Flournoy-Jones
------	----------------------

Home Address	5051 Grande Dr., Unit I-8
--------------	---------------------------

Business Address	same
------------------	------

To which address do you prefer we send correspondence regarding this application?	Home
---	------

Preferred Contact Phone Number(s)	(850)-476-3760
-----------------------------------	----------------

Email Address	afjdesign@cox.net
---------------	--

Upload Resume (optional)	RESUME 1 BRIAN SPENCER CITY 12-31-17.docx
--------------------------	---

(Section Break)

Details

Are you a City resident?	Yes
If yes, which district?	4
If yes, how long have you been a City resident?	18 years
Do you own property within the City limits?	Yes
Are you a registered voter in the city?	Yes
Board(s) of interest:	Architecture, Zoning, Planing
Please list the reasons for your interest in this position:	My professional life for the over the past 20 years has been architecture and mediation. I am gradually resigning my architectural design business and want to stay active in my community. Pensacola has been very good to me and I want to give back to my community.
Do you currently serve on a board?	Yes
If yes, which board(s)?	Mediator Qualifications & Discipline Review Board (MQDRB) at the pleasure of the Florida Supreme Court for 4-years.
Do you currently hold a public office?	No
If so, what office?	<i>Field not completed.</i>
Would you be willing to resign your current office for the appointment you now seek?	N/A

(Section Break)

Diversity

In order to encourage diversity in selections of members of government committees, the following information is required by Florida Statute 760.80 for some committees.

Gender	Female
Race	Caucasian
Physically Disabled	No

(Section Break)

Acknowledgement of
Terms

I accept these terms.

Email not displaying correctly? [View it in your browser.](#)

RESUME

ALYCE FLOURNOY-JONES

Emails: afjdesign@cox.net & Alyce_Mediator@cox.net

Alyce Flournoy-Jones, FSCC, FRIAD
5051 Grande Drive, Unit I-8
Pensacola, FL 32504
Cell: 850-476-3760

PERFORMANCE PROFILE/CAREER SUMMARY

- I hold multiple degrees and certifications.
- I am a Florida Registered Interior Architectural Designer (License #ID0004532) 2002 - 2019
- I specialize in residential building construction dispute mediation
- I am a Florida Supreme Court Certified Circuit Civil Mediator (Cert. #27635 R) 2011 - 2019
- I am a Florida registered Residential Mortgage Foreclosure Modification Mediator under the U.S. Bankruptcy Court
- I am a Florida Supreme Court Certified County Mediator (Cert. #27635 CR). 2017 - 2019
- I hold an appointment by the Florida Supreme Court to the Mediator Qualifications and Discipline Review Board, (MQDRB), Northern Division, for a 4-year term, 2017 – 2021.
- I am a certified mediator in U.S. Bankruptcy Court Northern District of Florida Mortgage Modification;
- I mediate Florida CAP-RV Lemon Law; ProSe/PreTrial Divorce; & Escambia County Small Claims mediation program;
- I am an Investigator in the pool for Florida State Courts Mediator Qualifications Board (MQB) and Mediation Training Review Board (MTBR).

EDUCATION

Post Graduate work at the University of Florida, Gainesville, FL

The University of Florida, Gainesville, Florida
Bachelor of Design in Architecture
Major in Architecture
Minor in Historic Preservation
Graduated Dean's List

Florida International University, Miami, Florida
Bachelor of Arts in Psychology
Major in Psychology
Minor in Anthropology
Graduated with Highest Academic Distinction

Miami-Dade Community College
AA with 4.0 GPA

CORE COMPETENCIES AS A FLORIDA LICENSED DESIGNER & CERTIFIED MEDIATOR

- Full-Cycle Project Management w/Quality Control Checklist
- Building Design and Construction Standards
- Communications Skills
- Technical & Application Standards
- Outreach to Corporate Principals as ASID Industry Partners
- Contract Writing
- Building Code Compliance
- Strategic Planning Development

CORE COMPETENCIES, CONTINUED

- Mediation of Workplace Disputes
- Mediation of Residential Building Construction Disputes
- Technical Vision & Leadership
- Construction Drawings Complete w/Schedules
- Architecture Roadmaps/Planning
- Technical Specifications & Project Design
- Best Practices
- Facility Planning
- Teambuilding & Leadership
- Standards & Process Development
- Presentations Prepared & On Time
- Budget Creation & Presentation/Approval
- Bid Letting
- Plan, Do, Review Cycle
- Critical Thinking & Problem Solving
- Conceptual Design
- Database Management
- Spreadsheet Excel
- Word Processing, Windows 10
- AutoCAD

CAREER HIGHLIGHTS/ACHIEVEMENTS (go to AFJInteriordesign.com for portfolio of projects)

- The Gulf Coast Kids House, a child advocacy center & Play Garden for children of abuse. 16,500 sf
- The Neurosurgical Group, Baptist Tower, Pensacola, FL – Questionnaire for use in new space plan
- Lee House Bed & Breakfast, Symphony Show House (2009) Suite #3 (See Portfolio)
- DAR Pensacola's History Educational Board & Video - Pensacola's History, Gratis Project for DAR
- The Etherington Retreat, 6,000 sq. ft. cracker style home of vernacular architecture
- The Manson Residence, 4,000 sq. ft. home on High Point Drive, Gulf Breeze, FL
- The Root Residence, 4,500 sq. ft. home on 6.5 acres, Milton, FL – from plan to move-in
- Traveling Museum Exhibit "Back to Africa Movement" Florida Humanities Council Grant
- San Luis de Apalachee, research into State-of-the-Art Museum Exhibition Design with publishable paper and bibliography complete with annotations. Internship: only interior designer on inter-departmental team project, with Herschel E. Shepard, AIA, preeminent Historic Preservationist UF.
- Designed w/ Peter King Ceramist built 4-sided glass fireplace w/ceramics on all 4 sides up to ceiling
- US Navy Hospital, Officer of The Day and Chief of The Day (2) rooms to be designed/furnished with high-end décor.
- The Ronald McDonald House design team as consultants in selection of all finishes, furniture lay out, kitchen design, color palette, and accessories - Gratis Project – new construction
- Dudley Farm, a pre-Civil War working farm in Newberry, FL. This project is now a part of the Archives Historic Preservation, Washington D.C.

MEDIATION SPECIAL TRAINING

- Florida Supreme Court Certified County Mediation, Training Program, Susan C. Marvin, Chief ADR
- Florida Supreme Court Certified Circuit Civil Mediation, Elinor Robin, PhD
- Certification in Marketing, Elinor Robin, PhD & David Spofford, JD (2013)
- Certification in Residential Mortgage Foreclosures, Monica Keller Caruso w/ ADR Edu.Sys.
- Friendly Divorce mediation training, Elinor Robin, PhD & David Spofford, JD
- Florida RV Lemon Law, Collins Center for Public Policy, Tallahassee, FL
- Florida Mediation & Arbitration CAP-RV DeMars & Assoc,
- 21st Annual Florida Dispute Resolution Conference 28.7 CMEs

- 24th Annual Florida Dispute Resolution Conference 13.2 CMEs, Ethics, Domestic Violence, Diversity & General
- “Emotional Intelligence & Mediation,” 2.4 CME County Greg Knight, MBA, MA
- “Adult/Elder Abuse” (Domestic Violence), Lynette Bledsoe, LCSW, 2.4 CMEs
- “Opening Statements” by Mike Nichols, Mentor, Escambia County Mediator/Trainer
- “Are You An Ethical Negotiator”, Janice M. Fleischer, JD, Dir. Florida Dispute Resolution Center
- “Domestic Violence & Mediation,” 21ST Annual Dispute Resolution Conference
- “Mandatory Reporting to the FL Abuse Hotline”
- “Agreement Writing – Special Session,” by Mike Nichols, Mentor, Escambia County Mediator/Trainer

DESIGN SPECIAL TRAINING

- “Working With High Conflict Clients – How They Affect Us Professionally and Personally”
- Confident in Microsoft Windows 10, Excel, Internet Research, AutoCad
- “Selling/Closing Techniques” by Paula Bongartz
- “Grow Your Business on Facebook” by Paula Bongartz
- “What Every Designer Should Know About Social Networking and E-Marketing” Bongartz
- “Marketing Process Thriving Not Just Surviving in Today’s Economy” by Paula Bongartz
- Florida Advanced Residential Energy Code Compliance – UF/Escambia County
- “Advanced Building Code – Residential,” Beta tester for Design Arts Seminars, Inc.
- “Care & Maintenance of Tile & Stone,” Beta Tester for Design Arts Seminars, Inc.
- “Textiles – Toxicity & Testing,” Beta tester for Design Arts Seminars, Inc.
- “Sustainable Furniture Design,” Beta tester for Design Arts Seminars, Inc.
- “Global Trends in Kitchen Design,” Beta Tester for Design Arts Seminars, Inc.
- “Natural Stone: Care & Maintenance,” Beta tester for Design Arts Seminars, Inc.
- “Global Trends in Bath Design,” Beta tester for Design Arts Seminars, Inc.
- “Codes to Live By from Accessibility to Visitability,” Beta Tester for Design Arts Seminars
- “Advanced Building Residential Energy Code Compliance,” UF/Escambia County
- “Building Envelopes – An Integrated Approach to Architectural Design,” Beta Tester HSW for Design Arts Seminars, Inc.
- “Home Automation,” Beta tester for Design Arts Seminars, Inc.
- “LED Lighting the Way Sustainably,” Beta tester for Design Arts Seminars, Inc.
- Florida Advanced Residential Building Code for license period 2013-2015; 2015-2017; 2017-2019.

HONORS

- American Society of Interior Design (ASID Five prestigious Presidential Awards received 2002-2003, 2005, 2006, 2008, 2009)
- Served 3-years as ASID Community Organizer NW Florida
- Daughters of The American Revolution (DAR) Certificate of Appreciation Historic Preservation (2010-2019)
- Gulf Coast Kids House National Award 2007, adaptive reuse 16,500 square feet
- Chairman Historic Preservation Committee, Daughters of the American Revolution, Fort Pickens Chapter

ALYCE FLOURNOY-JONES, ARCHITECTURAL DESIGNER
5051 Grande Drive, Unit I-8, Pensacola, FL 32504

Emails: afjdesign@cox.net; Alyce_Mediator@cox.net
Web: AFJInteriordesign.com

Phone: 850-476-3760

Ericka Burnett

From: noreply@civicplus.com
Sent: Tuesday, December 18, 2018 3:24 PM
To: Ericka Burnett; Robyn Tice
Subject: Online Form Submittal: Application for Boards, Authorities, and Commissions - City Council Appointment

Application for Boards, Authorities, and Commissions - City Council Appointment

This application will be utilized in considering you for appointment to a City Council board, authority, or commission. Pursuant to Florida Statutes, Chapter 119, all information provided on or with this form becomes a public record and is subject to disclosure, unless otherwise exempted by law.

Completed applications will be kept on file for a period of one (1) year from the date received in the Office of the City Clerk.

It is necessary to contact a member of Council to obtain a nomination in order to be placed on the ballot for consideration. Please go to cityofpensacola.com/council for Council Member contact information. If you have any questions, contact the City Clerk's Office.

(Section Break)

Personal Information

Name	Jay Larson
------	------------

Home Address	1643 Spalding Circle Pensacola FL 32514
--------------	---

Business Address	10108 N. Palafox Street Pensacola FL 32534
------------------	--

To which address do you prefer we send correspondence regarding this application?	Business
---	----------

Preferred Contact Phone Number(s)	850-529-98088
-----------------------------------	---------------

Email Address	jl Larson@lpugh.com
---------------	--

Upload Resume (optional)	Field not completed.
--------------------------	----------------------

(Section Break)

Details

Are you a City resident?	No
If yes, which district?	<i>Field not completed.</i>
If yes, how long have you been a City resident?	<i>Field not completed.</i>
Do you own property within the City limits?	No
Are you a registered voter in the city?	No
Board(s) of interest:	Fire Prevention Board of Appeals
Please list the reasons for your interest in this position:	As a fire sprinkler contractor, I have insight into codes and requirements
Do you currently serve on a board?	Yes
If yes, which board(s)?	Fire Prevention Board of Appeals
Do you currently hold a public office?	No
If so, what office?	<i>Field not completed.</i>
Would you be willing to resign your current office for the appointment you now seek?	N/A

(Section Break)

Diversity

In order to encourage diversity in selections of members of government committees, the following information is required by Florida Statute 760.80 for some committees.

Gender	Male
Race	Caucasian
Physically Disabled	No

(Section Break)

Acknowledgement of
Terms

I accept these terms.

Email not displaying correctly? [View it in your browser.](#)

Ericka Burnett

From: noreply@civicplus.com
Sent: Wednesday, January 2, 2019 1:34 PM
To: Ericka Burnett; Robyn Tice
Subject: Online Form Submittal: Application for Boards, Authorities, and Commissions - City Council Appointment

Application for Boards, Authorities, and Commissions - City Council Appointment

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(Section Break)

Personal Information

Name	James F. Lee
------	--------------

Home Address	605 West Moreno St Pensacola, FL 32501
--------------	--

Business Address	Retired insurance agent
------------------	-------------------------

To which address do you prefer we send correspondence regarding this application?	Home
---	------

Preferred Contact Phone Number(s)	850 712 1431
-----------------------------------	--------------

Email Address	jimflee@bellsouth.net
---------------	--

Upload Resume (optional)	Field not completed.
--------------------------	----------------------

(Section Break)

Details

Are you a City resident?	Yes
If yes, which district?	7
If yes, how long have you been a City resident?	30 plus years
Do you own property within the City limits?	Yes
Are you a registered voter in the city?	Yes
Board(s) of interest:	Fire Prevention Board of Appeal
Please list the reasons for your interest in this position:	Father and grandfather Pensacola firefighters I was vol firefighter in Gulf Breeze 70s and 80s Served on Fla Arson Control Council 80s Fire Ins Agent Pensacola 1973 to 2017. Risk Mgt Consultant, Esc County 2002-2016
Do you currently serve on a board?	Yes
If yes, which board(s)?	For Prevention Board of Appeals
Do you currently hold a public office?	No
If so, what office?	<i>Field not completed.</i>
Would you be willing to resign your current office for the appointment you now seek?	N/A

(Section Break)

Diversity

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Gender	Male
Race	Caucasian
Physically Disabled	No

(Section Break)

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Terms

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CITY OF PENSACOLA, FLORIDA

NOMINATION FORM

I, Andy Terhaar, do nominate Jeff Martin
(Nominee)

5245 Old Barryhill Rd, Milton, FL 32570
(Home Address) (Phone)

671 Brent Lane (03)
(Business Address) 850-484-8882
(Phone)

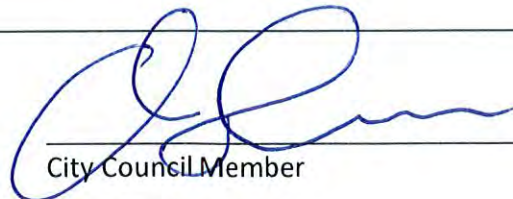
jmartin@avsecurityinc.com
(Email Address)

for appointment by the City Council for the position of:

MEMBER
FIRE PREVENTION BOARD OF APPEALS
(Term expiring August 31, 2020)

Provide a brief description of nominee's qualifications:

See application of interest



City Council Member

I hereby certify that the above
nomination was submitted to my
office within the time limitations
prescribed by the Rules and
Procedures of Council.

Ericka L. Burnett, City Clerk

Ericka Burnett

From: noreply@civicplus.com
Sent: Tuesday, December 18, 2018 4:24 PM
To: Ericka Burnett; Robyn Tice
Subject: Online Form Submittal: Application for Boards, Authorities, and Commissions - City Council Appointment

Application for Boards, Authorities, and Commissions - City Council Appointment

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(Section Break)

Personal Information

Name jeff martin

Home Address 5245 old Berryhill rd Milton fl 32570

Business Address 671 Brent la. pensacola Fl 32503

To which address do you prefer we send correspondence regarding this application? Business

Preferred Contact Phone Number(s) 8504848882

Email Address jmartin@avsecurityinc.com

Upload Resume (optional) *Field not completed.*

(Section Break)

Details

Are you a City resident?	No
If yes, which district?	<i>Field not completed.</i>
If yes, how long have you been a City resident?	Pensacola
Do you own property within the City limits?	No
Are you a registered voter in the city?	No
Board(s) of interest:	Fire Prevention Board of appeals
Please list the reasons for your interest in this position:	I have over 30 years in the fire alarm business.
Do you currently serve on a board?	No
If yes, which board(s)?	<i>Field not completed.</i>
Do you currently hold a public office?	No
If so, what office?	<i>Field not completed.</i>
Would you be willing to resign your current office for the appointment you now seek?	N/A

(Section Break)

Diversity

In order to encourage diversity in selections of members of government committees, the following information is required by Florida Statute 760.80 for some committees.

Gender	Male
Race	Caucasian
Physically Disabled	No

(Section Break)

Acknowledgement of
Terms

I accept these terms.

Email not displaying correctly? [View it in your browser.](#)

CITY OF PENSACOLA, FLORIDA

NOMINATION FORM

I, Andy Terhaar, do nominate Michael Ritz
(Nominee)

1415 E La Rua St (01)
(Home Address) (Phone)

1010 N 12th Ave, Suite 201 (01)
(Business Address) 850-438-5416
(Phone)

michael.ritz@gcbc.biz
(Email Address)

for appointment by the City Council for the position of:

MEMBER
FIRE PREVENTION BOARD OF APPEALS
(Term expiring August 31, 2021)

Provide a brief description of nominee's qualifications:

See application of interest and resume.



City Council Member

I hereby certify that the above
nomination was submitted to my
office within the time limitations
prescribed by the Rules and
Procedures of Council.

Ericka L. Burnett, City Clerk

Ericka Burnett

From: noreply@civicplus.com
Sent: Wednesday, February 14, 2018 8:48 AM
To: Ericka Burnett; Robyn Tice
Subject: Online Form Submittal: Application for Boards, Authorities, and Commissions - City Council Appointment

Application for Boards, Authorities, and Commissions - City Council Appointment

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(Section Break)

Personal Information

Name	Michael Ritz
------	--------------

Home Address	1415 E. La Rua St. Pensacola, FL 32501
--------------	--

Business Address	1010 N 12th Ave., Suite 201 Pensacola, FL 32501
------------------	---

To which address do you prefer we send correspondence regarding this application?	Business
---	----------

Preferred Contact Phone Number(s)	8504385416
-----------------------------------	------------

Email Address	michael.ritz@gcbc.biz
---------------	--

Upload Resume (optional)	ResumeMFR2018.pdf
--------------------------	-----------------------------------

(Section Break)

Details

Are you a City resident?	Yes
If yes, which district?	6
If yes, how long have you been a City resident?	5+
Do you own property within the City limits?	Yes
Are you a registered voter in the city?	Yes
Board(s) of interest:	Fire Prevention Board of Appeals and Construction Board of Appeals (Electrical Contractor)
Please list the reasons for your interest in this position:	Serving the public
Do you currently serve on a board?	No
If yes, which board(s)?	<i>Field not completed.</i>
Do you currently hold a public office?	No
If so, what office?	<i>Field not completed.</i>
Would you be willing to resign your current office for the appointment you now seek?	N/A

(Section Break)

Diversity

In order to encourage diversity in selections of members of government committees, the following information is required by Florida Statute 760.80 for some committees.

Gender	Male
Race	Caucasian
Physically Disabled	No

(Section Break)

Acknowledgement of Terms I accept these terms.

Email not displaying correctly? [View it in your browser.](#)

Ballot – Fire Prevention Board of Appeals
January 17, 2019

Members

Term ending 8/31/2019

_____ Alyce Flournoy-Jones

_____ Jay Larson

Term ending 8/31/2020

_____ Ian Barber

Term ending 8/31/2021

_____ James F. Lee

_____ Michael Ritz

Vote for Five

Signed: _____
Council Member

Ballot – Fire Prevention Board of Appeals
January 17, 2019

Alternate Member

Term ending 8/31/2020

_____ Jeff Martin

Vote for One

Signed: _____
Council Member



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00009

City Council

1/17/2019

LEGISLATIVE ACTION ITEM

SPONSOR: Grover C. Robinson, IV, Mayor

SUBJECT:

COUNCIL CONSENT FOR MAYORAL APPOINTMENT OF SUSAN WOOLF AS CITY ATTORNEY

RECOMMENDATION:

That City Council consent to the appointment of Susan Woolf as City Attorney.

HEARING REQUIRED: No Hearing Required

SUMMARY:

Former City Attorney Lysia Bowling resigned her position as City Attorney effective January 11, 2019. Ms. Bowling has accepted the position of City Contract and Lease Counsel. The City Charter Article V, Section 5.03 calls for the Mayor to appoint a City Attorney with consent from City Council. Ms. Woolf has accepted the Mayor's appointment to serve as City Attorney pending City Council approval January 17, 2019. Rusty Wells will be acting City Attorney in the interim.

PRIOR ACTION:

March 12, 2015 - City Council consented to the appointment of Ms. Lysia Bowling, as City Attorney unanimously 5-0 with Councilmembers Cannada-Wynn and Bare absent for the vote.

FUNDING:

N/A

FINANCIAL IMPACT:

None

CITY ATTORNEY REVIEW: Yes

1/2/2019

STAFF CONTACT:

Christopher L. Holley, City Administrator

ATTACHMENTS:

- 1) City Charter, Article V, Section 5.03
- 2) Memorandum from Mayor December 18, 2018
- 3) Resume Susan Woolf

PRESENTATION: No

ARTICLE V

APPOINTED CITY POSITIONS

Section 5.01. City Clerk.

There shall be a City Clerk who shall be appointed by the Mayor with the consent of the City Council by an affirmative vote of a majority of Council Members, and whose duties and responsibilities are as provided for by this Charter. Although an appointee of the Mayor, the Clerk shall serve the entire City government. The Clerk shall keep and have the care and custody of the books, records, papers, legal documents and journals of proceedings of the City Council and shall carry out such additional duties as may be required by the Council or the Mayor. The City Clerk may be removed from office with the concurrence of the Mayor and a majority of the City Council.

Section 5.02. City Administrator.

There shall be a City Administrator who shall be appointed by the Mayor, and who shall serve at the pleasure of the Mayor. The City Administrator shall be in charge of the daily operations of the City. Prior to appointment by the Mayor, the City Administrator shall have had relevant management, executive, or administrative experience.

Section 5.03. City Attorney.

The City Attorney shall serve as the chief legal adviser to, and shall represent, elected or appointed officials, boards and commissions, and employees in the course and scope of their official duties or employment, respectively. The City Attorney shall represent the City in legal proceedings and shall perform any other duties prescribed by State law, by this Charter, or by ordinance or resolution. The Mayor shall appoint the City Attorney, with the consent of the City Council by an affirmative vote of a majority of City Council Members. The City Attorney may be removed from office with the concurrence of the Mayor and a majority of the City Council.

GROVER C. ROBINSON, IV
MAYOR

MEMORANDUM

TO: CITY COUNCIL

FROM: GROVER C. ROBINSON, IV, MAYOR

GCR

RE: CITY ATTORNEY

DATE: December 18, 2018

President Terhaar and Members of the City Council,

It is my great pleasure to inform you that I will be appointing Susan Woolf to serve as City Attorney, and I will be seeking your consent to that appointment at the City Council's meeting on January 17, 2019. Further, this is to advise you that the current City Attorney, Lysia H. Bowling, and I have reached an agreement that effective January 11, 2019, she has accepted the position of serving as the City's Contract & Lease Counsel.

I believe you will agree that Susan is well qualified to serve as City Attorney. She is a native Pensacolian and graduated from Emory University undergraduate and Cornell Law School with a Juris Doctorate with a concentration in Public Law. She served as a law clerk to a federal appellate judge, worked in the local State Attorney's office as a prosecutor for 4 years, and was a partner in the local firm of Shell, Fleming, Davis & Menge for 9 years before joining the City Attorney's office as an Assistant City Attorney in 2008. She then became the Pensacola Police Department's General Counsel in 2011 until Clerk of Circuit Court and Comptroller Pam Childers appointed her as General Counsel for the Clerk of Court in 2013. In short, she has a well-rounded background and is very familiar with the City of Pensacola and its employees, departments, boards, and procedures. I expect to be working closely with Ms. Woolf in order to restructure the City Attorney's Office and reduce the reliance on outside counsel where possible.

I hope you will join me in welcoming Susan Woolf as our new City Attorney. The staff will be in contact with each of you soon to set up opportunities for you to meet with her.

Susan A. Woolf

SUMMARY: I have developed a large breadth of experience and knowledge over the course of my career. To summarize, I have practiced law in the private and public sectors, in criminal and civil courts, in federal and state courts, at the trial and appellate levels, in all three branches of government (executive, legislative, and judicial), and at all three levels of government (federal, state, and local). I have prosecuted and defended cases. My clients have included individuals, corporations, and governmental entities. My legal work has included employment law, constitutional law, Florida public records law (Chapter 119 and court records), Sunshine Law, local government law, negotiation and drafting of contracts, and criminal and civil litigation. My non-legal work has included human resources, writing articles, training management, and educating persons in the legal and human resources communities.

LEGAL EXPERIENCE

Clerk of Circuit Court & Comptroller, Pam Childers, Pensacola, Florida

General Counsel

Jan. 2013 - present

City of Pensacola, Pensacola, Florida

Pensacola Police Department, *General Counsel*

July 2011 - Jan. 2013

City Attorney's Office, *Assistant City Attorney*

Aug. 2008 - July 2011

Shell, Fleming, Davis & Menge, P.A., Pensacola, Florida

Partner

2005 - 2008

Associate

1999 - 2004

State Attorney's Office, Pensacola, Florida

Assistant State Attorney

1995 - 1999

Hon. John C. Godbold, U.S. Eleventh Circuit Court of Appeals, Montgomery, Alabama

Judicial Clerk

1994 - 1995

United States Attorney's Office, Northern District of Georgia, Atlanta, Georgia

Legal Intern

Summer 1993

Beggs & Lane, LLP, Pensacola, Florida

Legal Clerk

Summer 1993

Hon. Roger Vinson, U.S. District Court, N.D. Fla., Pensacola, Florida

Legal Intern

Summer 1992

BAR ADMISSIONS

The Florida Bar, admitted 1994

United States District Court, Northern District of Florida, admitted 1999

United States Court of Appeals, Eleventh Circuit, admitted 1995

EDUCATION

Cornell Law School, Ithaca, New York (J.D. with a concentration in public law)
Emory University, Atlanta, Georgia (B.A., Political Science and minor in History)

PROFESSIONAL and COMMUNITY ORGANIZATIONS

Escambia-Santa Rosa Bar Assn. (Board member, 2001 - 2003; member, 1996 - present)

Escambia-Santa Rosa Bar Assn., *The Summation* committee (2013 – present)

Society of Human Resource Management (2005 - present)

Defense Research Institute (2001 - present)

Northwest Florida Association of Women Lawyers (2004 - 2014)

International Municipal Lawyers Association (2009 - 2012)

Florida Association of Police Attorneys (2009 - 2012)

Escambia-Santa Rosa Bar Foundation (Board member, 2000 - 2003)

American Inns of Court, Pensacola Chapter (1998 - 2001)

FavorHouse of Northwest Florida (Board member, 2005 - present; President, 2010 - 2012)

Panhandle Tiger Bay (Board member, 2000 – 2004 and 2017 - present; member, 1999 - present)

Learn to Read (Board member, 2002 - 2004)

IMPACT 100, Pensacola Bay Area (member, 2005 - 2007)

ARTICLES, SEMINARS, and TRAINING

Authored numerous articles for *The Summation* (Escambia-Santa Rosa Bar Association's quarterly magazine) on behalf of the Escambia County Clerk of Circuit Court and Comptroller

- topics included confidentiality of court records, risk protection orders, technology in the court house

Lectured at seminars and workshops on behalf of the Clerk of Court for the local legal community (lawyers, paralegals, and legal assistants) and the Florida Court Clerks and Comptrollers association

- topics included electronic filing; confidentiality of court records; best practices for tax deeds, bail bond forfeitures, foreign judgments, and many other topics; and legislative updates

Presented information pertaining to open government law (public records and Florida's Sunshine Law) to international visitors sponsored by the Gulf Coast Citizen Diplomacy Council

Presented at various seminars on employment law topics

Training provided to law enforcement; filers in the electronic portal for the Florida courts; judges, magistrates, and judicial assistants; and Clerk personnel



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00005

City Council

1/17/2019

LEGISLATIVE ACTION ITEM

SPONSOR: City Council President Andy Terhaar

SUBJECT:

APPOINTMENT - PLANNING BOARD

RECOMMENDATION:

That City Council appoint an individual who is a resident of the city or property owner in the city, to the Planning Board to fill the unexpired term of Jared Moore, ending July 14, 2019.

HEARING REQUIRED: No Hearing Required

SUMMARY:

This Board advises the City Council concerning the preparation, adoption, and amendment of the Comprehensive Plan; reviews and recommends to Council ordinances designed to promote orderly development as set forth in the Comprehensive Plan; hears applications and submits recommendations to Council on the following land use matters: proposed zoning changes, proposed amendments to zoning ordinance, proposed subdivision plats, proposed street/alley vacations. The Board initiates studies on the location, condition, and adequacy of specific facilities of the area, i.e., housing, parks, and public buildings. The Board schedules and conducts public meetings and hearings pertaining to land development.

The following individuals have been nominated:

<u>Nominee</u>	<u>Nominated By</u>
Patrick Boudreaux	Moore
Laurie Murphy	Hill, Moore, Myers
Michael Tracy	Moore
William O. "Bill" Weeks	Terhaar

PRIOR ACTION:

City Council appoints member to the Planning Board on a biennial basis.

FUNDING:

Budget: N/A

Actual: N/A

FINANCIAL IMPACT:

None.

STAFF CONTACT:

Ericka L. Burnett, City Clerk

ATTACHMENTS:

- 1) Member List
- 2) Nomination Form - Patrick Boudreaux
- 3) Application of Interest - Patrick Boudreaux
- 4) Nomination Forms - Laurie Murphy
- 5) Application of Interest - Laurie Murphy
- 6) Nomination Form - Michael Tracy
- 7) Application of Interest - Michael Tracy
- 8) Nomination Form - William O. "Bill" Weeks
- 9) Application of Interest - William O. "Bill" Weeks
- 10) Ballot

PRESENTATION: No

Planning Board

Name	Profession	Appointed By	No. of Terms	Year	Exp Date	First Appointed	Term Length	Comments
Campbell, Nina H.		Council	3	2018	7/14/2019	6/23/2011	2	Planning Board Rep. appt to ARB
Grundhoefer, Danny	Architect	Council	0	2018	7/14/2019	5/12/2016	2	
Larson, Kurt	Fire prevention	Council	3	2018	7/14/2019	6/23/2011	2	
Monk, Nathan	Clergy	Council	1	2018	7/14/2019	5/14/2015	2	
Moore, Jared		Council	0	2018	7/14/2019	2/9/2017	2	
Ritz, Paul	Architect	Council	7	2018	7/14/2019	6/23/2005	2	
Wiggins, Ryan N.	Political Meda Consultant	Council	0	2018	7/14/2019	10/11/2018	2	

Term Length: TWO YEAR TERMS

COMPOSED OF SEVEN (7) MEMBERS APPOINTED BY CITY COUNCIL . ONE APPOINTEE SHALL BE A LICENSED FLORIDA ARCHITECT. ALL MEMBERS SHALL BE RESIDENTS OR PROPERTY OWNERS OF THE CITY.

CITY OF PENSACOLA, FLORIDA

NOMINATION FORM

I, Jared Moore, do nominate Patrick Boudreau
(Nominee)

4115 Baisden Rd 291-1001
(Home Address) (Phone)

2107 Airport Blvd
(Business Address) (Phone)

patbo@outlook.com City Resident ☒ YES ☐ NO
(Email Address) Property Owner within the City ☒ YES ☐ NO

for appointment by the City Council for the position of:

**MEMBER
(CITY RESIDENT OR PROPERTY OWNER)
PLANNING BOARD**

Provide a brief description of nominee's qualifications:

He has a diverse range of employment experience,
including but not limited to real estate and construction.
He also has experience w/ our boards having
served on one of our quasi-judicial boards (ZBA) for many years.

Jared Moore
City Council Member

I hereby certify that the above
nomination was submitted to my
office within the time limitations
prescribed by the Rules and
Procedures of Council.

Ericka L. Burnett, City Clerk

Ericka Burnett

From: noreply@civicplus.com
Sent: Monday, September 17, 2018 3:29 PM
To: Ericka Burnett; Robyn Tice
Subject: Online Form Submittal: Application for Boards, Authorities, and Commissions - City Council Appointment

Application for Boards, Authorities, and Commissions - City Council Appointment

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(Section Break)

Personal Information

Name	Patrick Boudreaux
------	-------------------

Home Address	4115 Baisden Rd Pensacola, FL. 32503
--------------	--------------------------------------

Business Address	2107 Airport Blvd. Pensacola, FL. 32504
------------------	---

To which address do you prefer we send correspondence regarding this application?	Home
---	------

Preferred Contact Phone Number(s)	850-291-1001
-----------------------------------	--------------

Email Address	patboo@outlook.com
---------------	--

Upload Resume (optional)	Field not completed.
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(Section Break)

Details

Are you a City resident?	Yes
If yes, which district?	4
If yes, how long have you been a City resident?	Over 20 years
Do you own property within the City limits?	Yes
Are you a registered voter in the city?	Yes
Board(s) of interest:	Planning Board
Please list the reasons for your interest in this position:	I spent over 10 years on the Zoning Board of Adjustment. I would like to continue to contribute to the city and I think I would be a great fit on the Planning Board.
Do you currently serve on a board?	No
If yes, which board(s)?	<i>Field not completed.</i>
Do you currently hold a public office?	No
If so, what office?	<i>Field not completed.</i>
Would you be willing to resign your current office for the appointment you now seek?	N/A

(Section Break)

Diversity

In order to encourage diversity in selections of members of government committees, the following information is required by Florida Statute 760.80 for some committees.

Gender	Male
Race	Caucasian
Physically Disabled	No

(Section Break)

Acknowledgement of Terms I accept these terms.

Email not displaying correctly? [View it in your browser.](#)

Ericka Burnett

From: noreply@civicplus.com
Sent: Monday, September 24, 2018 12:24 PM
To: Ericka Burnett; Robyn Tice
Subject: Online Form Submittal: Application for Boards, Authorities, and Commissions - City Council Appointment

Application for Boards, Authorities, and Commissions - City Council Appointment

This application will be utilized in considering you for appointment to a City Council board, authority, or commission. Pursuant to Florida Statutes, Chapter 119, all information provided on or with this form becomes a public record and is subject to disclosure, unless otherwise exempted by law.

Completed applications will be kept on file for a period of one (1) year from the date received in the Office of the City Clerk.

It is necessary to contact a member of Council to obtain a nomination in order to be placed on the ballot for consideration. Please go to cityofpensacola.com/council for Council Member contact information. If you have any questions, contact the City Clerk's Office.

(Section Break)

Personal Information

Name	Laurie Murphy
------	---------------

Home Address	10015 Scenic Hwy Pensacola, FL 32514
--------------	--------------------------------------

Business Address	P.O. Box 13283 Pensacola, FL 32591
------------------	------------------------------------

To which address do you prefer we send correspondence regarding this application?	Home
---	------

Preferred Contact Phone Number(s)	(850) 292-5960
-----------------------------------	----------------

Email Address	laurie@npdessolutions.com
---------------	--

Upload Resume (optional)	BIO.docx
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(Section Break)

Details

Are you a City resident?	No
If yes, which district?	<i>Field not completed.</i>
If yes, how long have you been a City resident?	<i>Field not completed.</i>
Do you own property within the City limits?	Yes
Are you a registered voter in the city?	No
Board(s) of interest:	Planning Board
Please list the reasons for your interest in this position:	As a stormwater expert I am interested in the land development code and sustainable development.
Do you currently serve on a board?	Yes
If yes, which board(s)?	Climate Mitigation & Adaptation Task Force (Ending in November)
Do you currently hold a public office?	No
If so, what office?	<i>Field not completed.</i>
Would you be willing to resign your current office for the appointment you now seek?	Yes

(Section Break)

Diversity

In order to encourage diversity in selections of members of government committees, the following information is required by Florida Statute 760.80 for some committees.

Gender	Female
Race	Caucasian
Physically Disabled	No

(Section Break)

Acknowledgement of I accept these terms.
Terms

Email not displaying correctly? [View it in your browser.](#)

CITY OF PENSACOLA, FLORIDA

NOMINATION FORM

I, Tared Moore, do nominate Laurie Murphy
(Nominee)

10015 Scenic Hwy 292 5960
(Home Address) (Phone)

Po Box 13283 32591
(Business Address) (Phone)

laurie@npdcsolutions.com
(Email Address)

City Resident: YES ☒ NO
Property Owner within the City: ☒ YES ☐ NO

for appointment by the City Council for the position of:

**MEMBER
(CITY RESIDENT OR PROPERTY OWNER)
PLANNING BOARD**

Provide a brief description of nominee's qualifications:

She has experience working w/ municipalities -
including but not limited to Pensacola. She
is an expert of stormwater and water quality restoration,
which is beneficial in our current trajectory.

Tared Moore
City Council Member

I hereby certify that the above
nomination was submitted to my
office within the time limitations
prescribed by the Rules and
Procedures of Council.

Ericka L. Burnett, City Clerk

CITY OF PENSACOLA, FLORIDA

NOMINATION FORM

I, Ann Hill, do nominate Laurie Murphy
(Nominee)
10015 Scenic Hwy 32514 850-292-5960
(Home Address) (Phone)
P.O. Box 13283 32591
(Business Address) (Phone)
Laurie@npdssolutions.com
(Email Address) City Resident: YES ☒ NO
Property Owner within the City: ☒ YES ☐ NO

for appointment by the City Council for the position of:

**MEMBER
(CITY RESIDENT OR PROPERTY OWNER)
PLANNING BOARD**

Laurie Murphy has worked with the City on many environmental issues and even received a Resolution last January from City Council for her organizations' restoration efforts on the largest urban stream in the City limits, Carpenters Creek.

She has worked with municipalities all over the country and has been successful in helping their Public Works Departments reach 100% compliance with their permits.

She currently owns National NPDES Solutions, a consulting and training company that certifies new stormwater inspectors. As a stormwater expert, she is interested in the land development code and sustainable development.

NPDES = National Pollutant Discharge Elimination System

Ann Hill
City Council Member

I hereby certify that the above
nomination was submitted to my
office within the time limitations
prescribed by the Rules and
Procedures of Council.

Ericka L. Burnett
Ericka L. Burnett, City Clerk

CITY OF PENSACOLA, FLORIDA

NOMINATION FORM

I, Sherri Myers do nominate Laurie Murphy
(Nominee)

10015 SCENIC HWY, 32514 850-292-5960
(Home Address) (Phone)

P.O. BOX 13283, 32591 _____
(Business Address) (Phone)

laurie@npdcsolutions.com
(Email Address)

City Resident: YES ☒ NO
Property Owner within the City: YES ☒ NO

for appointment by the City Council for the position of:

**MEMBER
(CITY RESIDENT OR PROPERTY OWNER)
PLANNING BOARD**

Provide a brief description of nominee's qualifications:

Laurie Murphy is very active
in helping the city with stormwater,
and drainage issues, and would
be a good asset for the planning.

Sherri Myers
City Council Member

I hereby certify that the above
nomination was submitted to my
office within the time limitations
prescribed by the Rules and
Procedures of Council.

Ericka L. Burnett
Ericka L. Burnett, City Clerk

CITY OF PENSACOLA, FLORIDA

NOMINATION FORM

I, Tared Moore, do nominate Michael Tracy
(Nominee)

2300 E Mallory St. 232 4887
(Home Address) (Phone)

815 S. Palafox _____
(Business Address) (Phone)

mjtracy7@gmail.com City Resident: ☒ YES ☐ NO
(Email Address) Property Owner within the City: ☒ YES ☐ NO

for appointment by the City Council for the position of:

**MEMBER
(CITY RESIDENT OR PROPERTY OWNER)
PLANNING BOARD**

Provide a brief description of nominee's qualifications:

Michael has been involved and
engaged in our community for many years.
He has a passion and desire to participate
in a more official way in the shaping of our city.

Tared Moore
City Council Member

I hereby certify that the above
nomination was submitted to my
office within the time limitations
prescribed by the Rules and
Procedures of Council.

Ericka L. Burnett, City Clerk

Ericka Burnett

From: noreply@civicplus.com
Sent: Monday, September 17, 2018 12:35 PM
To: Ericka Burnett; Robyn Tice
Subject: Online Form Submittal: Application for Boards, Authorities, and Commissions - City Council Appointment

Application for Boards, Authorities, and Commissions - City Council Appointment

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(Section Break)

Personal Information

Name	Michael Tracy
------	---------------

Home Address	2300 E Mallory St. 32503
--------------	--------------------------

Business Address	815 South Palafox St. Third Floor, 32502
------------------	--

To which address do you prefer we send correspondence regarding this application?	Home
---	------

Preferred Contact Phone Number(s)	8502324887
-----------------------------------	------------

Email Address	mjtracy7@gmail.com
---------------	--

Upload Resume (optional)	Field not completed.
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(Section Break)

Details

Are you a City resident?	Yes
If yes, which district?	4
If yes, how long have you been a City resident?	1997
Do you own property within the City limits?	Yes
Are you a registered voter in the city?	Yes
Board(s) of interest:	Planning Board
Please list the reasons for your interest in this position:	I would like to be more involved in the shaping of our wonderful City.
Do you currently serve on a board?	No
If yes, which board(s)?	<i>Field not completed.</i>
Do you currently hold a public office?	No
If so, what office?	<i>Field not completed.</i>
Would you be willing to resign your current office for the appointment you now seek?	N/A

(Section Break)

Diversity

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Gender	Male
Race	Caucasian
Physically Disabled	No

(Section Break)

Acknowledgement of Terms I accept these terms.

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CITY OF PENSACOLA, FLORIDA

NOMINATION FORM

I, ANDY TERHAAR, do nominate BILL WEEKS
(Nominee)

1302 EL ARUA ST PENSACOLA
(Home Address) (Phone)

(Business Address) (Phone)

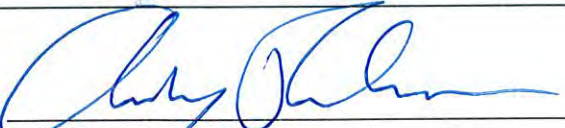
(Email Address) City Resident: ☒ YES NO
Property Owner within the City: ☒ YES NO

for appointment by the City Council for the position of:

**MEMBER
(CITY RESIDENT OR PROPERTY OWNER)
PLANNING BOARD**

Provide a brief description of nominee's qualifications:

BILL WAS A LONGTIME DEPARTMENT HEAD AT THE CITY'S
INFECTIONS DEPARTMENT. HE HAS A WIDE KNOWLEDGE OF CITY
PLANNING AND RESOURCES AND WOULD BE A GREAT ADDITION
TO THE PLANNING BOARD


City Council Member

I hereby certify that the above
nomination was submitted to my
office within the time limitations
prescribed by the Rules and
Procedures of Council.

Ericka L. Burnett, City Clerk

Ericka Burnett

From: noreply@civicplus.com
Sent: Thursday, October 25, 2018 7:03 PM
To: Ericka Burnett; Robyn Tice
Subject: Online Form Submittal: Application for Boards, Authorities, and Commissions - City Council Appointment

Application for Boards, Authorities, and Commissions - City Council Appointment

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(Section Break)

Personal Information

Name	William O. Weeks III
------	----------------------

Home Address	1302 East La Rua Street Pensacola, FL 32501
--------------	---

Business Address	Retired
------------------	---------

To which address do you prefer we send correspondence regarding this application?	Home
---	------

Preferred Contact Phone Number(s)	8509821056
-----------------------------------	------------

Email Address	yellow68b@gmail.com
---------------	--

Upload Resume (optional)	Field not completed.
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(Section Break)

Details

Are you a City resident?	Yes
If yes, which district?	6
If yes, how long have you been a City resident?	37 years
Do you own property within the City limits?	Yes
Are you a registered voter in the city?	Yes
Board(s) of interest:	Planning Board
Please list the reasons for your interest in this position:	To utilize my 21 years of service with the City of Pensacola to ensure that the growth and development coincide with the wishes of the council and residents.
Do you currently serve on a board?	Yes
If yes, which board(s)?	Veteran's Memorial Park Board
Do you currently hold a public office?	No
If so, what office?	<i>Field not completed.</i>
Would you be willing to resign your current office for the appointment you now seek?	Yes

(Section Break)

Diversity

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Gender	Male
Race	Caucasian
Physically Disabled	No

(Section Break)

Acknowledgement of
Terms

I accept these terms.

Email not displaying correctly? [View it in your browser.](#)

Ballot – Planning Board

January 17, 2019

Unexpired term of Jared Moore, ending July 14, 2019

Member

_____ Patrick Boudreaux

_____ Laurie Murphy

_____ Michael Tracy

_____ William O. “Bill” Weeks

Vote for One

Signed: _____
Council Member



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00011

City Council

1/17/2019

LEGISLATIVE ACTION ITEM

SPONSOR: City Council Member Jared Moore

SUBJECT:

PUBLIC HEARING - PROPOSED AMENDMENT TO THE CODE OF THE CITY OF PENSACOLA -
LAND DEVELOPMENT CODE SECTION 12-12-4; VACATION OF STREETS, ALLEYS

RECOMMENDATION:

That City Council hold a Public Hearing on January 17, 2019 regarding the amendment to the Land Development Code Section 12-12-4--Vacation Streets, Alleys.

HEARING REQUIRED: Public

SUMMARY:

At their September 13, 2018 City Council Meeting, City Council sent to the Planning Board for review and recommendation a proposed amendment to Section 12-12-4 - Vacation Streets, Alleys, of the Land Development Code.

Within this proposed amendment is included language which states:

...The vacation shall be limited to a minimum of no less than 10 feet from the existing back-of-curb. In no case shall a right of way vacation result in a lesser level of accessibility to the public, any existing sidewalk must be maintained or rebuilt by an owner granted such a vacation....

Also included is cleanup language bringing the Code up to date with current City staffing and departments.

This item requires a Public Hearing be held.

PRIOR ACTION:

September 13, 2018 - City Council referred to Planning Board

October 23, 2018 - Planning Board met and approved with recommendations

FUNDING:

N/A

FINANCIAL IMPACT:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

- 1) Proposed Sec. 12-12-4. - Vacation of streets, alleys
- 2) Planning Board Minutes 10-23-18

PRESENTATION: No

Sec. 12-12-4. - Vacation of streets, alleys.

This section is established to provide for the vacation of streets, alleys or other public rights-of-way by official action of the city council.

- (A) *Application.* An application for vacation of streets, alleys or other public right-of-way shall be filed with the ~~community development~~ **Planning** department and shall include the reason for vacation and a legal description of the property to be vacated. Application for an alley vacation shall be in petition form signed by all property owners abutting the portion of the alley to be vacated. If all property owners do not sign the petition requesting such alley vacation, city staff shall determine the portion of the alley to be vacated.
- (1) An application for vacation of streets, alleys or other public right-of-way must be submitted to the ~~community development~~ **Planning** department at least twenty-one (21) days prior to the regularly scheduled meeting of the planning board.
 - (2) The application shall be scheduled for hearing only upon determination that the application complies with all applicable submission requirements.
 - (3) No application shall be considered complete until all of the following have been submitted:
 - (a) The application shall be submitted on a form provided by the board secretary.
 - (b) Each application shall be accompanied by the following information and such other information as may be reasonably requested to support the application:
 1. Accurate site plan drawn to scale;
 2. A legal description of the property proposed to be vacated;
 3. Proof of ownership of the adjacent property, including a copy of the deed and a title opinion, title insurance policy, or other form of proof acceptable to the city attorney;
 4. Reason for vacation request;
 5. Petition form signed by all property owners abutting the portion of the right-of-way or alley to be vacated.
 - (c) The applicant shall be required to pay an application fee according to the current schedule of fees established by the city council for the particular category of application. This fee shall be nonrefundable irrespective of the final disposition of the application.
 - (d) Any party may appear in person, by agent, or by attorney.
 - (e) Any application may be withdrawn prior to action of the planning board or city council at the discretion of the applicant initiating the request upon written notice to the board secretary.
- (B) *Planning board review and recommendation.* The ~~community development~~ **Planning** department will distribute copies of the request to vacate to the appropriate city departments and public agencies for review and comment: Said departments shall submit written recommendations of approval, disapproval or suggested revisions, and reasons therefore, to the city planning department. The planning board shall review the vacation request and make a recommendation to the city council at a regularly scheduled planning board meeting. **The vacation shall be limited to a minimum of no less than 10' from the existing back-of-curb. In no case shall a right of way vacation result in a lesser level of accessibility to the public, any existing sidewalk must be maintained or rebuilt by an owner granted such a vacation.**
- (1) *Public notice for vacation of streets, alleys.*
 - (a) A sign shall be prominently posted on the property to which the application pertains at least seven (7) days prior to the scheduled board meeting.

- (b) The ~~community~~ **Planning** department shall notify property owners within a three hundred-[foot] radius, as identified by the current county tax roll maps, of the property proposed for vacation with a public notice by post card at least five (5) days prior to the board meeting. The public notice shall state the date, time and place of the board meeting.
- (C) *City council review and action.* The planning board recommendation shall be forwarded to the city council for review and action.
 - (1) *Notice and hearing.* The city council shall set a date for a public hearing to be conducted during a regularly scheduled city council meeting. Planning staff shall post a sign specifying the date and time of the public hearing at least seven (7) days prior to the hearing. A public notice shall be published in a local newspaper of general distribution stating the time, place and purpose of the hearing at least ten (10) days prior to the public hearing. The ~~community development~~ **Planning** department shall notify property owners by certified mail, as identified by the current county tax roll, at least fifteen (15) days prior to the city council public hearing.
 - (a) In case of an alley vacation request all adjacent owners shall be notified.
 - (b) In the case of a street vacation request, all property owners within three hundred (300) feet of the request shall be notified.
 - (2) *Action.* The city council shall approve, approve with modifications, or deny the vacation request at the council public hearing. If the request is approved by the council, an ordinance will be drawn and read two (2) times following the public hearing, at which time the vacation becomes effective. The vacation shall be limited to a minimum of no less than 10' from the existing back-of-curb. In no case shall a right of way vacation result in a lesser level of accessibility to the public, any existing sidewalk must be maintained or rebuilt by an owner granted such a vacation.
- (D) *Easements retained.* If the city council determines that any portion of a public street or right-of-way is used or in the reasonably foreseeable future will be needed for public utilities, the street may be vacated only upon the condition that appropriate easements be reserved for such public utilities.
- (E) *Zoning of vacated property.* Whenever any street, alley or other public right-of-way is vacated, the district use and area regulations governing the property abutting upon each side of such street, alley or public right-of-way shall be automatically extended to the center of such vacation and all area included within the vacation shall thereafter be subject to all appropriate regulations of the extended use districts.
- (F) *Ownership of property.* Whenever any street, alley or public right-of-way is vacated, ownership of said property conferred by such action shall extend from the right-of-way line to the center of said property, unless otherwise specified.

(Ord. No. 6-93, § 26, 3-25-93; Ord. No. 44-94, § 7, 10-13-94; Ord. No. 15-00, § 8, 3-23-00; Ord. No. 12-09, § 3, 4-9-09)



PLANNING SERVICES

THE UPSIDE *of* FLORIDA

MINUTES OF THE PLANNING BOARD

October 23, 2018

MEMBERS PRESENT: Chairman Paul Ritz, Nathan Monk, Danny Grundhoefer, Jared Moore

MEMBERS ABSENT: Kurt Larson, Nina Campbell

STAFF PRESENT: Brandi Deese, Assistant Planning Services Administrator, Leslie Statler, Planner,

OTHERS PRESENT: Don Kraher, Council Executive, Lou Courtney, Susan Agnew, Michael Courtney, Aaron Arabski, Diane Mack, Amber Hoverson, Stephen M. Hayes, Barbara Chapman, Laura Hall, Dottie Dubuisson, Christian Wagley,

AGENDA:

- Quorum/Call to Order
- Approval of Meeting Minutes from September 18, 2018.
- New Business:
 1. Consider Request for Conditional Use Permit Approval at 805 E. Gadsden Street.
 2. Consider Amendment to Land Development Code Section 12-12-4 Vacation of Streets, Alleys.
- Adjournment

Call to Order / Quorum Present

Chairman Ritz called the meeting to order at 2:08 pm with a quorum present and covered Board procedural instructions for the audience. At this time, Mr. Monk made a statement to the Board and the audience. Mr. Monk referenced the September 2018 meeting with a contentious item.

Mr. Monk indicated he foolishly thought the Board would be making a somewhat ceremonious vote and handing the item off to Council and felt a little shocked and upset to find that was not the case. His reaction was very reactionary, and he should not have responded in the way that he did to some of the people who came forward to speak, and as such, he apologized for that. He stated he could not apologize for his opinions since they were based in what he believed to be a good movement for the community, and he stood by that, but he could have conducted himself a little bit differently in the way in which he had responded to it; he did apologize for that.

Chairman Ritz offered that each of the Board members may or may not have been guilty during that same meeting or any other contentious items; emotions do come into play and Board members must try to remember even though they are human too, always be civil. He advised Mr. Monk was not the first person to apologize as a Board member and would probably not be the last.

EVERYTHING THAT'S GREAT ABOUT FLORIDA IS BETTER IN PENSACOLA.

222 West Main Street Pensacola, FL 32502 / T: 850.435.1670 / F: 850.595.1143 / www.cityofpensacola.com

Approval of Meeting Minutes

Mr. Grundhoefer made a motion to approve the September 18, 2018 minutes, seconded by Mr. Monk, and it carried unanimously.

New Business

Consider Request for Conditional Use Permit Approval at 805 E. Gadsden Street

The City has received a request from Dr. Laura Hall of East Hill Animal Hospital and Pet Resort for a modification to her existing Conditional Use Permit at 805 E. Gadsden Street. On September 13, 2018 City Council adopted Ordinance # 11-18 which added the use of pet resorts and permitted outside exercise areas if supervised and limited to five (5) or fewer animals. The adoption of this ordinance requires that Dr. Hall modify her existing Conditional Use Permit to bring her property into compliance. In June of 2018, Dr. Laura Hall proposed a modification to the Land Development Code that would permit this use by right and not require Conditional Use Permit approval. However, after two public hearings and input from the neighborhood, City Council voted to grant the addition of the pet resort and outside areas with supervision and limited to five (5) or fewer animals as a Conditional Use only. Ms. Deese stated one last comment which was received referenced the (5) or fewer animals per yard which Dr. Hall indicated in her application. However, based on the language in the ordinance, (5) or fewer animals would be tied to the Conditional Use Permit and she would not be permitted to create multiple "yards".

Chairman Ritz explained after much discussion, they now knew what the Council had adopted, and the agenda item was back before the Board. He then called the applicant to speak.

Dr. Hall stated after the last Board meeting they had compromised what they were already doing by saying supervised and a limit of (5) dogs. She had the original request submitted to the Board in 2008 illustrating the yards. She explained this issue had gone from a parking to a barking to a zoning issue, and she had tried to compromise all along the way. Basically today's meeting was to ensure she had gone through the legislative process, with the last vote in Council to be 6-0 in favor of the application; her 805 E. Gadsden meets that ordinance. She also furnished letters from the neighbors supporting her proposal and was asking the Board to interpret and apply the Conditional Use so she could get back to business as usual.

Chairman Ritz pointed out the Council adopted the ordinance for supervised and limited to five (5) or fewer animals with supervision and asked what the previous Conditional Use provided. Ms. Deese explained the previous Conditional Use did not allow any outside exercise areas. Mr. Monk asked for clarification, and Dr. Hall stated the issue was the definition of outdoor exercise areas; she had not been boarding dogs outside. She did agree to the supervision and limit of (5). She began her business in 2006, added the hospital in 2010, and had no complaints. Mr. Monk advised he lives in the 600 block and had never heard the dogs. Dr. Hall explained staff members had parked on the street, and Code Enforcement advised the complainant it was completely legal. Then the issue became barking and Code Enforcement was called to answer questions regarding exercise areas. It was recommended that the language be changed, and now 805 E. Gadsden complies with that change.

Mr. Moore confirmed with staff that the original Conditional Use Language in the Code was amended, so by passing this, the Board was just updating the language of the Conditional Use Dr. Hall had, and Ms. Deese agreed.

Ms. Agnew advised from the beginning, the neighborhood had a very purposeful wording that no vet hospitals or clinics be allowed, and in 2006, Dr. Hall brought in a pet shop and then the pet hospital. The neighborhood was not thrilled about it, and it was stated in the beginning that her boarding outside exercise areas were not exterior. That became the crux of this problem. There are vets who operate without exterior places. It might be wonderful to have, but not in a neighborhood with immediate neighbors who will feel the effects of that. After lengthy discussions, she is now allowed (5) dogs on the entire lot, not fenced in areas.

If you get (5) dogs in each fenced area, you could have as many dogs as you wanted outside which affects the neighborhood. She explained zoning was set for a reason; the immediate neighbors who have written letters do not live in the neighborhood. There is also a strong probability that these two properties which are not being worked on might possibly be sold to her which would allow more areas for more dogs. She stressed she had no problem with Dr. Hall as a business owner but had issues with her expanding her business in a neighborhood with immediate neighbors where it would not enhance the neighborhood. It would put pressure on neighbors to deal with issues they did not originally want to deal with and did not originally agree to when Dr. Hall came in. She asked the Board to let the Conditional Use with (5) dogs stand but not let it become more than it should since the neighborhood would be affected. Mr. Grundhoefer asked about her being comfortable with the (5) dogs, and she stated she did not like it and had originally wanted the dogs on the interior as it was originally stated, but she agreed the language should be (5) dogs or fewer per lot. Ms. Deese explained this would expand the use from what is currently permitted; it would allow (5) animals per Conditional Use Permit. Mr. Grundhoefer stated the language of outside exercise areas could be interpreted that you could fence off different areas. Ms. Deese explained it was very clear in the Code under Conditional Use – only per Conditional Use (5) animals or less.

Ms. Hoverson, President of the Old East Hill Neighborhood Association, was agreeable with the Conditional Use for (5) animals per permit and felt it was a good compromise, but did oppose more dogs than the (5) as stated in the application. Since 805 E. Gadsden was deeded as one lot, it should have one exercise area and asked for clarification on exercise areas. Chairman Ritz clarified that the facility, if this was approved as a Conditional Use, would be allowed (5) dogs outside; if there were multiple fenced in areas, one dog could be placed in each area with (5) dogs the maximum, and anything above would be a violation. He explained when the Board votes, the audience will typically understand why the Board voted as it did. Generally, as you hear the deliberations, you understand what caused that decision to be made.

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Mr. Monk advised there was no way to guarantee that the issue would not return to the Board. Depending on how other neighbors may respond to this issue in the future or if there was an expansion, etc., it could very well end up back before the Board, but it would not be because of anything from the Board since it only responds to items brought before it. He pointed out the Board does not create legislation; they show up before the Board.

Ms. Dubuisson explained she was at the Council meeting and pointed out Council's action changed the ordinance so it was possible for the Board to give them the Conditional Use; they returned it to the Planning Board so it would assess its impact on the community and what the neighborhood wanted. She heard about the neighborhood being accommodating but also heard about expansion.

While she respected what Dr. Hall had created, her saying she had compromised in coming to this point was the opposite of what she expected her to say since she had been in violation. What she needed to be recognizing was that the neighborhood compromised to allow her to be in compliance by making this accommodation, and she should make every effort to make their accommodations of value to them.

Dr. Hall explained she was very sensitive to words like "deceitful" and "in violation" since that was not the case. She presented a site plan from 2008 and stated she was not asking for anything new and was not doing anything different from five years ago. She pointed out the City allowed her facility with these fences shown on the site plan, and it was all a confusing interpretation of outdoor exercise areas. She stated she was protecting the animals entrusted to her. Now at this point to expand her property, she would have to go through this process again. This decision was 805 E. Gadsden just being in compliance with the new ordinance.

Mr. Monk asked if this was how she operated the whole time, and Dr. Hall advised she always had dogs going outside supervised, but there may be been more than (5). Mr. Monk asked either previously or with the current changes, was the intention for the dogs to be inside or outside during the night. Dr. Hall said they would be outside only during business hours; they go outside with a staff member, and she was comfortable with the changes proposed. Chairman Ritz indicated he might be concerned if he heard dogs at night. He restated the agenda item was to allow (5) dogs per Conditional Use Permit and believed he heard a consensus that this would be acceptable, with the (5) dogs maximum being supervised during the time they are outside.

Mr. Moore stated after sitting through multiple Council meetings and discussions, he felt this was a victory with everyone using their best rhetoric. **Mr. Moore then made a motion to approve the Conditional Use, seconded by Mr. Monk.** Mr. Grundhoefer indicated his firm had done work with Dr. Hall in the past, but they were not presently under contract, and his firm would not benefit from the item's approval or denial. Staff confirmed there was not a voting conflict for Mr. Grundhoefer on this proposal based on the information given. Chairman Ritz explained this item would return to Council in a quasi-judicial format at the November 2018 meeting. **Without any further discussion on the item, the motion carried unanimously.** Chairman Ritz clarified it was approval for a (5) dog maximum per Conditional Use Permit.

Consider Amendment to Land Development Code Section 12-12-4 Vacation of Streets, Alleys

On September 13, 2018, City Council referred to this Board for review and recommendation an Amendment to Land Development Code Section 12-12-4 Vacation of Streets, Alleys. This proposed amendment would require that any vacation shall leave no less than 10 feet of right of way from the existing back-of-curb. The City Council memorandum enclosed within this agenda item indicated the reason for this amendment was due to safety concerns as well as best practices in the furtherance of creating a more walkable and safe community.

Mr. Wagley supported this measure which would put this existing staff policy into the code. Placing this in the Code would ensure the 10 feet of right of way to accommodate for its many uses. Occasionally, there are sidewalks placed up against the street, but only when the right of way is already constrained. This would be a good step for a more walkable community. Chairman Ritz agreed walking on a sidewalk right up against a street would make him uneasy because of high speed traffic and appreciated placing this in a Code form to allow for the vegetative strip as a buffer.

Mr. Grundhoefer stated the language missed an opportunity to add the portion about if it was an existing sidewalk, it should be maintained or if eliminated, it must be rebuilt. He appreciated the ADA language "so that the work does not result in a lesser level of accessibility." He suggested it was common sense that if someone was granted additional city property, they would either maintain a sidewalk or rebuild a sidewalk.

However, in a previous case, Council had stated a particular sidewalk did not connect to other sidewalks, therefore, some of them felt it was not necessary. Mr. Monk stated if applicants knew this would be required, they would know it was an expense ahead of making that type of request which would eliminate a lot of confusion moving forward. Ms. Deese explained the Council member sponsoring this item was open to suggestions from the Board and it would be returning to Council as a recommendation. She clarified the Board's aesthetic review on locations such as the Blue Wahoo Stadium, was a final determination by this Board. With right of way vacations, Conditional Uses or rezonings the Board was a recommending body to the Council. Chairman Ritz clarified this recommendation would be citywide.

Mr. Grundhoefer then made a motion to recommend approval of proposed language with the addition that right of way vacations do not result in a lesser level of accessibility, an existing sidewalk must be maintained or rebuilt by an owner granted such a vacation. The motion was seconded by Mr. Moore and carried unanimously.

Open Forum – Dottie Dubuisson asked that the Board study the makeup of the Board, observing that no one on the Board lived on the west side of Palafox for representation. She requested they ask Council when they were making appointments to consider broadening the scope of the geographical representation as well as the ethnicity and gender.

Adjournment – With no further business, Chairman Ritz adjourned the meeting at 3:05 pm.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'BCD', with a stylized flourish at the end.

Brandi C. Deese
Secretary to the Board



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 01-19

City Council

1/17/2019

LEGISLATIVE ACTION ITEM

SPONSOR: City Council Member Jared Moore

SUBJECT:

PROPOSED AMENDMENT TO THE CODE OF THE CITY OF PENSACOLA - LAND DEVELOPMENT CODE SECTION 12-12-4; VACATION OF STREETS, ALLEYS.

RECOMMENDATION:

That City Council approve Proposed Ordinance No. 01-19 on first reading:

AN ORDINANCE AMENDING SECTION 12-12-4 OF THE CODE OF THE CITY OF PENSACOLA, FLORIDA, VACATION OF STREETS, ALLEYS; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE; PROVIDING AN EFFECTIVE DATE

HEARING REQUIRED: No Hearing Required

SUMMARY:

At their September 13, 2018 City Council Meeting, City Council sent to the Planning Board for review and recommendation a proposed amendment to the Land Development Code Section 12-12-4 - Vacation Streets, Alleys.

Within this proposed amendment is included language which states:

...The vacation shall be limited to a minimum of no less than 10 feet from the existing back-of-curb. In no case shall a right of way vacation result in a lesser level of accessibility to the public, any existing sidewalk must be maintained or rebuilt by an owner granted such a vacation....

Also included is cleanup language bringing the Code up to date with current City staffing and departments.

PRIOR ACTION:

September 13, 2018 - City Council referred to Planning Board

October 23, 2018 - Planning Board met and approved with recommendations

FUNDING:

N/A

FINANCIAL IMPACT:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

- 1) Proposed Ordinance No. 01-19
- 2) Planning Board Minutes 10-23-18

PRESENTATION: No

PROPOSED
ORDINANCE NO. 01-19

ORDINANCE NO. _____

AN ORDINANCE
TO BE ENTITLED:

AN ORDINANCE AMENDING SECTION 12-12-4 OF THE CODE OF
THE CITY OF PENSACOLA, FLORIDA, VACATION OF STREETS,
ALLEYS; PROVIDING FOR SEVERABILITY; REPEALING CLAUSE;
PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY OF PENSACOLA, FLORIDA:

SECTION 1. Section 12-12-4 of the Code of the City of Pensacola, Florida, is hereby
amended to read as follows:

Sec. 12-12-4. - Vacation of streets, alleys.

This section is established to provide for the vacation of streets, alleys or other public rights-
of-way by official action of the city council.

- (A) *Application.* An application for vacation of streets, alleys or other public right-of-way shall be filed with the ~~community development~~ Planning department and shall include the reason for vacation and a legal description of the property to be vacated. Application for an alley vacation shall be in petition form signed by all property owners abutting the portion of the alley to be vacated. If all property owners do not sign the petition requesting such alley vacation, city staff shall determine the portion of the alley to be vacated.
- (1) An application for vacation of streets, alleys or other public right-of-way must be submitted to the ~~community development~~ Planning department at least twenty-one (21) days prior to the regularly scheduled meeting of the planning board.
 - (2) The application shall be scheduled for hearing only upon determination that the application complies with all applicable submission requirements.
 - (3) No application shall be considered complete until all of the following have been submitted:
 - (a) The application shall be submitted on a form provided by the board secretary.
 - (b) Each application shall be accompanied by the following information and such other information as may be reasonably requested to support the application:
 1. Accurate site plan drawn to scale;
 2. A legal description of the property proposed to be vacated;
 3. Proof of ownership of the adjacent property, including a copy of the deed and a title opinion, title insurance policy, or other form of proof acceptable to the city attorney;

4. Reason for vacation request;
 5. Petition form signed by all property owners abutting the portion of the right-of-way or alley to be vacated.
- (c) The applicant shall be required to pay an application fee according to the current schedule of fees established by the city council for the particular category of application. This fee shall be nonrefundable irrespective of the final disposition of the application.
 - (d) Any party may appear in person, by agent, or by attorney.
 - (e) Any application may be withdrawn prior to action of the planning board or city council at the discretion of the applicant initiating the request upon written notice to the board secretary.
- (B) *Planning board review and recommendation.* The ~~community development~~ Planning department will distribute copies of the request to vacate to the appropriate city departments and public agencies for review and comment: Said departments shall submit written recommendations of approval, disapproval or suggested revisions, and reasons therefore, to the city planning department. The planning board shall review the vacation request and make a recommendation to the city council at a regularly scheduled planning board meeting. The vacation shall be limited to a minimum of no less than 10' from the existing back-of-curb. In no case shall a right of way vacation result in a lesser level of accessibility to the public, any existing sidewalk must be maintained or rebuilt by an owner granted such a vacation.
- (1) *Public notice for vacation of streets, alleys.*
 - (a) A sign shall be prominently posted on the property to which the application pertains at least seven (7) days prior to the scheduled board meeting.
 - (b) The ~~community~~ Planning department shall notify property owners within a three hundred-[foot] radius, as identified by the current county tax roll maps, of the property proposed for vacation with a public notice by post card at least five (5) days prior to the board meeting. The public notice shall state the date, time and place of the board meeting.
- (C) *City council review and action.* The planning board recommendation shall be forwarded to the city council for review and action.
- (1) *Notice and hearing.* The city council shall set a date for a public hearing to be conducted during a regularly scheduled city council meeting. Planning staff shall post a sign specifying the date and time of the public hearing at least seven (7) days prior to the hearing. A public notice shall be published in a local newspaper of general distribution stating the time, place and purpose of the hearing at least ten (10) days prior to the public hearing. The ~~community development~~ Planning department shall notify property owners by certified mail, as identified by the current county tax roll, at least fifteen (15) days prior to the city council public hearing.
 - (a) In case of an alley vacation request all adjacent owners shall be notified.

- (b) In the case of a street vacation request, all property owners within three hundred (300) feet of the request shall be notified.
- (2) *Action.* The city council shall approve, approve with modifications, or deny the vacation request at the council public hearing. If the request is approved by the council, an ordinance will be drawn and read two (2) times following the public hearing, at which time the vacation becomes effective. The vacation shall be limited to a minimum of no less than 10' from the existing back-of-curb. In no case shall a right of way vacation result in a lesser level of accessibility to the public, any existing sidewalk must be maintained or rebuilt by an owner granted such a vacation.
- (D) *Easements retained.* If the city council determines that any portion of a public street or right-of-way is used or in the reasonably foreseeable future will be needed for public utilities, the street may be vacated only upon the condition that appropriate easements be reserved for such public utilities.
- (E) *Zoning of vacated property.* Whenever any street, alley or other public right-of-way is vacated, the district use and area regulations governing the property abutting upon each side of such street, alley or public right-of-way shall be automatically extended to the center of such vacation and all area included within the vacation shall thereafter be subject to all appropriate regulations of the extended use districts.
- (F) *Ownership of property.* Whenever any street, alley or public right-of-way is vacated, ownership of said property conferred by such action shall extend from the right-of-way line to the center of said property, unless otherwise specified.

SECTION 2. If any word, phrase, clause, paragraph, section or provision of this ordinance or the application thereof to any person or circumstance is held invalid or unconstitutional, such finding shall not affect the other provision or applications of the ordinance which can be given effect without the invalid or unconstitutional provisions or application, and to this end the provisions of this ordinance are declared severable.

SECTION 3. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 4. This ordinance shall take effect on the fifth business day after adoption, unless otherwise provided pursuant to Section 4.03(d) of the City Charter of the City of Pensacola.

Adopted: _____

Approved: _____
President of City Council

Attest:

City Clerk



PLANNING SERVICES

THE UPSIDE *of* FLORIDA

MINUTES OF THE PLANNING BOARD

October 23, 2018

MEMBERS PRESENT: Chairman Paul Ritz, Nathan Monk, Danny Grundhoefer, Jared Moore

MEMBERS ABSENT: Kurt Larson, Nina Campbell

STAFF PRESENT: Brandi Deese, Assistant Planning Services Administrator, Leslie Statler, Planner,

OTHERS PRESENT: Don Kraher, Council Executive, Lou Courtney, Susan Agnew, Michael Courtney, Aaron Arabski, Diane Mack, Amber Hoverson, Stephen M. Hayes, Barbara Chapman, Laura Hall, Dottie Dubuisson, Christian Wagley,

AGENDA:

- Quorum/Call to Order
- Approval of Meeting Minutes from September 18, 2018.
- New Business:
 1. Consider Request for Conditional Use Permit Approval at 805 E. Gadsden Street.
 2. Consider Amendment to Land Development Code Section 12-12-4 Vacation of Streets, Alleys.
- Adjournment

Call to Order / Quorum Present

Chairman Ritz called the meeting to order at 2:08 pm with a quorum present and covered Board procedural instructions for the audience. At this time, Mr. Monk made a statement to the Board and the audience. Mr. Monk referenced the September 2018 meeting with a contentious item.

Mr. Monk indicated he foolishly thought the Board would be making a somewhat ceremonious vote and handing the item off to Council and felt a little shocked and upset to find that was not the case. His reaction was very reactionary, and he should not have responded in the way that he did to some of the people who came forward to speak, and as such, he apologized for that. He stated he could not apologize for his opinions since they were based in what he believed to be a good movement for the community, and he stood by that, but he could have conducted himself a little bit differently in the way in which he had responded to it; he did apologize for that.

Chairman Ritz offered that each of the Board members may or may not have been guilty during that same meeting or any other contentious items; emotions do come into play and Board members must try to remember even though they are human too, always be civil. He advised Mr. Monk was not the first person to apologize as a Board member and would probably not be the last.

EVERYTHING THAT'S GREAT ABOUT FLORIDA IS BETTER IN PENSACOLA.

222 West Main Street Pensacola, FL 32502 / T: 850.435.1670 / F: 850.595.1143 / www.cityofpensacola.com

Approval of Meeting Minutes

Mr. Grundhoefer made a motion to approve the September 18, 2018 minutes, seconded by Mr. Monk, and it carried unanimously.

New Business

Consider Request for Conditional Use Permit Approval at 805 E. Gadsden Street

The City has received a request from Dr. Laura Hall of East Hill Animal Hospital and Pet Resort for a modification to her existing Conditional Use Permit at 805 E. Gadsden Street. On September 13, 2018 City Council adopted Ordinance # 11-18 which added the use of pet resorts and permitted outside exercise areas if supervised and limited to five (5) or fewer animals. The adoption of this ordinance requires that Dr. Hall modify her existing Conditional Use Permit to bring her property into compliance. In June of 2018, Dr. Laura Hall proposed a modification to the Land Development Code that would permit this use by right and not require Conditional Use Permit approval. However, after two public hearings and input from the neighborhood, City Council voted to grant the addition of the pet resort and outside areas with supervision and limited to five (5) or fewer animals as a Conditional Use only. Ms. Deese stated one last comment which was received referenced the (5) or fewer animals per yard which Dr. Hall indicated in her application. However, based on the language in the ordinance, (5) or fewer animals would be tied to the Conditional Use Permit and she would not be permitted to create multiple "yards".

Chairman Ritz explained after much discussion, they now knew what the Council had adopted, and the agenda item was back before the Board. He then called the applicant to speak.

Dr. Hall stated after the last Board meeting they had compromised what they were already doing by saying supervised and a limit of (5) dogs. She had the original request submitted to the Board in 2008 illustrating the yards. She explained this issue had gone from a parking to a barking to a zoning issue, and she had tried to compromise all along the way. Basically today's meeting was to ensure she had gone through the legislative process, with the last vote in Council to be 6-0 in favor of the application; her 805 E. Gadsden meets that ordinance. She also furnished letters from the neighbors supporting her proposal and was asking the Board to interpret and apply the Conditional Use so she could get back to business as usual.

Chairman Ritz pointed out the Council adopted the ordinance for supervised and limited to five (5) or fewer animals with supervision and asked what the previous Conditional Use provided. Ms. Deese explained the previous Conditional Use did not allow any outside exercise areas. Mr. Monk asked for clarification, and Dr. Hall stated the issue was the definition of outdoor exercise areas; she had not been boarding dogs outside. She did agree to the supervision and limit of (5). She began her business in 2006, added the hospital in 2010, and had no complaints. Mr. Monk advised he lives in the 600 block and had never heard the dogs. Dr. Hall explained staff members had parked on the street, and Code Enforcement advised the complainant it was completely legal. Then the issue became barking and Code Enforcement was called to answer questions regarding exercise areas. It was recommended that the language be changed, and now 805 E. Gadsden complies with that change.

Mr. Moore confirmed with staff that the original Conditional Use Language in the Code was amended, so by passing this, the Board was just updating the language of the Conditional Use Dr. Hall had, and Ms. Deese agreed.

Ms. Agnew advised from the beginning, the neighborhood had a very purposeful wording that no vet hospitals or clinics be allowed, and in 2006, Dr. Hall brought in a pet shop and then the pet hospital. The neighborhood was not thrilled about it, and it was stated in the beginning that her boarding outside exercise areas were not exterior. That became the crux of this problem. There are vets who operate without exterior places. It might be wonderful to have, but not in a neighborhood with immediate neighbors who will feel the effects of that. After lengthy discussions, she is now allowed (5) dogs on the entire lot, not fenced in areas.

If you get (5) dogs in each fenced area, you could have as many dogs as you wanted outside which affects the neighborhood. She explained zoning was set for a reason; the immediate neighbors who have written letters do not live in the neighborhood. There is also a strong probability that these two properties which are not being worked on might possibly be sold to her which would allow more areas for more dogs. She stressed she had no problem with Dr. Hall as a business owner but had issues with her expanding her business in a neighborhood with immediate neighbors where it would not enhance the neighborhood. It would put pressure on neighbors to deal with issues they did not originally want to deal with and did not originally agree to when Dr. Hall came in. She asked the Board to let the Conditional Use with (5) dogs stand but not let it become more than it should since the neighborhood would be affected. Mr. Grundhoefer asked about her being comfortable with the (5) dogs, and she stated she did not like it and had originally wanted the dogs on the interior as it was originally stated, but she agreed the language should be (5) dogs or fewer per lot. Ms. Deese explained this would expand the use from what is currently permitted; it would allow (5) animals per Conditional Use Permit. Mr. Grundhoefer stated the language of outside exercise areas could be interpreted that you could fence off different areas. Ms. Deese explained it was very clear in the Code under Conditional Use – only per Conditional Use (5) animals or less.

Ms. Hoverson, President of the Old East Hill Neighborhood Association, was agreeable with the Conditional Use for (5) animals per permit and felt it was a good compromise, but did oppose more dogs than the (5) as stated in the application. Since 805 E. Gadsden was deeded as one lot, it should have one exercise area and asked for clarification on exercise areas. Chairman Ritz clarified that the facility, if this was approved as a Conditional Use, would be allowed (5) dogs outside; if there were multiple fenced in areas, one dog could be placed in each area with (5) dogs the maximum, and anything above would be a violation. He explained when the Board votes, the audience will typically understand why the Board voted as it did. Generally, as you hear the deliberations, you understand what caused that decision to be made.

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Open Forum – Dottie Dubuisson asked that the Board study the makeup of the Board, observing that no one on the Board lived on the west side of Palafox for representation. She requested they ask Council when they were making appointments to consider broadening the scope of the geographical representation as well as the ethnicity and gender.

Adjournment – With no further business, Chairman Ritz adjourned the meeting at 3:05 pm.

Respectfully Submitted,

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Brandi C. Deese
Secretary to the Board



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00035

City Council

1/17/2019

LEGISLATIVE ACTION ITEM

SPONSOR: City Council President Andy Terhaar

SUBJECT:

APPROVAL OF THE PENSACOLA-ESCAMBIA PROMOTION AND DEVELOPMENT COMMISSION (PEDC) PROPOSED LEGISLATIVE AMENDMENTS

RECOMMENDATION:

That City Council approve the proposed legislative amendments to the PEDC statute being presented to the Legislature during the upcoming Legislative session.

HEARING REQUIRED: No Hearing Required

SUMMARY:

The PEDC was established through the adoption of a legislative act in 1989, amending Chapter 67-1365, laws of Florida providing for a change in the membership structure of the PEDC.

This item requests an additional legislative amendment to the Statute and will be provided to the Legislature for potential action during their 2019 session.

At the December 13, 2018 meeting of the City Council, the following substitute motion was approved:

A SUBSTITUTE MOTION was made by Council Member Sherri Myers, seconded by Council Member Cannada-Wynn that City Council tentatively accept the proposed legislative amendments, with amended language as approved by the Escambia County Board of County Commissioners, to the PEDC statute being presented to the Legislature during the upcoming Legislative session pending final approval at the January 17, 2019 City Council Meeting.

Attached is the updated information.

PRIOR ACTION:

December 13, 2018 - City Council approved a substitute motion

FUNDING:

N/A

FINANCIAL IMPACT:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

- 1) 121318 all changes - PEDC Legislation
- 2) PEDC leg BOCC clean - Jan 2019

PRESENTATION: No

An act relating to the City of Pensacola and Escambia County; amending chapter 67-1365, Laws of Florida, as amended; providing for a change in the membership structure of the Pensacola-Escambia Promotion and Development Commission; ~~eliminating all standing or advisory committees related thereto;~~ providing for a single executive director; providing for ~~a minimum appropriation ongoing~~ funding from both the City of Pensacola and the County of Escambia; providing authority to sponsor, develop, operate and maintain activities and developments relating to ~~the industry tourism economic development, job creation, workforce development, industry~~ and commerce; and providing an effective date.

Commented [RS1]: The word "ongoing" deleted following BOCC meeting, at the Commissioners' request

Be It Enacted by the Legislature of the State of Florida:

1. Chapter 67-1365, Laws of Florida, as amended and restated in its entirety by Chapter 80-579, Laws of Florida, and as further amended, is hereby amended and restated in its entirety to read as follows:

Section 1. Short Title. This act may be cited as the "Pensacola-Escambia ~~County~~ Promotion and Development Commission Act."

Section 2. Definitions. When used in this act the following words and terms, unless a different meaning appears clearly from the context, shall have the following meanings:

(1) "Commission" shall mean the Pensacola-Escambia Promotion and Development Commission created by this act.

(2) "Promotion" shall be deemed to mean the promotion of the advantages of Escambia County and all municipalities therein (including that portion of Santa Rosa Island under the jurisdiction of the Santa Rosa Island Authority or its successor), and the promotion and development of industrial, ~~tourist~~, and commercial attributes and facilities of said area including the promotion of conventions, convention facilities and visitors to said area and also encompassing the dissemination of information with reference to the foregoing through the media of advertising, personal contact and such other activities as are deemed customary to the sound development and promotion of an area.

(3) "Appointing Authority" shall be deemed to mean that body whose duty it is to appoint specific members of the Commission.

(4) "Development" shall be deemed to mean the improvement of the County of Escambia and all municipalities therein (including that portion of Santa Rosa Island under the jurisdiction of the Santa Rosa Island Authority) ~~through the increase of employment opportunities~~ or its successor) through economic development, job creation, workforce development, enhancement of the economic environment, expansion of the tax base, enticement of industry and other business to the area, and acquisition, lease and construction of facilities for such purposes within the subject area.

Section 3. For the purpose of performing such acts as shall be necessary for the sound Promotion and Development (as those terms have heretofore been defined) of Escambia County, there is created a body corporate and politic to be known as the Pensacola-Escambia ~~County~~ Promotion and Development Commission, which shall be deemed to be a public corporation by that name, and which body may contract and be contracted with and sue and be sued in all courts of law and equity.

Section 4. The Commission shall be composed of nine (9) members, each of whom shall be ~~a freeholder and either i) the owner of a real property interest located in Escambia~~

County, ii) a ~~qualified elector-resident~~ of Escambia County, or iii) the principal of a business located in Escambia County. The Commission shall consist of the following:

Commented [RS2]: "qualified elector" replaced with "resident" at BOCC Commissioners' request

(1) Two ~~(2)~~ members shall be Commissioners of Escambia County who shall be appointed by the Board of County Commissioners of Escambia County;

~~(2) Two (2) members shall be Pensacola City Council members appointed by the Pensacola City Council. Two members shall be Councilmen of the City of Pensacola who shall be appointed by the City Council of the City of Pensacola.~~

~~(3) One (1) member shall be either i) a member of the Century Town Council or ii) the Mayor of the Town of Century, and who shall be appointed by the Century Town Council. One member shall be a member of the Town Council of the Town of Century and shall be appointed to serve on the Commission by the Council of the Town of Century.~~

~~(4) Two (2) members at-large, one of which shall be appointed by the Board of County Commissioners of Escambia County and one of which shall be appointed by the Pensacola City Council. One member at large shall be appointed by the Board of County Commissioners of Escambia County. One member at large shall be appointed by the City Council of the City of Pensacola.~~

~~(5) Two (2) members shall be recognized leaders appointed by FloridaWest Economic Development Alliance (or its successor as recognized by the PEDC). One member shall be the president of the Pensacola Area Chamber of Commerce. One member, to be appointed by the president of the Pensacola Area Chamber of Commerce, shall be the chairman of the Committee of 100 or the chairman of the Tourist Advisory Council.~~

The term of office of each of the members, excepting those holding specific offices, shall be for a ~~term of 2 years; except initial appointments for one member of the Board of County Commissioners and one member of the Pensacola City Council shall be for 1~~ period of two (2) years, which shall be staggered such that the appointments of three (3) PEDC Commissioners occur each year.

Section 5. The Commission shall elect ~~from its membership at its organizational meeting, and annually thereafter~~ a Chair, a Chairman, Vice Chairman~~Vice-Chair~~, and Secretary-Treasurer.

Section 6. Quorum; transaction of business. Any five (5) members of the Commission shall constitute a quorum for the transaction of the ordinary business of the Commission. No business shall be transacted except at regularly and specially called meetings and when duly recorded in the Minutes thereof. Each Commissioner is expected to attend the Commission meetings. ~~A Commissioner may be removed from the Commission for missing three (3) consecutive regular Commission meetings.~~

Commented [RS3]: Ability of PEDC to remove a board member for non-attendance deleted at request of BOCC Commissioners

Section 7. Members of the Commission shall serve without compensation from the Commission, but may be reimbursed for travel expenses incurred in the performance of their duties as members of the Commission, from budgeted funds.

Section 8. Authority of County and Cities to contract. Escambia County acting through its Board of County Commissioners and all incorporated cities in Escambia County are expressly authorized to enter into contracts with the Commission as a public corporation and any and all contributions made by said political bodies to the Commission are hereby authorized and found to be a proper, county and/or city purpose, respectively.

Section 9. Powers and duties. The Pensacola-Escambia County Promotion and Development Commission shall have the following powers:

- (1) To have a seal and alter the same at its pleasure.
- (2) To acquire, hold and dispose of personal and real property held for its corporate purposes.
- (3) To sue and be sued, implead and be impleaded, complain and defend in all courts of law and equity; to retain counsel and set their compensation.
- (4) To enter into contracts with the County of Escambia and all incorporated cities within Escambia County, together with the right to enter into contracts with private concerns, both individuals and organizations, so that said private concerns may carry out any and all functions for the Commission as an agent thereof; provided, however, that no function of the Commission may be delegated by contract or otherwise to any agency unless it is determined by the Commission that such function can be more efficiently carried out by the agency to which the function is to be delegated.
- (5) To appoint and fix the compensation of an executive director who shall be responsible to the Commission for the proper administration of all affairs placed in his or her charge which shall include (among other things) the appointment, supervision and direction of all employees and agents of the Commission. The Commission shall generally set forth the qualifications necessary for any employee and shall fix the salary ranges of all such employees. The Commission is further authorized to establish and maintain a suitable office at such place as it shall select in Escambia County.
- (6) To borrow money for any of its corporate purposes and to execute notes, mortgages, deeds to secure debts, trust deeds and such other instruments as may be necessary or convenient to evidence and secure such borrowing, subject to Section 10, below; and to make contracts and execute all instruments necessary or convenient.
- (7) To exercise any power granted by the State of Florida to public or private corporations performing similar functions which is not in conflict with the Constitution and Laws of the State of Florida.
- (8) To adopt, alter or repeal its own by-laws, rules and regulations governing the manner in which its business may be transacted, and in which the power granted to it may be enjoyed, as the Commission may deem necessary or expedient in facilitation of its business.
- (9) To possess and perform such powers and duties from time to time which may be authorized by the Legislature.
- (10) To do all things necessary or convenient to carry out the powers expressly conferred by this act.
- (11) To acquire real or personal property by purchase, lease or lease-purchase; to sell and/or lease any or all portions of any such property; to develop, construct, maintain, improve, enlarge, raze, relocate, operate and manage such property and all facilities and improvements appurtenant thereto; to adopt covenants and restrictions governing use of such property; and to pay any lawful expenses or charges incurred and to employ or enter into contracts with such persons as may be needed in acquiring, developing, constructing,

maintaining, improving, enlarging, razing, relocating, operating and managing such property; to finance the acquisition and development of such property, including the mortgaging of such property which is not owned by Escambia County or any incorporated municipalities located therein. "Property" shall be construed to include all properties deemed in the discretion of the Commission to be necessary to fulfill the purposes of this act and shall include, without limitation of other properties, industrial parks, tourist facilities, and civic centers which may include arenas, exhibition halls, convention facilities, offices, shops, lodging facilities, restaurants, and any other facilities related thereto.

(12) To issue and sell revenue certificates or revenue bonds as hereinafter provided, or in any manner permitted by law and not inconsistent with the provisions hereof, for the financing of capital projects beneficial to the promotion and development responsibilities of the Commission, and to take all steps necessary for efficient preparations and marketing of the certificates or bonds at public or private sale at the best price obtainable, including the entry into agreements with corporate trustees, underwriters and the holders of certificates, and the employment and payment, as a necessary expense of issuance, for the service of consultants on valuations, costs and feasibility of undertaking; revenues to be anticipated and other financial matters, architecture, engineering, legal matters, accounting matters and any other fields in which expert advice may be needed to effectuate advantageous issuance and marketing.

(13) To fix, regulate and collect rents, fees, rates and charges for facilities or projects or any parts thereof or services furnished by it or under its control and to pledge the revenue to the payment of revenue certificates or revenue bonds issued by it.

(14) To qualify as an Industrial Development Authority for Escambia County if the Board of County Commissioners of Escambia County declares that there is a need for such an authority to function in Escambia County, and if the Board of County Commission designates the Commission to serve as such authority, and to exercise all powers granted to such authorities in Section 159.44 through 159.53, *Florida Statutes*, as such law may be amended from time to time.

(15) To qualify as a Research and Development Authority for Escambia County if the Board of County Commissioners of Escambia County declares that there exists a need for the development and financing of a research and development park. If the Board of County Commissioners of Escambia County declares that such a need exists and designates the Commission to act as the Research and Development Authority for Escambia County, the Commission may apply to the Florida Research and Development Commission pursuant to Section 159.704, *Florida Statutes*. If so designated, the Commission shall have all powers granted to such authorities in Section 159.705, *Florida Statutes*, as such law may be amended from time to time.

Section 10. Provisions governing issuance of certificates and bonds. Issuance of revenue certificates or revenue bonds by the Commission shall be governed by the following general provisions:

(1) Revenue certificates or revenue bonds for purposes hereof are limited to obligations that are secured solely by pledge of revenues produced by the facility or facilities for the benefit of which the certificates or bonds are issued and the sale proceeds used, that do not constitute a lien or encumbrance, legal or equitable, on any real property of the Commission or on any of its personal property other than the revenues pledged to secure payment of the certificates or bonds. Provided, however, the Commission may secure its revenue certificates or revenue bonds by pledging revenues derived from the levy and

collection of a tourist development tax pursuant to Section 125.0104, *Florida Statutes*, provided that the Board of County Commissioners of Escambia County first levies the tax and by resolution authorizes the Commission to pledge any portion or all of the revenues derived from the collection thereof.

(2) The Commission shall not be empowered or authorized to create a debt against the State, Escambia County or any of the incorporated municipalities of said County. Except as provided in the last sentence of subsection (1) above, neither the State, Escambia County or any of the incorporated municipalities of said County shall be obligated directly or indirectly to make any payments on or appropriate any funds for certificates or bonds issued by the Commission. Any evidence of indebtedness issued by the Commission shall state on its face that the certificate or bonds does not directly or indirectly pledge the full faith and credit of the State, Escambia County or any of the incorporated municipalities of said County, and that the Commission is not an agency of Escambia County or of any of the incorporated municipalities of said County.

(3) Before issuing any revenue certificates or revenue bonds the Commission shall as to each issue:

(a) Prepare or procure from a reputable source detailed estimates of the total cost of the undertaking for which the certificates or bonds are contemplated and of the annual revenues to be obtained therefrom and pledged as security for payment of the certificates or bonds;

(b) Determine that the anticipated net proceeds from the sale, together with any other funds available and intended for the purposes of issue, will be sufficient to cover all costs of the undertaking and of preparing and marketing the issues connected therewith;

(c) Determine that the annual revenues anticipated from the undertaking will be sufficient to pay the estimated annual cost of maintaining, repairing, operating and replacing, to any necessary extent, not only the undertaking but also the punctual payment of the principal of, and interest on, the contemplated certificates or bonds; and

(d) Specify those determinations in and include the supporting estimates as parts of the resolution providing for the issue.

(4) The Commission may, as to any issue of revenue certificates or revenue bonds engage the services of a corporate trustee for the issue and may treat any or all cost of carrying out the trust agreement as part of the operating costs of the undertaking for which the certificates or bonds are issued.

(5) The Commission shall from time to time establish such rentals, rates and charges, or shall by agreement maintain such control thereof, as to meet punctually all payments on the undertaking and its maintenance and repair including reserves therefor and for depreciation and replacement.

(6) Revenue certificates or revenue bonds may be issued for the purpose of funding, refunding or both.

(7) All revenue certificates or revenue bonds issued pursuant hereto shall be negotiable instruments for all purposes.

Section 11. Audit. The books and records of the Commission shall be audited at least annually, at the expense of the Commission, by a competent auditor. Any agency performing functions on behalf of the Commission, and receiving public funds, shall furnish to the Commission an accounting of all funds so expended. The Commission shall furnish copies of said audit to the Board of County Commissioners of Escambia County, the City Council of the City of Pensacola and any other groups contributing substantial sums to the operations of the Commission.

Section 12. Construction. This act, being for the purpose of developing and promoting the public good and welfare of Escambia County and the incorporated cities thereof, shall be liberally construed to effect the purpose thereof.

Section 13. (1) All funding shall be provided for by Interlocal Agreement. All such funds so expended by the governmental bodies are hereby authorized as a lawful expenditure. The Commission shall prepare and submit a budget covering its operation and maintenance for the fiscal year to all parties providing funds through the Interlocal Agreement.

(2) The intent of this act is to establish a private-public partnership and united effort for economic development in Escambia County. To accomplish this goal, the private sector is urged to voluntarily collect and pay over to the Commission a reasonable amount each fiscal year for the operation and maintenance of the Commission.

Section 14. The provisions of this act shall be severable, and if any of the provisions hereof shall be held to be unconstitutional or invalid, such determination shall not affect the constitutionality or validity of any of the remaining provisions of this Act.

II. This act shall take effect upon becoming a law.

An act relating to the City of Pensacola and Escambia County; amending chapter 67-1365, Laws of Florida, as amended; providing for a change in the membership structure of the Pensacola-Escambia Promotion and Development Commission; providing for a single executive director; providing for funding from both the City of Pensacola and the County of Escambia; providing authority to sponsor, develop, operate and maintain activities and developments relating to economic development, job creation, workforce development, industry and commerce; and providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

I. Chapter 67-1365, Laws of Florida, as amended and restated in its entirety by Chapter 80-579, Laws of Florida, and as further amended, is hereby amended and restated in its entirety to read as follows:

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(2) "Promotion" shall be deemed to mean the promotion of the advantages of Escambia County and all municipalities therein (including that portion of Santa Rosa Island under the jurisdiction of the Santa Rosa Island Authority or its successor), and the promotion and development of industrial, and commercial attributes and facilities of said area including the promotion of conventions, convention facilities and visitors to said area and also encompassing the dissemination of information with reference to the foregoing through the media of advertising, personal contact and such other activities as are deemed customary to the sound development and promotion of an area.

(3) "Appointing Authority" shall be deemed to mean that body whose duty it is to appoint specific members of the Commission.

(4) "Development" shall be deemed to mean the improvement of the County of Escambia and all municipalities therein (including that portion of Santa Rosa Island under the jurisdiction of the Santa Rosa Island Authority or its successor) through economic development, job creation, workforce development, enhancement of the economic environment, expansion of the tax base, enticement of industry and other business to the area, and acquisition, lease and construction of facilities for such purposes within the subject area.

Section 3. For the purpose of performing such acts as shall be necessary for the sound Promotion and Development (as those terms have heretofore been defined) of Escambia County, there is created a body corporate and politic to be known as the Pensacola-Escambia Promotion and Development Commission, which shall be deemed to be a public corporation by that name, and which body may contract and be contracted with and sue and be sued in all courts of law and equity.

Section 4. The Commission shall be composed of nine (9) members, each of whom shall be either i) the owner of a real property interest located in Escambia County, ii) a resident

of Escambia County, or iii) the principal of a business located in Escambia County. The Commission shall consist of the following:

(1) Two (2) members shall be Commissioners of Escambia County who shall be appointed by the Board of County Commissioners of Escambia County;

(2) Two (2) members shall be Pensacola City Council members appointed by the Pensacola City Council;

(3) One (1) member shall be either i) a member of the Century Town Council or ii) the Mayor of the Town of Century, and who shall be appointed by the Century Town Council;

(4) Two (2) members at-large, one of which shall be appointed by the Board of County Commissioners of Escambia County and one of which shall be appointed by the Pensacola City Council;

(5) Two (2) members shall be recognized leaders appointed by FloridaWest Economic Development Alliance (or its successor as recognized by the PEDC).

The term of office of each of the members, excepting those holding specific offices, shall be for a period of two (2) years, which shall be staggered such that the appointments of three (3) PEDC Commissioners occur each year.

Section 5. The Commission shall elect annually a Chair, Vice-Chair, and Secretary-Treasurer.

Section 6. Quorum; transaction of business. Any five (5) members of the Commission shall constitute a quorum for the transaction of the ordinary business of the Commission. No business shall be transacted except at regularly and specially called meetings and when duly recorded in the Minutes thereof. Each Commissioner is expected to attend the Commission meetings.

Section 7. Members of the Commission shall serve without compensation from the Commission, but may be reimbursed for travel expenses incurred in the performance of their duties as members of the Commission, from budgeted funds.

Section 8. Authority of County and Cities to contract. Escambia County acting through its Board of County Commissioners and all incorporated cities in Escambia County are expressly authorized to enter into contracts with the Commission as a public corporation and any and all contributions made by said political bodies to the Commission are hereby authorized and found to be a proper, county and/or city purpose, respectively.

Section 9. Powers and duties. The Pensacola-Escambia County Promotion and Development Commission shall have the following powers:

(1) To have a seal and alter the same at its pleasure.

(2) To acquire, hold and dispose of personal and real property held for its corporate purposes.

(3) To sue and be sued, implead and be impleaded, complain and defend in all courts of law and equity; to retain counsel and set their compensation.

(4) To enter into contracts with the County of Escambia and all incorporated cities within Escambia County, together with the right to enter into contracts with private concerns, both individuals and organizations, so that said private concerns may carry out any and all functions for the Commission as an agent thereof; provided, however, that no function of the Commission may be delegated by contract or otherwise to any agency unless it is determined by the Commission that such function can be more efficiently carried out by the agency to which the function is to be delegated.

(5) To appoint and fix the compensation of an executive director who shall be responsible to the Commission for the proper administration of all affairs placed in his or her charge which shall include (among other things) the appointment, supervision and direction of all employees and agents of the Commission. The Commission shall generally set forth the qualifications necessary for any employee and shall fix the salary ranges of all such employees. The Commission is further authorized to establish and maintain a suitable office at such place as it shall select in Escambia County.

(6) To borrow money for any of its corporate purposes and to execute notes, mortgages, deeds to secure debts, trust deeds and such other instruments as may be necessary or convenient to evidence and secure such borrowing, subject to Section 10, below; and to make contracts and execute all instruments necessary or convenient.

(7) To exercise any power granted by the State of Florida to public or private corporations performing similar functions which is not in conflict with the Constitution and Laws of the State of Florida.

(8) To adopt, alter or repeal its own by-laws, rules and regulations governing the manner in which its business may be transacted, and in which the power granted to it may be enjoyed, as the Commission may deem necessary or expedient in facilitation of its business.

(9) To possess and perform such powers and duties from time to time which may be authorized by the Legislature.

(10) To do all things necessary or convenient to carry out the powers expressly conferred by this act.

(11) To acquire real or personal property by purchase, lease or lease-purchase; to sell and/or lease any or all portions of any such property; to develop, construct, maintain, improve, enlarge, raze, relocate, operate and manage such property and all facilities and improvements appurtenant thereto; to adopt covenants and restrictions governing use of such property; and to pay any lawful expenses or charges incurred and to employ or enter into contracts with such persons as may be needed in acquiring, developing, constructing, maintaining, improving, enlarging, razing, relocating, operating and managing such property; to finance the acquisition and development of such property, including the mortgaging of such property which is not owned by Escambia County or any incorporated municipalities located therein. "Property" shall be construed to include all properties deemed in the discretion of the Commission to be necessary to fulfill the purposes of this act and shall include, without limitation of other properties, industrial parks, tourist facilities, and civic centers which may include arenas, exhibition halls, convention facilities, offices, shops, lodging facilities, restaurants, and any other facilities related thereto.

(12) To issue and sell revenue certificates or revenue bonds as hereinafter provided, or in any manner permitted by law and not inconsistent with the provisions hereof, for the

financing of capital projects beneficial to the promotion and development responsibilities of the Commission, and to take all steps necessary for efficient preparations and marketing of the certificates or bonds at public or private sale at the best price obtainable, including the entry into agreements with corporate trustees, underwriters and the holders of certificates, and the employment and payment, as a necessary expense of issuance, for the service of consultants on valuations, costs and feasibility of undertaking; revenues to be anticipated and other financial matters, architecture, engineering, legal matters, accounting matters and any other fields in which expert advice may be needed to effectuate advantageous issuance and marketing.

(13) To fix, regulate and collect rents, fees, rates and charges for facilities or projects or any parts thereof or services furnished by it or under its control and to pledge the revenue to the payment of revenue certificates or revenue bonds issued by it.

(14) To qualify as an Industrial Development Authority for Escambia County if the Board of County Commissioners of Escambia County declares that there is a need for such an authority to function in Escambia County, and if the Board of County Commission designates the Commission to serve as such authority, and to exercise all powers granted to such authorities in Section 159.44 through 159.53, *Florida Statutes*, as such law may be amended from time to time.

(15) To qualify as a Research and Development Authority for Escambia County if the Board of County Commissioners of Escambia County declares that there exists a need for the development and financing of a research and development park. If the Board of County Commissioners of Escambia County declares that such a need exists and designates the Commission to act as the Research and Development Authority for Escambia County, the Commission may apply to the Florida Research and Development Commission pursuant to Section 159.704, *Florida Statutes*. If so designated, the Commission shall have all powers granted to such authorities in Section 159.705, *Florida Statutes*, as such law may be amended from time to time.

Section 10. Provisions governing issuance of certificates and bonds. Issuance of revenue certificates or revenue bonds by the Commission shall be governed by the following general provisions:

(1) Revenue certificates or revenue bonds for purposes hereof are limited to obligations that are secured solely by pledge of revenues produced by the facility or facilities for the benefit of which the certificates or bonds are issued and the sale proceeds used, that do not constitute a lien or encumbrance, legal or equitable, on any real property of the Commission or on any of its personal property other than the revenues pledged to secure payment of the certificates or bonds. Provided, however, the Commission may secure its revenue certificates or revenue bonds by pledging revenues derived from the levy and collection of a tourist development tax pursuant to Section 125.0104, *Florida Statutes*, provided that the Board of County Commissioners of Escambia County first levies the tax and by resolution authorizes the Commission to pledge any portion or all of the revenues derived from the collection thereof.

(2) The Commission shall not be empowered or authorized to create a debt against the State, Escambia County or any of the incorporated municipalities of said County. Except as provided in the last sentence of subsection (1) above, neither the State, Escambia County or any of the incorporated municipalities of said County shall be obligated directly or indirectly to make any payments on or appropriate any funds for certificates or bonds issued by the Commission. Any evidence of indebtedness issued by the Commission shall state on its face

that the certificate or bonds does not directly or indirectly pledge the full faith and credit of the State, Escambia County or any of the incorporated municipalities of said County, and that the Commission is not an agency of Escambia County or of any of the incorporated municipalities of said County.

(3) Before issuing any revenue certificates or revenue bonds the Commission shall as to each issue:

(a) Prepare or procure from a reputable source detailed estimates of the total cost of the undertaking for which the certificates or bonds are contemplated and of the annual revenues to be obtained therefrom and pledged as security for payment of the certificates or bonds;

(b) Determine that the anticipated net proceeds from the sale, together with any other funds available and intended for the purposes of issue, will be sufficient to cover all costs of the undertaking and of preparing and marketing the issues connected therewith;

(c) Determine that the annual revenues anticipated from the undertaking will be sufficient to pay the estimated annual cost of maintaining, repairing, operating and replacing, to any necessary extent, not only the undertaking but also the punctual payment of the principal of, and interest on, the contemplated certificates or bonds; and

(d) Specify those determinations in and include the supporting estimates as parts of the resolution providing for the issue.

(4) The Commission may, as to any issue of revenue certificates or revenue bonds engage the services of a corporate trustee for the issue and may treat any or all cost of carrying out the trust agreement as part of the operating costs of the undertaking for which the certificates or bonds are issued.

(5) The Commission shall from time to time establish such rentals, rates and charges, or shall by agreement maintain such control thereof, as to meet punctually all payments on the undertaking and its maintenance and repair including reserves therefor and for depreciation and replacement.

(6) Revenue certificates or revenue bonds may be issued for the purpose of funding, refunding or both.

(7) All revenue certificates or revenue bonds issued pursuant hereto shall be negotiable instruments for all purposes.

Section 11. Audit. The books and records of the Commission shall be audited at least annually, at the expense of the Commission, by a competent auditor. Any agency performing functions on behalf of the Commission, and receiving public funds, shall furnish to the Commission an accounting of all funds so expended. The Commission shall furnish copies of said audit to the Board of County Commissioners of Escambia County, the City Council of the City of Pensacola and any other groups contributing substantial sums to the operations of the Commission.

Section 12. Construction. This act, being for the purpose of developing and promoting the public good and welfare of Escambia County and the incorporated cities thereof, shall be liberally construed to effect the purpose thereof.

Section 13. (1) All funding shall be provided for by Interlocal Agreement. All such funds so expended by the governmental bodies are hereby authorized as a lawful expenditure. The Commission shall prepare and submit a budget covering its operation and maintenance for the fiscal year to all parties providing funds through the Interlocal Agreement.

(2) The intent of this act is to establish a private-public partnership and united effort for economic development in Escambia County. To accomplish this goal, the private sector is urged to voluntarily collect and pay over to the Commission a reasonable amount each fiscal year for the operation and maintenance of the Commission.

Section 14. The provisions of this act shall be severable, and if any of the provisions hereof shall be held to be unconstitutional or invalid, such determination shall not affect the constitutionality or validity of any of the remaining provisions of this Act.

II. This act shall take effect upon becoming a law.



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 2019-04

City Council

1/17/2019

LEGISLATIVE ACTION ITEM

SPONSOR: Grover C. Robinson, IV, Mayor

SUBJECT:

RESOLUTION NO. 2019-04 - QUALIFIED TARGET INDUSTRY (QTI) TAX REFUND INCENTIVE FOR "PROJECT TITAN"

RECOMMENDATION:

That City Council approve Resolution Number 2019-04

A RESOLUTION IN SUPPORT OF PROJECT TITAN AS A QUALIFIED TARGET INDUSTRY PURSUANT TO SECTION 288.106, FLORIDA STATUTES, FOR THE PURPOSE OF JOB CREATION, AND PROMOTING ECONOMIC DEVELOPMENT; AUTHORIZING THE CITY OF PENSACOLA TO NOTIFY THE DEPARTMENT OF ECONOMIC OPPORTUNITY OF SAID DESIGNATION; PROVIDING AN EFFECTIVE DATE.

HEARING REQUIRED: No Hearing Required

SUMMARY:

The Qualified Target Industry Tax Refund Program (QTI) is an economic development tool that is available to Florida communities to encourage growth of high value businesses that will create quality jobs within targeted industry sectors. In order to participate, a company must meet wage criteria paying at least 115% of the area average annual wage and show that the jobs the company creates will make a significant positive impact on the community. If approved, the company may receive refund on certain corporate taxes it pays in Florida.

Pursuant to Florida Statute 288.106, local support must be demonstrated by providing a resolution from the local government recommending the company for the QTI incentive and committing the community to provide a local match equaling 20 percent of the total tax refund. Project Titan is eligible for the QTI program as a qualified target industry business that is committed to creating 1325 new jobs in Pensacola with average annual wages of \$45,394. Therefore, the company qualifies for \$3,000 per job created or a total potential QTI award of \$3,975,000.

PRIOR ACTION:

February 27, 2014 - City Council approved Resolution No. 03-14 recommending that "Project Stallion" be

approved as a qualified target industry business pursuant to section 288.106, Florida Statutes for jobs associated with hangar one.

FUNDING:

N/A

FINANCIAL IMPACT:

The City of Pensacola's required 20 percent local match equals \$1,325,000 and is proposed to be provided in the form of a building/hangar lease value concession. The value of the leases concession will be based on the difference between what Project Titan will pay for the lease of the buildings/hangars (or land improvements) and the fair market value of the lease on the buildings/hangars (or land improvements) over the life of the lease term. The business will submit a claim each year for the scheduled tax refund and demonstrate that they are meeting the job creation and average wages committed.

CITY ATTORNEY REVIEW: Yes

1/7/2019

STAFF CONTACT:

Christopher L. Holley, City Administrator
Scott Luth, Florida West Economic Development Alliance

ATTACHMENTS:

- 1) Resolution No. 2019-04

PRESENTATION: No

RESOLUTION
NO. 2019-04

A RESOLUTION
TO BE ENTITLED:

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA, RECOMMENDING THAT PROJECT TITAN BE APPROVED AS A QUALIFIED TARGET INDUSTRY BUSINESS PURSUANT TO s.288.106, FLORIDA STATUTES; PROVIDING FOR LOCAL FINANCIAL SUPPORT IN THE FORM OF A BUILDING LEASE CONCESSION; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Project Titan is a provider of aircraft maintenance, repair and overhaul (Aircraft MRO) services for both commercial airlines and air freight operators; and

WHEREAS, Project Titan, as an expanding business in Pensacola, will create 1,325 new jobs and make an estimated capital investment of \$45,000,000; and

WHEREAS, Project Titan has been identified as a Target Industry Business; and

WHEREAS, Project Titan will commit to pay an average wage of \$45,394 which is 115% of the Pensacola-Ferry Pass-Brent MSA average wage; and

WHEREAS, the City of Pensacola hereby acknowledges that local financial support of 20% of the total tax refund of \$1,325,000 is required under the provisions of s.288.106, Florida Statutes, governing the State's Qualified Target Industry Tax Refund Program;

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA: that the Council hereby recommends Project Titan be approved as a Qualified Target Industry Business pursuant to s.288.106, Florida Statutes.

BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA: that the appraised market value of the county or municipal land or building to be provided at a discount is sufficient to meet the statutory requirement for local financial support for the Qualified Target Industry Tax Refund Program in the amount of \$1,325,000 which equals 20% of the total tax refund requested. Of this total, the full amount will be provided in the form of a building lease value concession at the project location on City of Pensacola owned property to be leased by the company and will be made available in accordance with the guidelines set forth by the Department of Economic Opportunity with the stipulation that these funds are intended to represent the "local financial support" required by s.288.106, Florida Statutes.

This resolution shall become effective on the fifth business day after adoption, unless otherwise provided pursuant to Section 4.03(d) of the City Charter of the City of Pensacola.

Adopted: _____

Approved: _____
President of City Council

Attest:

City Clerk



Memorandum

File #: 19-00018

City Council

1/17/2019

LEGISLATIVE ACTION ITEM

SPONSOR: City Council Member Sherri Myers

SUBJECT:

BICYCLE ADVISORY COMMITTEE

RECOMMENDATION:

That City Council remove the Bicycle Advisory Committee as a subcommittee of the Parks and Recreation Board and replace it with a Complete Streets Committee, to review the work and recommendations of the prior committee(s), focusing on the use of appropriate traffic calming measures, as well as including street lighting and sidewalks as a guide to ensure the needs of bicyclists, pedestrians, transit users, and disabled people are integrated into the design, operation and maintenance of streets to promote safe and convenient access and travel for all users including pedestrians, bicyclists, motorists, transit riders and people of all abilities. Based on this approach, to then make recommendations to City Council. Further that the Committee membership be established by each Council Member appointing an individual to serve on the Committee.

HEARING REQUIRED: No Hearing Required

SUMMARY:

On September 15, 2016 the City Council authorized the establishment and continued functioning of the Bicycle Advisory Committee and appointed the members currently serving on the committee. The Committee was originally established with a membership consisting of nine (9) members. The task of the Committee was to submit application in order for the City to become a bicycle friendly community.

Previously, the City Council participated in the appointment of a Complete Streets Committee and approved Resolution No. 29-12, establishing a policy of incorporating bicycle and pedestrian elements into all future road projects. City staff identified a series of bicycle path projects and cost estimates for Council's review.

In an effort to broaden the scope of the Committee's view, the use of appropriate traffic calming measures that encompasses the needs of bicyclists, pedestrians, transit users and disabled people including street lighting and sidewalks should be incorporated into the view of the design, operation and maintenance of streets to promote safe and convenient access and travel for all users, including pedestrians, bicyclists, motorists, transit riders and people of all abilities. With the ultimate goal to include all modes of transportation.

In order to move forward with policy implementation and ordinance recommendations to City Council, the

Bicycle Advisory Committee should be replaced with a Complete Streets Committee.

PRIOR ACTION:

July 13, 2017 - City Council approved the reappointment of the Complete Streets Committee
September 15, 2016 - City Council authorized the establishment of the Bicycle Advisory Committee
January 21, 2016 - the Bicycle Advisory Committee was formed as a subcommittee of the Parks and Recreation Board, but without Council approval
August 9, 2012 - Council approved Complete Streets concept and adopted Resolution No. 29-12

FUNDING:

N/A

FINANCIAL IMPACT:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

- 1) September 15, 2016 - Report of City Council Action

PRESENTATION: No

Report of City Council Action Items

September 15, 2016

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Members Present: Council President Charles Bare, Council Vice President Brian Spencer, Jewel Cannada-Wynn, Larry B. Johnson, Sherri Myers, Andy Terhaar, Gerald Wingate, and P. C. Wu

Absent: None

REGULAR AGENDA ITEMS (continued)

13. FY 2017 LANDSCAPE MAINTENANCE INTERLOCAL AGREEMENT BETWEEN THE CITY AND THE COMMUNITY REDEVELOPMENT AGENCY

That City Council approve an Interlocal Agreement between the City and the Community Redevelopment Agency (CRA) for Fiscal Year 2017 in an amount not to exceed \$247,300 for Landscape Maintenance Services within the CRA.

The motion passed 7 - 1. Council Member Wingate dissenting.

14. FY 2017 INTERLOCAL AGREEMENT BETWEEN THE CITY OF PENSACOLA AND COMMUNITY REDEVELOPMENT AGENCY FOR ADMINISTRATIVE SERVICE

That City Council approve and authorize the Mayor to execute an Interlocal Agreement between the City of Pensacola (City) and the Community Redevelopment Agency (CRA) for Fiscal Year 2017 Administrative Services.

The motion passed unanimously.

15. GENERAL DANIEL "CHAPPIE" JAMES JR. MUSEUM & FLIGHT ACADEMY LOAN – EASTSIDE REDEVELOPMENT TRUST FUND

That the City Council authorize the Mayor to enter into a loan from the City's Insurance Retention Fund of up to \$500,000 to the Community Redevelopment Agency's (CRA's) Eastside Tax Increment Financing District subject to CRA award of a contract for the construction of the General Daniel "Chappie" James Jr. Museum & Flight Academy Project and approval of a loan from the City's Insurance Retention Fund. The provisions of the loan are for an eight (8) year term, at an interest rate of three percent (3%) to be repaid from the Eastside Redevelopment Trust Fund. Also that City Council approve the resolution incorporating the interlocal agreement with the CRA. Further that the City Council approve the supplemental budget resolution appropriating the loan proceeds. Finally that City Council authorize the Mayor to take all actions necessary to complete the transaction.

The motion passed 7 - 1. Council President Bare dissenting.

RESOLUTION NO. 34-16: -- **MOTION TO APPROVE**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA, RELATING TO COMMUNITY REDEVELOPMENT WITHIN THE URBAN INFILL AND REDEVELOPMENT AREA ESTABLISHED BY CITY COUNCIL RESOLUTION NO. 41-05; PROVIDING FINDINGS; APPROVING AND AUTHORIZING AN INTERLOCAL AGREEMENT WITH THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF PENSACOLA, FLORIDA, TO FINANCE THE DESIGN, CONSTRUCTION AND ACQUISITION OF THE GENERAL DANIEL "CHAPPIE" JAMES, JR. MUSEUM & YOUTH FLIGHT ACADEMY PROJECT; RATIFYING AND CONFIRMING ALL PRIOR ACTIONS OF THE CITY COUNCIL ASSOCIATED WITH THE PROJECT; AND PROVIDING AN EFFECTIVE DATE.

The motion passed 7 - 1. Council President Bare dissenting.

SUPPLEMENTAL BUDGET RESOLUTION NO. 35-16: -- **MOTION TO APPROVE**

A RESOLUTION AUTHORIZING AND MAKING REVISIONS AND APPROPRIATIONS FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2016; PROVIDING FOR AN EFFECTIVE DATE

The motion passed 7 - 1. Council President Bare dissenting.

16. AUTHORIZING THE BICYCLE ADVISORY COMMITTEE

That City Council authorize the establishment and continued functioning of the Bicycle Advisory Committee and appoint the members currently serving on the Committee. Further, that the Committee not hold another meeting until Sunshine training has been provided by the City Attorney.

The motion passed unanimously.

COUNCIL MEMORANDUM



Council Meeting Date: September 15, 2016

LEGISLATIVE ACTION ITEM

SPONSOR: City Council Vice President Brian Spencer

SUBJECT: Authorizing the Bicycle Advisory Committee

RECOMMENDATION:

That City Council authorize the establishment and continued functioning of the Bicycle Advisory Committee and appoint the members currently serving on the Committee.

AGENDA: ☒ Regular ☐ Consent

Hearing Required: ☐ Public ☐ Quasi-Judicial ☒ No Hearing Required

SUMMARY:

In January of 2016, a Bicycle Friendly Community Committee was established by the Parks and Recreation Board with the purpose of gaining the national designation of a Bicycle Friendly Community. In February of 2016 the Committee held its first meeting to discuss and begin the application process needed to obtain such a designation. Committee members were selected and Mr. David Mayo was elected to be the Chair of the Committee. In April 2016, the Committee voted to change the name to City of Pensacola Bicycle Advisory Committee.

At the August 18, 2016 Parks and Recreation Board meeting, Mr. Mayo reported that the Bicycle Advisory Committee had completed the application process and the application seeking the designation of a Bicycle Friendly Community had been submitted. The Parks and Recreation Board then entertained a motion requesting that the Committee continue to function in order to address any issues that might arise out of the application process. This motion was seconded, voted on and passed unanimously. The Committee would like to continue in order to educate the public to become more aware of bicycles and regulations.

Questions have been raised as to the authority of a City Council created Board to create their own "sub-committee." In order to respond to these questions as well as avoiding further confusion, this item is brought forth seeking the City Council's action in authorizing this Committee, allowing for its continued existence and appointing the following members to the Bicycle Advisory Committee:

David Mayo – Parks and Recreation Board Member, and avid cyclist, tennis player, etc.

Jeff Boulton – President of the West Florida Wheelmen (bicyclists).

Tim Fox – Cyclist and West Florida Wheelmen board member. He helps put on the Pensacola Subway Classic Race and other races in the Southeast.

John Ellis – Local business owner of a real estate company, cyclist, member of the Transportation Planning Organization.

Rand Hicks – Parks and Recreation Board member, cyclist, and Pensacola resident since 1955.

Council Memorandum

Subject: Authorizing the Bicycle Advisory Committee

Council Meeting Date: September 15, 2016

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Richard Sherrill –Lawyer who lives in North Hill and bikes frequently. He is interested in keeping biking safe. Would like to connect some of the parks with bike routes.

Domenich Risola – Works with Tri-Possibilities, a multi-sport coaching company, a USA Cycling coach, Vice President of West Florida Wheelmen. He believes the sidewalks are for pedestrians, not for cyclists. He grew up in Tampa Bay area which is more pedestrian and bicycle friendly.

Bobby Cooley – Rode bike to school in a small Alabama town. Got into cycling as a form of fitness and believes cycling is not just for fanatics, but should include toddlers, and families as a form of recreation.

Marie Mott—Florida Department of Health in Escambia County.

Administrative and technical support from various city departments will be available to assist the committee.

PRIOR ACTION:

January 21, 2016 –Parks and Recreation Board establishes the Bicycle Friendly Community Committee

February 18, 2016 – Bicycle Friendly Community Committee holds first meeting

April 14, 2016 – Bicycle Friendly Community Committee changes name to City of Pensacola Bicycle Advisory Committee

August 18, 2016 – Parks and Recreation Board votes to continue Bicycle Advisory Committee to address issues arising from the application to receive designation as a Bicycle Friendly Community

FUNDING:

Budget: \$ 0

Actual: \$ 0

FINANCIAL IMPACT:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

- 1) Meeting Minutes – Parks and Recreation Board – January 21, 2016
- 2) Meeting Minutes – Bicycle Friendly Community Committee – February 18, 2016
- 3) Meeting Minutes – Parks and Recreation Board – August 18, 2016

PRESENTATION: ☐ Yes ☒ No

**MINUTES
CITY OF PENSACOLA
PARKS AND RECREATION BOARD MEETING
City Hall
222 West Main Street, First Floor
Vince Whibbs Conference Room
Pensacola, FL 32502
January 21, 2016 8:00 am**

PRESENT: Jake Renfroe (Chairman), Paul Epstein, Hilary Gilles, Rand Hicks, David Mayo, Kimberly Sullivan (Quorum)

ABSENT: David Forte, Richard Sherrill, Maranda Sword

CITY COUNCIL: Council President Charles Bare

CITY STAFF: Brian Cooper (Parks and Recreation Director); Don Kraher (City Council Executive); Yolanda Reed-Fisher (Parks and Rec Admin. Officer I); Kim Carmody (Rec Superintendent); Jeremy Street (Rec Supervisor, Bayview Senior Center); Betsy Huhn (Rec Supervisor, Gull Point); Heidi Thorsen (Director's assistant); Bill Kimball (Parks Superintendent); Cheryl Fox (Athletics Superintendent); Tim Land (Volunteer and Outdoor Pursuits Coordinator)

CITIZENS: (None)

The meeting was called to order by Chairman Renfroe.

AWARDS AND PRESENTATIONS

The meeting began with recognizing --

- City Council President Bare, and Council Executive Kraher.
- Assistant Thorsen is taking over Admin Officer Reed-Fisher's job of taking down the minutes for the Parks and Rec Board. Admin Officer Reed-Fisher will still be working for the City, just not for the Parks and Rec Board. Admin Officer Reed-Fisher was presented with a Certificate of Appreciation for her work.
- New employee Rec Supervisor Street, Recreation Supervisor at Bayview Senior Center.

Board member Epstein made a motion for the board to approve the November 19, 2015 meeting minutes. Unanimous approval of the minutes, with no additions or corrections. (There was no meeting in December 2015.)

The board members will no longer be receiving their books. We will have a master copy of the agenda and minutes at the meetings. It was encouraged that the members print out the agenda items from the e-mail that is sent and put them in a book and bring them.

DIRECTOR/STAFF REPORTS, CORRESPONDENCE, PROJECT UPDATE

- Director Cooper mentioned that he asked Executive Kraher to be here to introduce him to the board.
 - When there is something that the board wants done, City staff will prepare a letter explaining what the board wants done, and send the letter with a copy of the meeting minutes and notes to Executive Kraher, and then the Parks and Rec department will leave it to the board and Executive Kraher to decide on how to proceed. Since items on the City Council agendas have to have a sponsor, Executive Kraher will meet with Council President and council members to decide who will sponsor the issue at a City Council meeting.
 - If it is something that requires Mayoral action, City staff will forward a letter upstairs to the City Administrator for his approval.
- Executive Kraher mentioned that on February 26 from 8:00 to 12:30 at Sanders Beach Community Center, the City Attorney's office is putting on a training that encompasses ethics, open records, and sunshine law. All boards created by the City Council are encouraged to attend.
- Director Cooper brought an update of ongoing projects
 - Andalusia and Granada Squares – the gazebos have been installed, sidewalks have been poured, picnic tables are arriving this week, the signs have arrived at the shop and are in the process of being painted, and will be installed. Volunteer Coordinator Land worked with a sorority from UWF and the Easthill Neighborhood Association to do a park clean up at both parks. Once all of this work is completed, there will be a ribbon cutting day.
 - Plantings are going in on Bayfront Parkway, also addressing some irrigation issues.
 - The Phragmite at Bayfront and Bayview is knocked down. Next will come the spraying.
 - During the last storm, there was some wash out at Sanders Beach and Bartram Park. Repairs are being made.
 - There will be some changes made in regards to the irrigation and landscaping at City Hall.
 - All of the centers [besides Vickrey] were closed at some point during the holidays to allow for cleaning, interior painting, and landscaping. This has made a difference and will be continued each December.
 - The sand at Gull Point and Bayview playgrounds has been replaced with mulch to make them ADA compliant.
 - Chairman Renfro asked Rec Superintendent Carmody if Vickrey is back open. Vickrey has been reopened. Participation at Vickrey should pick up when basketball season starts. Some changes were made in the meeting rooms to accommodate the different classes and groups that meet there.
 - Board Member Sullivan mentioned that she would like to see a list of the fitness classes available at each of the centers put online.
 - Correspondence received –
 - DIB holiday lights – we didn't have to install them, but we did provide assistance with electrical issues.
 - Vickrey was open during the holidays for camp, we received a nice letter from a citizen expressing their appreciation.
- Rec Superintendent Carmody gave an update on the Resource Centers.
 - Bayview and Gull Point centers have our highest attendance, and Gull Point brings in almost as much revenue as does Sanders Beach.

- Cobb and Fricker offer a play school program for children between ages 3 and 5 which is free of charge (registration is required). They have between 12 and 15 kids.
 - Basketball is offered at Fricker, Malcolm Yonge, and Legion; 600-700 kids are registered for these programs; both competitive and recreational leagues are available.
 - Everyday Cobb offers an after-school reading program run by a volunteer. The program runs from 3:00-3:30 and emphasizes vocabulary, pronunciation, and grammar.
 - We are partnering with the Pensacola Police Department in sponsoring the Battle of the Badges (softball tournament between police and firemen) on March 12. We will be doing our Touch-A-Truck program while the tournament is being played. Public Works will provide some of their cleaned up large equipment for the children to get up close to. There will be food trucks and games.
 - The following weekend will be our huge Easter Egg Hunt at Roger Scott athletic fields. We are anticipating about 3500 participants. The entrance fee is a can of food for Manna Food Bank.
- Rec Supervisor Street mentioned that senior adults meet to play lots of games, and some of them even participate in the fitness classes at Bayview Senior Center. One group he is really excited about is "The Rewinders". They meet the first Wednesday of every month. Their purpose is to encourage seniors to write their stories so that they will be preserved for future generations. He wants to bring more programs like that. He is looking to find a Program Specialist for Bayview Senior Center.
 - Board member Hicks asked if there would not be some way of posting some of their stories online.
- Rec Superintendent Carmody mentioned that the original floor at Bayview Senior is being replaced and should be completed soon.
- Rec Supervisor Huhn brought an update on our after school programs.
 - Gull Point also offers fitness classes for seniors.
 - The main program at Gull Point is dance, which incorporates ages 3-80+. There are other programs and groups that meet there as well.
 - After-school program which encompasses homework time, snack time, and organized play has grown into STEAM (Science, Technology, Engineering, Arts, and Math). Each day is a different focus. The lessons are custom-made by the City's rec staff. What do Science, Technology, Engineering, Arts, and Math have to do with recreation? She provided examples of how they work together.
 - STEAM will be incorporated every day into Summer Camp. Summer Camp also offers opportunities to delve deeper into the subjects through the use of field trips and special speakers.
 - STEAM introduces the children to other areas they did not know existed, or that they thought they were not good at.
 - Currently STEAM is available at Gull Point, Cobb, Fricker, and Woodland Heights; Vickrey will be brought into the program during the summer.
 - We offer bus service from some schools to the centers for after-school care.
- Director Cooper thanked Rec Supervisor Huhn and her staff for their participation in Arbor Day on January 15. The City gave away 150 long-leaf pines to children in all of our community centers. Last year there were some planted in Parker Circle, and now they are over 6 feet tall. Chairman Renfro mentioned that Director Cooper's picture was in a newspaper article regarding Arbor Day.

NEW BUSINESS

- None

OLD BUSINESS

- Bike Friendly Community –
 - Director Cooper – the letters mentioned in the November meeting have been delivered to both the Mayor and City Council. The Mayor has signed his letter and returned it showing his support.
 - The next step is to select a few people from the board and some bike enthusiasts from the community who would like to volunteer.
 - Council President Bare mentioned that some of the Council want to revive the “Complete Streets Initiative”. He sees Bike Friendliness and Complete Streets as something that can be done together, looking how everything interacts.
 - Director Cooper – this is a national designation. If we get denied, they will provide feedback into what needs to be done in order to receive the designation.
 - Further discussion followed as to who should be on the committee including citizen Mr. Curwen Price, board member Mayo, and citizen Mr. Tim Bustos, but no one was elected to serve. The application will require a City staff spokesperson that can contribute the needed information that the City could provide.
 - Assistant Thorsen will do the notifications of the meetings.
- Bike Racks for downtown –
 - Board member Epstein mentioned that there is no new information. Director Cooper and board member Epstein will meet to discuss the next steps. They will have something to present in the next meeting.
- Friends of the Parks –
 - Director Cooper mentioned board member Sullivan and he will meet with someone related, in order to review what the Friends of the Saenger did to get some direction from them as to how to proceed properly.

OPEN FORUM

- Volunteer Coordinator Land mentioned that citizen Dottie Dubisson and a group from Belmont-Devilliers worked together and did some planting in Wyers Park as an MLK Day project.
- Board member Mayo mentioned that they are gearing up for the 13th Annual Pensacola Open Wheelchair Championships. The status of Roger Scott Tennis Courts was brought up. We are waiting for LOST funds to become available in order to redo the courts, not just resurface them. One court is still shut down for tournament play, but is still available for lessons.
- We will keep the same relationship with the YMCA in regards to the pools during the summer.
 - Board member Epstein asked that we please put on next month’s agenda that we will discuss the pool hours and costs.
 - Chairman Renfroe mentioned that Hunter Pool needs some sort of sound system to call everyone in from the pool, especially in case of hazardous weather.

ADJOURNMENT

**MINUTES
CITY OF PENSACOLA
BICYCLE FRIENDLY COMMUNITY COMMITTEE MEETING OF THE
PARKS AND RECREATION BOARD
City Hall
222 West Main Street, First Floor
Vince Whibbs Conference Room
Pensacola, FL 32502
February 18, 2016 10:00 am**

PRESENT: Parks and Recreation Board members Rand Hicks, David Mayo, and Richard Sherrill; Prospective Committee members Jeff Boulton, Tim Bustos, Bobby Cooley, John Ellis, Tim Fox, and Domenick Risola

CITY STAFF: Tim Land (Volunteer and Outdoor Pursuits Coordinator), Heidi Thorsen (Director's Assistant)

The meeting was called to order by Outdoor Coordinator Land.

All who attended agreed to serve on the committee, and were thus elected.

The meeting began with an overview of the Sunshine Laws, and everyone in attendance was encouraged to attend the Sunshine Law training to be held on February 26, 2016 at 8:00 am at Sanders Beach Community Center.

Board member Mayo and Mr. Tim Bustos were nominated to serve as chair for the committee. Discussion followed, and Board Member Mayo was selected to serve as chairperson for the committee.

Introductions of all of the members were as follows:

- David Mayo – Parks and Recreation Board member, and avid cyclist, tennis player, etc.
- Jeff Boulton – President of the West Florida Wheelmen (bicyclists).
- Tim Fox – Cyclist and West Florida Wheelmen board member. He helps put on the Pensacola Subway Classic Race and other races in the Southeast.
- John Ellis – Local business owner of a real estate company, cyclist, member of the Transportation Planning Organization.
- Rand Hicks – Parks and Recreation Board member, cyclist, and Pensacola resident since 1955.
- Richard Sherrill – Parks and Recreation Board member, lawyer, lives in North Hill and bikes frequently. He is interested in keeping biking safe. Would like to connect some of the parks with bike routes.
- Tim Land – Parks and Recreation staff, enjoys doing anything outdoors.
- Heidi Thorsen – Parks and Recreation staff, enjoys any sports with wheels.
- Tim Bustos – Avid bicyclist/pedestrian. He helped setup the criteria to become a Bicycle Friendly Community designation of the League of Bicycle Friendly America. He has worked with other cities to help them attain the designation of "Bicycle Friendly". He has started a non-profit called Bike Pensacola. He is an advocate for furthering education in bike safety.

- Domenick Risola – Works with Tri-Possibilities, a multi-sport coaching company, a USA Cycling coach, Vice President of West Florida Wheelmen. He believes the sidewalks are for pedestrians, not for cyclists. He grew up in Tampa Bay area which is more pedestrian and bicycle friendly.
- Bobby Cooley – Rode bike to school in a small Alabama town. Got into cycling as a form of fitness and believes cycling is not just for fanatics, but should include toddlers, and families as a form of recreation.

The Bicycle Friendly application is composed of 111 questions and is available online for review (<http://www.bikeleague.org/community>, scroll down and click on “Preview application”). Committee members were encouraged to review the application before the third meeting of the committee.

The application asks for a designated person called the “Bicycle Program Manager”. Board member Mayo made a motion to select Mr. Bustos for the position. The motion was seconded and passed.

Manager Bustos mentioned that we really would need to have a few more people on the committee, especially a City engineer, an actively serving City police officer, and a representative from the Escambia County School District to act as conduit between the committee and those other departments, and get their input. Various members mentioned that they will contact others to see if they will fill these spots on the committee.

After some discussion, the committee decided that a successful application will be to attain the “Bicycle Friendly” designation, not necessarily any of the special level designations. Applications generally are rejected two to three times before passing. Each time the League gives valuable feedback on how to improve.

The committee would like to encourage other groups to attend their meetings.

Date of March 3, 2016 at 8:00 am was set as the next meeting for the committee. City Staff will be secure the location and provide the needed notifications. During this meeting Manager Bustos will present a bicycle primer covering terminology, laws, etc.

By the following meeting (after March 3) members are encouraged to review the application and be ready to answer the questions they can.

ADJOURNMENT

**MINUTES
CITY OF PENSACOLA
PARKS AND RECREATION BOARD MEETING
City Hall
222 West Main Street, First Floor
Vince Whibbs Conference Room
Pensacola, FL 32502
August 18, 2016 8:00 am**

PRESENT: Paul Epstein (Chairman); Hilary Gilles; Rand Hicks; David Mayo; Kimberly Sullivan; Miranda Sword; Whitney Voeltz; and Ed Wonders

ABSENT: David Forte

CITY STAFF: Kim Carmody (Recreation Superintendent); Brian Cooper (Parks and Recreation Director); Cheryl Fox (Athletics Superintendent); Bill Kimball (Parks Superintendent); Don Kreher (Council Executive); Heidi Thorsen (Director's Assistant); Tonya Vaden (Marketing Coordinator)

The meeting was called to order by Chairman Epstein. A motion was made to approve the minutes of the June 16, 2016 meeting by Board member Mayo, and was seconded by Board member Hicks. They were unanimously approved.

DIRECTOR/STAFF REPORTS, CORRESPONDENCE, PROJECT UPDATE

- Director Cooper brought his report.
 - The playground in Camelot Park has been replaced from the playground was vandalized, and should be operational by the weekend.
 - We've re-beautified the CSX property (old Beacon store). The City has leased that property for years.
 - Director Cooper and Superintendent Carmody was able to get Vickrey Resource Center as a bus stop for the Escambia County School System. Right now they have 30 riders from Cordova Park and N. B. Cook Elementary schools.
 - The numbers at Gull Point did not go down when Vickrey reopened (after the flood).
 - The new concessionaire, PJ's Court Side Café, is now open at Roger Scott Tennis Center. Encouraged all to stop by for lunch.
 - The Senior Games will be September 10-25. A couple new sports have been added this year – Archery and Corn Hole (bean bag toss).
 - Blues on the Bay will be this Sunday at the Community Maritime Park Amphitheatre. "Reunion Band" is scheduled to perform.
 - Soccer registration is winding up.
 - We have Initial drawings for Bill Gregory Park, storm water plan. Public Works is doing this. It will benefit the park as well as increase capacity of Maggie's Ditch on W Street.
 - After the storm water project is completed at the Corrine Jones Park, we will be adding a playground.
 - The Architect Selection Committee for Bayview Resource Center has been selected by the Mayor. They will be meeting August 22. They are strictly picking the architect, not making any structural decisions. The architects that have submitted are both local and national.

- FMC Financial (new owners of the Knights of Columbus building) has helped make extensive renovations to Ft. George (on Palafox, north of Wright St.). They will pay for the contractor to maintain the Park. Everything they have done meets approval from the Historic Trust. They want to put a recording that tells the history of the Fort, and the City will not have to pay for it.
- Director Cooper presented the budget report. Everything looks good. A lot of the members left Osceola due to the flood, and joined other clubs, we are seeing them return. There are no problems with the concessionaire at the Golf Course. Summer camps are over.
 - Superintendent Fox mentioned
 - This year we had three basketball camps, a volleyball camp, and two soccer summer camps.
 - They had a girl's fast-pitch softball exposure camp, where juniors and seniors can get recognized by universities in order to obtain scholarships.
 - Fall football and cheerleading have kicked off.
 - Starting September/October, registration for Fall Leagues will be online. The online registration should be fully integrated in six months, and will encompass all activities besides rentals. Parent run leagues will still be handled by those leagues. It will be using the software program that we already use for our recreation centers.
 - Director Cooper further mentioned
 - Pensacola Sports will be putting in a bid for hosting the National State College World Series at Exchange Park.
 - We suffered no real damages from the recent rains, a little bit of erosion around Hunter Pool.
 - We are doing internships with PAL/ARC. We currently have them at Vickrey and Gull Point, and we will be adding them at Fricker and Bayview Senior Center. They intern for 6 weeks to 3 months.
 - Our snack grant is fully available at all centers. We are coordinating with the Bay Area Food Bank which saves us \$20,000.00 annually in snack money.
- Superintendent Kimball brought a presentation about the Parks.
 - The Parks division has an annual budget of \$2,288,300.00. It is divided into three groups – Parks crew, Tree crew, and Trash crew. They have 16 full-time and 5 part-time staff.
 - 97% of all City residents live within a ½ mile radius of a park.
 - The Parks crew maintains 138 areas throughout the City, 92 parks and facilities, and 46 right of ways and open spaces, which incorporates more than 600 acres of park/open space.
 - There are 58 parks with playground structures, 23 parks with outdoor basketball courts, four parks with boat launches, four parks with tennis courts, two parks with dog parks, and one park with a splash pad.
 - The Trash crew collects 110 areas throughout the city, emptying 1600 cans every week. They are also responsible for filling the dog waste bags as well.
 - The Tree crew is responsible for trimming and removal of all trees that are in parks and right of ways of the City. They also review trees and issue permits for the removal of trees. Approximately 100 permits are issued each year.

NEW BUSINESS

- No new business

OLD BUSINESS

- **Baars Park update**
 - We will have our tree crew trim up the trees so that the mowing contractor can mow underneath them. This will help retake some of the park back from its over-grown-ness.
 - Cycle-cross is getting ready to kick off again. They are very good at leaving the park the way it was found.
- **Bike Advisory Committee update**
 - Board member Mayo brought an update. The application was submitted last week. Within a month or two they should be notified of our status. If approved, the City will need to pay for the signs specifying that we are a Bicycle Friendly Community.
 - Board member Hicks mentioned that Board member Mayo has made a wonderful chairperson for the committee.
 - Board member Hicks brought the following motion:
 - "I move that we continue the Bicycle Advisory Committee, and that David Mayo continue as chair."
 - The motion was seconded by Board member Voeltz. Discussion followed. It is assumed that the same people who are presently on the committee, will continue. An email will be sent to all of the members and regular contributors (Ryan Novata (Public Works), Leslie Statler (Planning), and Casandra Waller (Escambia County School Board) asking if they'd like to continue on the committee. The motion passed unanimously.
- **Bike Racks for downtown**
 - Director Cooper mentioned that we have a packet which is ready to be forwarded to the Board members. So we can move forward on this project. The packet will be emailed to board members.
- **Friends of the Parks**
 - Director Cooper mentioned that a way has been found to take donations from citizens, so the "Friends of the Park" will not need to be formed.

OPEN FORUM

- September 23 is Water Safety day. This event is sponsored by the Pensacola Association of Realtors, and will be conducted at Hunter Pool. Normally we have this in May, but we've moved ours to September so that UWF can have theirs in May.

ADJOURNMENT



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 2019-03

City Council

1/17/2019

LEGISLATIVE ACTION ITEM

SPONSOR: City Council Member Sherri Myers

SUBJECT:

RESOLUTION NO. 2019-03 - REQUESTING MEMBERS OF THE FLORIDA LEGISLATURE TO CONSIDER NAMING THE NEW PENSACOLA BAY BRIDGE THE GENERAL DANIEL "CHAPPIE" JAMES JR. MEMORIAL BRIDGE.

RECOMMENDATION:

That City Council adopt Resolution No. 2019-03:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA REQUESTING MEMBERS OF THE FLORIDA LEGISLATURE TO CONSIDER NAMING THE NEW PENSACOLA BAY BRIDGE THE GENERAL DANIEL "CHAPPIE" JAMES, JR. MEMORIAL BRIDGE

HEARING REQUIRED: No Hearing Required

SUMMARY:

As the first phase of the new Pensacola Bay Bridge nears completion, this Resolution seeks to encourage members of the Florida Legislature to consider naming the bridge The General Daniel "Chappie" James Jr. Memorial Bridge during the 2019 legislative session.

If approved, a copy of the Resolution will be provided to the Senate President, the Speaker of the House and members of the local Legislative Delegation.

Due to General "Chappie" James' many accomplishments and ground breaking endeavors, it is fitting that the Florida Legislature consider naming the new bridge after him.

PRIOR ACTION:

None

FUNDING:

N/A

FINANCIAL IMPACT:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

- 1) Resolution No. 2019-03

PRESENTATION: No

RESOLUTION
NO. 2019-03

A RESOLUTION
TO BE ENTITLED:

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF PENSACOLA, FLORIDA REQUESTING
MEMBERS OF THE FLORIDA LEGISLATURE TO
CONSIDER NAMING THE NEW PENSACOLA BAY
BRIDGE THE GENERAL DANIEL “CHAPPIE” JAMES,
JR. MEMORIAL BRIDGE

WHEREAS, General Daniel “Chappie” James, Jr. was born in Pensacola, Florida on February 11, 1920 ; and

WHEREAS, as a young African American male growing up in Pensacola, the Cradle of Naval Aviation, he dreamed of one day flying and was encouraged by his mother, Lillie A. James to never give up on his dream; and

WHEREAS, following his graduation from Booker T. Washington High School, General Daniel “Chappie” James, Jr. attended Tuskegee Institute where he joined the Army Air Corps and was commissioned as a Second Lieutenant in the famed Tuskegee Airmen, the first African American pilots of the U. S. Air Corps; and

WHEREAS, throughout his distinguished military career, where he flew 101 combat missions in the Korean Conflict, 78 combat missions over North Vietnam, and became the first African-American four-star General in the United States Air Force, General Daniel “Chappie” James, Jr. never gave up his fight for equal rights and instilled in many young pilots patriotism, strong work ethics, and a desire of achievement through hard work and self-reliance; and

WHEREAS, it is fitting that the Florida Legislature consider naming the new Pensacola Bay Bridge the General Daniel “Chappie” James, Jr. Memorial Bridge in his honor. NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA:

SECTION 1. That the City Council of the City of Pensacola requests the Florida Legislature to consider naming the new Pensacola Bay Bridge the General Daniel “Chappie” James, Jr. Memorial Bridge during the 2019 legislative session.

SECTION 2. That a copy of this Resolution be provided to the Senate President, the Speaker of the House and members of the local Legislative Delegation.

SECTION 3. This Resolution shall become effective the fifth business day after adoption, unless otherwise provided pursuant to Section 4.03(d) of the City Charter of the City of Pensacola.

Adopted: _____

Approved: _____
President of City Council

Attest:

City Clerk



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00017

City Council

1/17/2019

LEGISLATIVE ACTION ITEM

SPONSOR: City Council Member Sherri Myers

SUBJECT:

BUDGET ANALYST / STRATEGIC BUDGET PLANNER TO THE CITY COUNCIL

RECOMMENDATION:

That City Council direct the Council Executive to begin the process of hiring a Budget Analyst in accordance with Section 4.02(6) of the City Charter.

HEARING REQUIRED: No Hearing Required

SUMMARY:

In 2014, a Charter amendment was passed which authorized the City Council to establish the Office of the City Council, with the authority to hire certain staff:

“The City Council shall establish an Office of the City Council and shall have as its staff the following who shall be responsible to the City Council through the President of the Council.” 4.02(6) City Charter

“...The City Council, by ordinance, shall define the qualifications, pay and responsibilities of said employee in accordance with the City’s position classification code.” 4.02(6) City Charter - Budget Analyst

In 2015, City Council began the staffing process with the addition of a Council Executive and in early 2016 added an Executive Assistant to the City Council as well as a Council Assistant. In a continuation of the staffing efforts, and in keeping with the language set forth in the City Charter as approved by the electorate in a special referendum, the position to be filled is that of Budget Analyst / Strategic Budget Planner.

Current salary range for the position is \$41,662.40 - \$85,217.60.

PRIOR ACTION:

December 14, 2017 - City Council hired Butch Hansen as Strategic Budget Planner to the City Council

April 10, 2017 - City Council Overrode the Mayoral Veto of Item #17-00186

March 14, 2017 - Mayor Hayward exercised his Veto power on Item #17-00186

March 9, 2017 - City Council passed Legislative Action Item #17-00186 to begin process of hiring Budget Analyst to the City Council

December 8, 2016 - Action item brought before City Council, failing on a 3-3 vote

October 13, 2016 - Discussion Item presented to City Council, no action taken

August 19, 2016 - Legal Opinion rendered by the City Attorney regarding the hiring of a Budget Analyst

July 14, 2016 - Update provided to City Council regarding contact with potential firms to fill this position

May 12, 2016 - During a discussion item, Council discussed the process for hiring a Budget Analyst and requested that staff look at firms that may be able to fill that role on a contract basis

April 14, 2016 - Ordinance for Budget Analyst passed on second reading

March 17, 2016 - Ordinance for Budget Analyst presented for first reading

February 11, 2016 - Action item to direct Council Executive to begin search for a Budget Analyst failed on a 3-4 vote

FUNDING:

Budget: \$ 60,500 (includes salary and benefits)

Actual: \$ To Be Determined

FINANCIAL IMPACT:

Cost of Salary

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

- 1) Strategic Budget Planner to City Council Job Description

PRESENTATION: No

Job Classification:

Strategic Budget Planner to City Council

Job Code:

Minimum Preparation for Work:

- ✓ Graduation from an accredited college or university with a degree in accounting, finance, budget analyst, or closely related field; and
- ✓ One (1) year experience in accounting, finance, or budget analysis. Two (2) years of pertinent experience may be substituted for each year of college lacking.

Necessary Special Requirements:

- ✓ Possession of an appropriate driver license for equipment operated and any license, training or certification required by law or regulation to complete assigned tasks.

Nature of Work:

This is technical budget analysis work in the development and implementation of the City Council budget as well as providing information regarding the Mayor's proposed Budget to the City Council. This position will assist Council in developing a strategic budget plan and process. This position is authorized within the City Charter, under the "other" category, as approved by the electorate in a special referendum.

An employee in this classification is responsible for conducting various research and analytical tasks relating to an assortment of matters with regards to the City Budget. Tasks are to ensure Council is adequately apprised of all factors they deem appropriate in order to effectively evaluate budget matters, assisting in establishing a budgeting process for Council, assist in establishing a strategic plan for Council and assisting in budget monitoring and control functions.

Examples of Work:

- Analyzes budget data for completeness, accuracy and conformance to prevailing policies and procedures.
- Assists in the development of the Office of the City Council budget.
- Reviews and analyzes the Mayor's proposed budget for the City Council.
- Participates in conference and hearings regarding budgetary requirements of the City Council.
- Prepares various financial schedules, analyses, reports, and other documents, either manually or with computer assistance.
- Assists Council Staff in the maintenance of proper appropriations and allotment accounts in the Office of the City Council.
- Providing a formal, comprehensive review and analysis of the Mayor's proposed annual budget.
- Gathering, organizing, and analyzing data and information relative to budgetary issues.

- Providing comparative studies of other cities as they relate to municipal budgeting.
- Engaging in fiscal forecasting and planning.
- Analyzing the city's past, current, and proposed revenues and expenditures.
- Reviewing existing and potential tax revenues.
- Analyzing federal, state, and local programs to determine sources of funding and appropriate expenditure options.
- Reviewing the economic effects of proposed legislation.
- Preparing fiscal and economic project analysis as directed by the City Council.
- Providing policy research and fiscal analysis on proposed legislation.
- Preparing such other reports relating to budgetary and legislative policy concerns directed by the City Council.
- Making recommendations to the City Council in connection with the analysis, studies, and reports described herein.
- Establishes, follows and monitors a process for City Council's budgeting function.
- Assists in developing a strategic plan which will outline Council's desired budgeting function.

Knowledge, Skills and Abilities:

- Knowledge of budgeting practices and principles.
- Knowledge of laws, ordinances, and regulations governing municipal financial matters.
- Knowledge of computer fundamentals and operation.
- Ability to organize and present clear and concise oral and written reports.
- Ability to establish and maintain effective working relationships with associates and the general public.
- Ability to analyze quantifiable data to produce statistically valid conclusions and recommendations.

The mental and physical demands and the work environment characteristics described below are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

Mental and Physical Requirements:

While performing the duties of this job, the employee is regularly required to use hands and fingers to hold or feel, reach with hands and arms, walk, talk and hear. The employee is occasionally required to stand, sit, climb, balance, stoop, and crouch. Specific vision abilities include close, distance, color, and peripheral vision, and depth perception.

The employee regularly lifts and/or moves up to 25 pounds and occasionally lifts and/or moves up to 45 pounds.

Work Environment:

The noise level in the work environment is usually moderate. Some jobs may require an employee to be exposed to outside weather conditions, wet and/or humid conditions, and risk of electrical shock.

This description is not intended to be, nor should it be construed as an all-inclusive list of responsibilities, skills or working conditions associated with the position. It is intended to accurately reflect the activities and requirements of the position, but duties may be added, deleted, or modified as necessary. This description does not constitute a written or implied contract of employment.



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00027

City Council

1/17/2019

LEGISLATIVE ACTION ITEM

SPONSOR: City Council Member Ann Hill

SUBJECT:

AMENDMENT TO CITY COUNCIL POLICY 4.36 - PUBLIC INPUT

RECOMMENDATION:

That City Council Amend City Council Policy 4.36 - Public Input by removing the following language:

In all circumstances where appropriate, the Chair of the meeting shall allow the public the last opportunity to speak to an issue.

And replace it with:

In all circumstances, where appropriate, the Chair of a meeting shall ensure that the public has had an opportunity to speak to an issue prior to formal action being taken.

Further, that City Council direct the Council Executive to ensure that each Council created Board has within its rules and procedures a section covering Public Input, with pre-approved language.

HEARING REQUIRED: No Hearing Required

SUMMARY:

Due to a recent occurrence, the issue of the public's ability to provide input on agenda items at Board meetings has come into question.

At the December 13, 2018 City Council meeting, City Council approved a legislative action item which stated that, "City Council would mandate its boards and commissions to solicit public input and participation in meetings before board action is taken."

This amendment to Council Policy 4.36, along with ensuring board rules and procedures reflect this action, will help to ensure that the public has the opportunity to be heard, while still ensuring that those seeking board action as well as the boards maintain their proper position and role.

PRIOR ACTION:

December 13, 2018 - City Council approved action item No. 18-00461 - mandating the public's opportunity to be heard at board and commission meetings.

January 10, 2011 - City Council policies became effective under the new form of government via Resolution 24-11.

FUNDING:

N/A

FINANCIAL IMPACT:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

- 1) Policy 4.36 Public Input (1)

PRESENTATION: No

Policy 4.36

Public Input

It shall be the City Council's policy to provide full and ample opportunities to receive public input at all Council meetings, Committee meetings, and workshops of the City Council. This policy shall also apply to all **City** boards whose membership is composed in whole or in part by appointment by the Pensacola City Council. In all such meetings of Council and its appointed boards, the public shall be allowed a reasonable opportunity to provide input on any agenda item or any action item not previously placed on an agenda, before the Council, committee or board votes to take action on the item. In addition, in all such meetings of Council, its committees and appointed boards, there shall be an Open Forum opportunity for members of the public to provide input in a reasonable and orderly manner. This Public Input Policy shall be applied by all individuals chairing such meetings, while preserving for the chair the responsibility and authority to maintain order so that the public body may function effectively and maintain focus upon the order of business under consideration. ~~In all circumstances where appropriate, the Chair of the meeting shall allow the public the last opportunity to speak to an issue. In all circumstances, where appropriate, the Chair of a meeting shall ensure that the public has had an opportunity to speak to an issue prior to formal action being taken.~~

4.36



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00002

City Council

1/17/2019

LEGISLATIVE ACTION ITEM

SPONSOR: Grover C. Robinson, IV, Mayor

SUBJECT:

ACCEPTANCE OF FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) LOCALLY FUNDED AGREEMENT

RECOMMENDATION:

That City Council authorize the Mayor to accept and execute the Florida Department of Transportation Locally Funded Agreement, FDOT Project No. 437178-1-52-01 concerning new LED street/pedestrian lighting for the new bridge to be constructed on 9th Avenue over Carpenter Creek.

HEARING REQUIRED: No Hearing Required

SUMMARY:

The City of Pensacola has requested from FDOT for the installation of light pedestals for roadway/pedestrian LED lighting and all associated appurtenances to be performed in conjunction with the 9th Avenue bridge replacement (FDOT Project Number 437178-1-52-01) over Carpenter Creek. As part of the agreement, FDOT will undertake and administer the overall required work effort to implement the necessary lighting infrastructure for the new bridge and the City will pay the FDOT for the material costs associated with it. Additionally, the City will provide the actual light poles and LED fixtures, which will be the same as those recently installed on the 12th Avenue Bridge over Carpenter Creek and on the Cervantes Street Bridge over Bayou Texar.

PRIOR ACTION:

None

FUNDING:

Budget: \$ 65,000

Actual:	\$ 16,313	Payment to FDOT
	<u>48,687</u>	Purchase of Equipment
	<u>\$ 65,000</u>	

FINANCIAL IMPACT:

Funds are available in the Energy and Efficiency Improvements Project in the Local Option Sales Tax Fund.

CITY ATTORNEY REVIEW: Yes

1/8/2019

STAFF CONTACT:

Christopher L. Holley, City Administrator
L. Derrik Owens, Director of Public Works and Facilities/City Engineer

ATTACHMENTS:

- 1) Locally Funded Government Agreement

PRESENTATION: No

**LOCALLY FUNDED AGREEMENT
BETWEEN
THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
AND
THE CITY OF PENSACOLA
(Lump Sum)**

Project #437178-1-52-01

This Locally Funded Agreement ("AGREEMENT") is between the State of Florida Department of Transportation ("DEPARTMENT"), and the City of Pensacola, a Florida municipal corporation. ("PARTICIPANT").

RECITALS

1. The DEPARTMENT is preparing to replace a structurally deficient bridge culvert on SR 289 (9th Ave) over Carpenters Creek, including the construction of pedestals for lighting, underground electrical power service, running of conduit and installation of pull boxes for bridge lighting, Financial Project Identification Number 437178-1-52-01, in the DEPARTMENT'S Fiscal Year 2021. The construction phase shall be called the PROJECT for purposes of this AGREEMENT; and
2. The DEPARTMENT will undertake and administer the PROJECT, and the PARTICIPANT will contribute a lump sum payment to aid in the costs of the PROJECT; and
3. The PARTICIPANT is prepared to contribute SIXTEEN THOUSAND THREE HUNDRED THIRTEEN DOLLARS and 00/100 DOLLARS (\$16,313.00) to the DEPARTMENT for the PROJECT; and
4. The DEPARTMENT is authorized to enter into this AGREEMENT by Section 339.12, Florida Statutes, and other sections of the Florida Transportation Code, and PARTICIPANT has approved this AGREEMENT and authorized its duly authorized representative to sign on its behalf as set forth in the attached Resolution No. _____.

Therefore, the DEPARTMENT and the PARTICIPANT agree as follows:

5. The facts stated in the recitals above are true and correct and are incorporated into and made a part of this AGREEMENT.
6. The PARTICIPANT agrees that it will, within fourteen (14) calendar days prior to the DEPARTMENT'S advertising the PROJECT for bid, furnish the DEPARTMENT a contribution in the amount of **SIXTEEN THOUSAND THREE HUNDRED THIRTEEN DOLLARS and 00/100 DOLLARS (\$16,313.00)** to be used for the estimated project cost for locally funded project number 437178-1-52-01. The DEPARTMENT may utilize this contribution for payment of the costs of the PROJECT.

7. If the actual cost of the PROJECT is less than the funds provided, the excess will be applied to other phases on the PROJECT.

8. The payment of funds under this Locally Funded Agreement will be made directly to the DEPARTMENT for deposit, and shall be made by wire transfer or ACH deposit. The reference line must contain "FDOT", an abbreviated purpose, and the financial project number (437178-1-52-01).

For Wiring and ACH Transfers, the instructions are:

Wells Fargo Bank, N.A.
Account # 4834783896
ABA # 121000248
Chief Financial Officer of Florida
Re: DOT – K 11-78, Financial Project # 437178-1-52-01

Upon completion of the wire transfer or ACH deposit, the PARTICIPANT shall notify the Locally Funded Agreement Section of the DEPARTMENT's General Accounting Office by calling Ms. Charmaine Small at telephone number 850-414-4885 and providing the financial project number 437178-1-52-01, the dollar amount of the transfer or deposit and the PARTICIPANT's name.

9. Notices pursuant to this AGREEMENT shall be sent by U.S. Mail to the following:

FOR THE PARTICIPANT:

City of Pensacola
222 W. Main Street
Pensacola, Florida 32502
Contact Person: Ryan Novota, Transportation Engineer
Telephone #: (850) 435-1755
Federal Employer ID # (FEIN): 59-6000406

FOR THE DEPARTMENT

Florida Department of Transportation
Attn: District Three Local Programs Administrator
1074 Highway 90 East
Chipley, Florida 32428
Phone: (850) 330-1227

10. The following provisions of Section 339.135(6)(a), F.S., are incorporated:

The DEPARTMENT, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection shall be null and void, and no money may be paid on such contract. The DEPARTMENT shall require a statement from the

Comptroller of the Department that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years; and this paragraph shall be incorporated verbatim in all contracts of the DEPARTMENT which are for an amount in excess of \$25,000.00 and which have a term for a period of more than 1 year.

11. This document incorporates and includes all prior negotiations, correspondence, conversations, agreements, or understanding applicable to the matters contained in this agreement and the parties agree that there are no commitments, agreements or understanding concerning the subject matter of this AGREEMENT that are not contained in this document. Accordingly, it is agreed that no deviation from the terms of this AGREEMENT shall be predicated upon any prior representation or agreements whether oral or written. It is further agreed that no modification, amendment, or alteration in the terms or conditions contained in this AGREEMENT shall be effective unless contained in a written properly-executed document.

12. This AGREEMENT shall not be more strictly construed against either party because one party drafted or prepared any or all of the terms and provisions.

13. This AGREEMENT shall be governed by and interpreted in accordance with the laws of the State of Florida.

14. This AGREEMENT may be executed in two or more counterparts, each of which shall be an original but all of which shall be deemed to be but one agreement.

15. The PARTICIPANT:

(a). Shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the PARTICIPANT during the term of the contract; and

(b). Shall expressly require any subcontractors performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.

16. This AGREEMENT shall become effective when all parties have signed it. The date this AGREEMENT is signed by the last party to sign it (as indicated by the date set out under that party's signature) shall be deemed the date of this AGREEMENT.

The remainder of this page is blank

IN WITNESS WHEREOF, the PARTICIPANT and the DEPARTMENT have executed this AGREEMENT by their authorized representatives.

PARTICIPANT:

CITY OF PENSACOLA,
a Florida municipal corporation

DEPARTMENT:

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

By: _____

By: _____

Name: _____

Name: _____

Title: _____

Title: _____

Date: _____

Date: _____

Attest: _____
City Clerk

Attest: _____
Executive Secretary (SEAL)

Legal in form and valid as drawn:

FDOT Legal Review:

City Attorney

Office of the General Counsel



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 2019-02

City Council

1/17/2019

LEGISLATIVE ACTION ITEM

SPONSOR: Grover C. Robinson, IV, Mayor

SUBJECT:

RESOLUTION NO. 2019-02 - SUPPORTING APPLICATIONS FOR TRANSPORTATION ALTERNATIVES PROGRAM FUNDING FOR MULTI-MODAL FACILITIES

RECOMMENDATION:

That City Council adopt Resolution No. 2019-02.

A RESOLUTION OF THE CITY OF PENSACOLA SUPPORTING APPLICATIONS FOR TRANSPORTATION ALTERNATIVES PROGRAM FUNDING TO DESIGN AND CONSTRUCT MULTI-MODAL FACILITIES ALONG SEVERAL CITY ROADS; PROVIDING FOR AN EFFECTIVE DATE.

HEARING REQUIRED: No Hearing Required

SUMMARY:

To provide for the construction of multi-modal improvements to key transportation facilities within the City of Pensacola's Urban Core and Westside redevelopment districts, Community Redevelopment Agency (CRA) staff has identified a funding opportunity available through the Florida Department of Transportation's (FDOT) Transportation Alternatives Program (TAP). Staff has engaged Atkins North America, Inc., an engineering and design firm, under the City of Pensacola's continuing services agreement, as amended, to develop implementable concept plans and provide cost estimates for the submission.

TAP funding will be sought for multi-modal improvements to West Main Street from Clubbs Street to B Street, L Street from Cervantes Street to Gregory Street, Gregory Street from Pace Boulevard to I Street, and Wright Street from Pace Boulevard to P Street. Staff will continue to seek alternative funding sources to provide for pedestrian signalization along Pace Boulevard at Wright Street and Jackson Street to support improved pedestrian and bicycle access to the Global Learning Academy, and for other project elements, such as traffic calming/landscape features, which although eligible, are not likely to receive TAP funding due to program funding limitations. The proposed projects will provide for enhanced connectivity and safety improvements to Downtown Pensacola, Legion Field Park, the Westside Library, and the Global Learning Academy. Conceptual plans for the project areas are attached.

Due to the time sensitive nature of the application, the CRA and City Council must adopt resolutions in support of the proposed projects during the January 2019 CRA and City Council meetings to successfully submit a complete application and receive funding.

PRIOR ACTION:

None

FUNDING:

Budget: \$ 20,500

Actual: \$ 20,500

FINANCIAL IMPACT:

Funds for the required match are available in the Community Redevelopment Agency's Fiscal Year 2019 Budget.

CITY ATTORNEY REVIEW: Yes

1/2/2019

STAFF CONTACT:

Christopher L. Holley, City Administrator
M. Helen Gibson, CRA Administrator
Victoria D'Angelo, Assistant CRA Administrator

ATTACHMENTS:

- 1) Resolution No. 2019-02
- 2) Main Street Concept Plan
- 3) L Street Concept Plan
- 4) Gregory Street Concept Plan
- 5) Wright Street Concept Plan
- 6) Pace Boulevard at Jackson Street Concept Plan

PRESENTATION: No

RESOLUTION

NO. 2019-02

A RESOLUTION
TO BE ENTITLED:

**A RESOLUTION OF THE CITY OF PENSACOLA
SUPPORTING AN APPLICATION FOR TRANSPORTATION
ALTERNATIVES PROGRAM FUNDING TO DESIGN AND
CONSTRUCT MULTI-MODAL FACILITIES ALONG
SEVERAL CITY ROADS; PROVIDING FOR AN EFFECTIVE
DATE.**

WHEREAS, the City of Pensacola has an interest in promoting and encouraging alternative modes of transportation to support revitalization in accordance with the City's adopted Urban Core and Westside Community Redevelopment Area Plans; and

WHEREAS, many citizens of the City of Pensacola have expressed a desire for additional multi-modal facilities within the City of Pensacola's community redevelopment areas; and

WHEREAS, the following proposed multi-modal projects (hereinafter referred to collectively as "the Projects") are endorsed by the City of Pensacola:

- Pedestrian and bicycle improvements which may include sidewalks and/or multi-use paths, lighting, traffic calming elements, crosswalks, pedestrian signalization, bike lanes, bicycle and pedestrian signage and the partial abandonment of the existing rail line, as applicable, along Main Street from Clubbs Street to North "B" Street. Such project providing for enhanced connectivity and safety improvements to Downtown Pensacola; and
- Pedestrian and bicycle improvements which may include sidewalks and/or multi-use paths, lighting, traffic calming elements, crosswalks, pedestrian signalization and bicycle and pedestrian signage along North "L" Street from West Cervantes Street to West Gregory Street, West Gregory Street from North Pace Boulevard to North "I" Street, and within immediate proximity to the Global Learning Academy along Pace Boulevard at Wright Street and Jackson Street and along West Wright Street from Pace Boulevard to North "P" Street. Such project providing for enhanced connectivity and safety improvements to Legion Field, a City park, the Westside Library, and the Global Learning Academy, a public elementary school.

WHEREAS, such Projects are substantially contained within the twenty-five (25) highest ranked projects list, and fill a documented gap, as defined within the adopted 2018 Florida-Alabama Transportation Planning Organization (TPO) Pedestrian/Bicycle Master Plan; and

WHEREAS, such Projects are consistent with the City of Pensacola's adopted Comprehensive Plan and the Urban Core and Westside Community Redevelopment Plans; and

WHEREAS, Federal Transportation Alternatives Program (TAP) funds are now available for transportation alternatives projects through the State of Florida Department of Transportation; and

WHEREAS, the Projects meet the eligibility requirements for funding; and

WHEREAS, in order that these improvements may be constructed to the fullest extent, the City of Pensacola supports filing an application with the State of Florida Department of Transportation to design and construct the Projects;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF PENSACOLA, FLORIDA THAT:

Section 1. That the above stated recitals are true and correct and incorporated herein by this reference.

Section 2. That the Projects are endorsed by the City of Pensacola as serving an unmet vital transportation need for the public health, safety and welfare of the citizens of the City of Pensacola.

Section 3. That The City Of Pensacola, In Furtherance Of Such Purpose, Supports Filing An Application With The State Of Florida Department Of Transportation For Federal Transportation Alternatives Program (Tap) Funding For The Projects.

Section 4. The City of Pensacola hereby authorizes the Mayor to take all actions necessary to effectuate the provisions of this Resolution.

Section 5. This resolution shall become effective on the fifth business day after adoption, unless otherwise provided pursuant to Section 4.03(d) of the City Charter of the City of Pensacola.

Adopted: _____

Approved: _____
President of City Council

Attest: _____
City Clerk

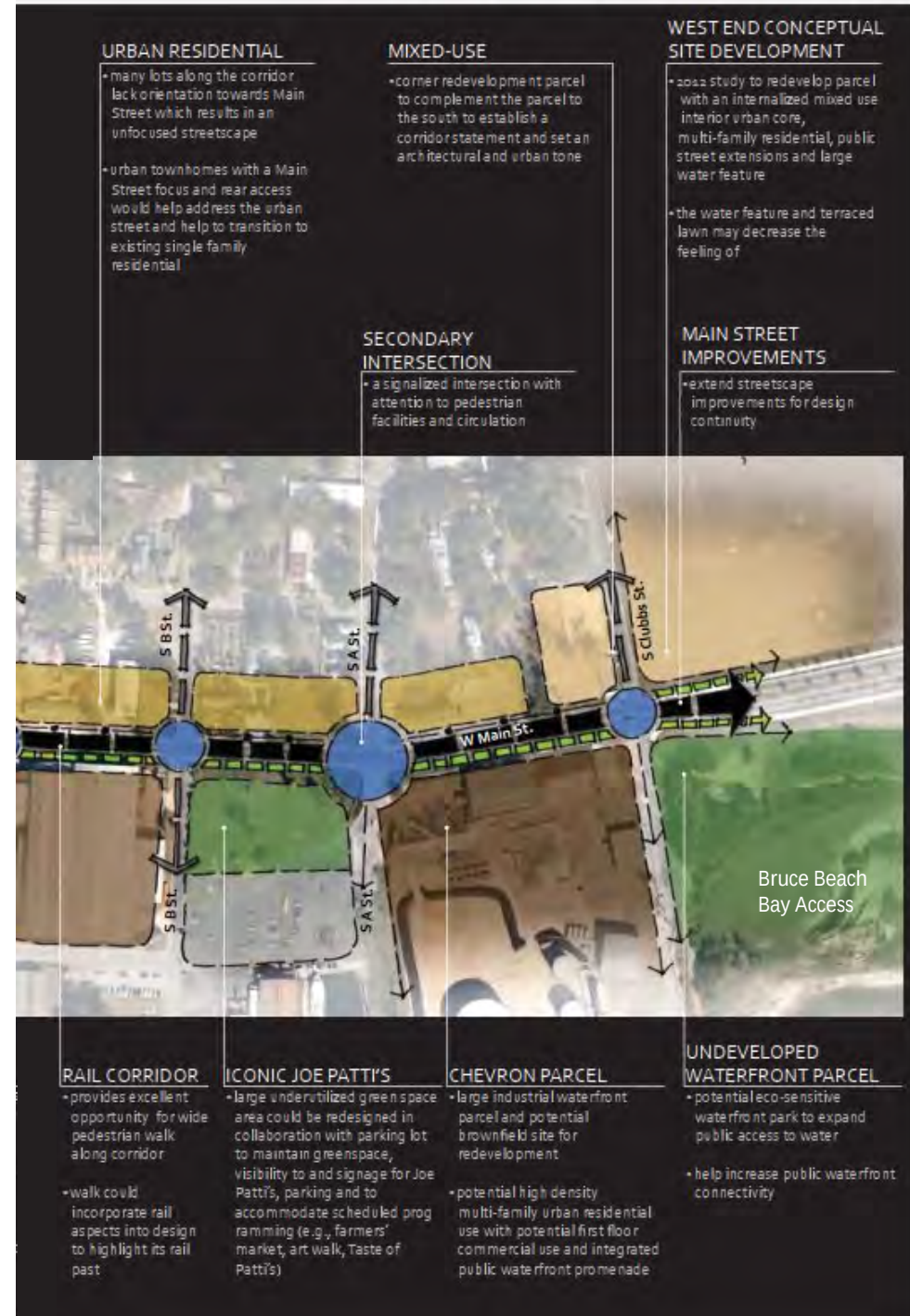


Google



Consistency with Previous Plans and Details

- The West Main Street concepts and design criteria included in this TAP application are consistent with previous concepts for the corridor included in the West Main Street Corridor Management Plan, adopted in 2014. The recommended concept in the plan was to convert the existing abandoned railroad right-of-way to a multimodal greenway corridor similar to and extending the existing green landscape strip and wide pedestrian sidewalks along the “road diet” segment of Main Street east of the project.
- The Pensacola CRA is currently planning for construction of new sidewalk replacement along both sides of A Street from Cervantes Street to Main Street to revitalize the neighborhoods north of Main Street. This TAP project will provide the needed safe signalized pedestrian crosswalk at the A Street intersection and connection along the multimodal Main Street “road diet” to Bruce Beach Bay access park, the city CBD, and Community Maritime Park.
- Because Joe Patti’s Seafood is an iconic and often-visited destination in the Pensacola region, providing safe pedestrian access to it and along West Main Street will provide visitors in the city center and at the Community Maritime Park opportunities to walk or cycle to this destination.
- The street trees along the roadside green landscape buffer will provide a shaded walk as well as a sense of safety and security for pedestrians.
- Although the types of trees and landscape chosen will determine applicability, the green landscape strip can also be landscaped as a rain garden providing stormwater management. The rain garden concept may exclude the necessity of irrigation.
- Street lighting matching the lights at Community Maritime Park will allow the proposed project to be an extension of the West Main Street “road diet” without reconstruction of the driving surface.





Major Street Trees



Street Light Locations



Major Street Trees



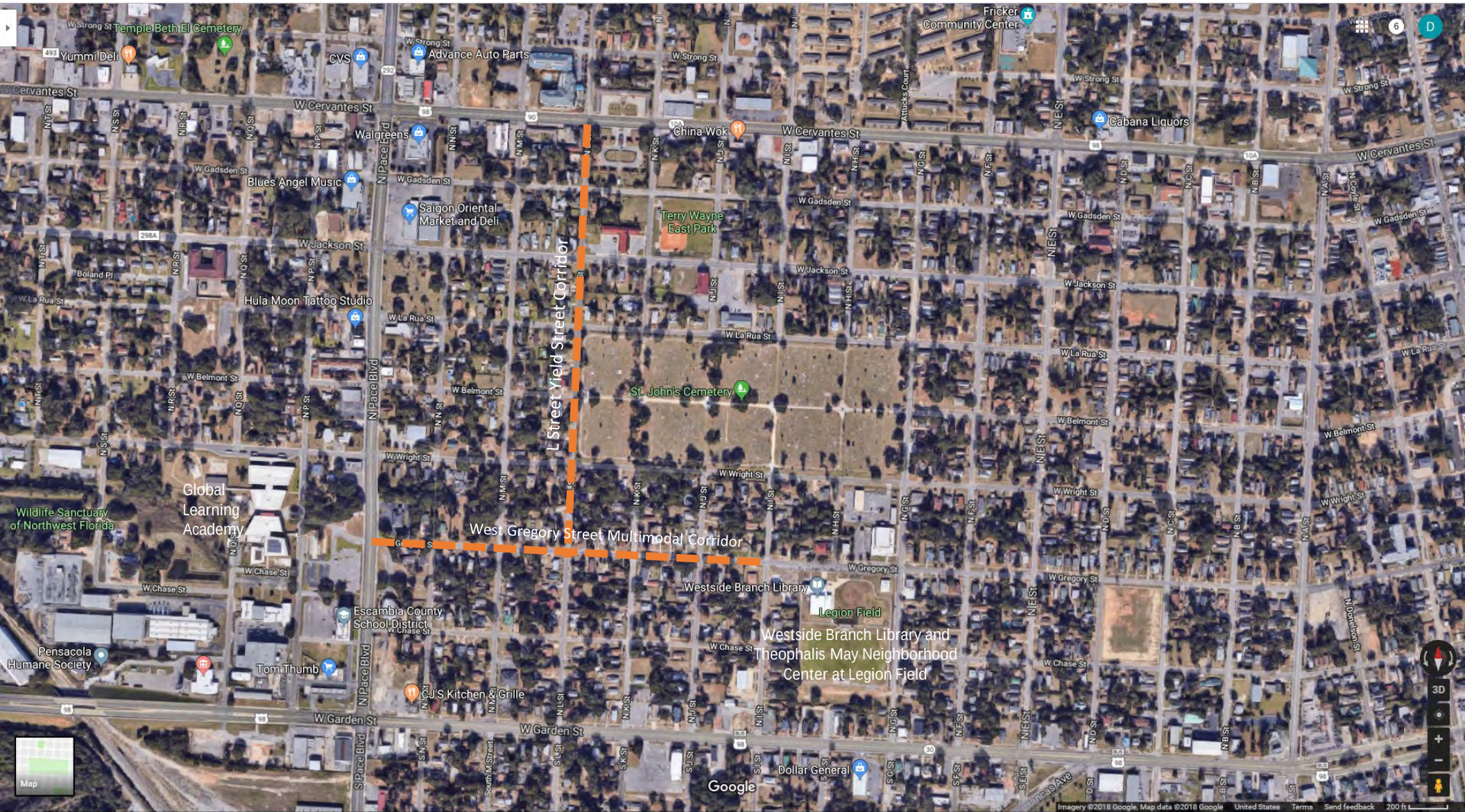
Typical Section Design Details

- 56'6" right-of-way width (varies; verify by survey)
- Two 11-foot travel lanes
- 4-foot bike lane striping
- 10-foot concrete multiuse side-path on south side
- Curb and gutter on the south side of the existing roadway may not be constructed
- Approximate 8-foot landscape zone south of existing edge of pavement
- Street trees placed at regular spacing
- Street lights placed between tree locations to match Community Maritime Park and section of W. Main Street east of the project limits
- Benches, bike racks, and trash receptacles where space allows
- The existing typical section and proposed typical section dimensions are identical. The only additions are sidewalk, street trees, and lighting. No change is proposed for the right-of way or travel lane widths.

Construction Details

- Existing curb on the north side to remain
- No sidewalk on the north side due to difficult construction grades and existing business driveways
- West of Clubbs Street, pedestrians will be directed to the multiuse side-path on the south side
- New mast arm traffic signals with pedestrian phase will be installed at the A Street intersection at a future date
- An option for a pedestrian phase only added to the existing signal is provided in this application
- A crosswalk will be installed on the west side of the A Street/Main Street intersection
- The existing bike lane striping on the north and south side of Main Street will be refreshed
- High-use pedestrian warning signage will be installed at each end of the project limits





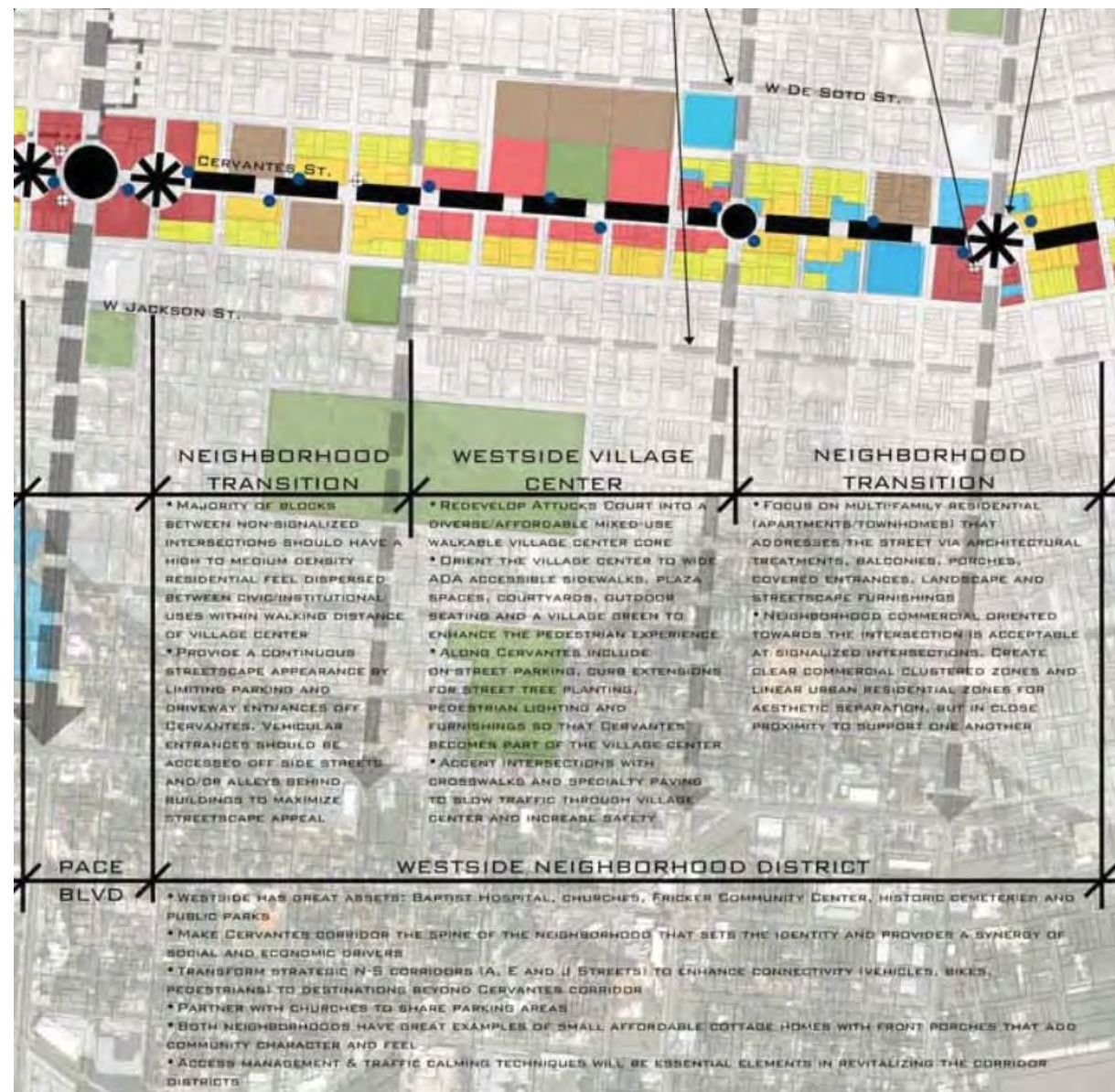
Notes:

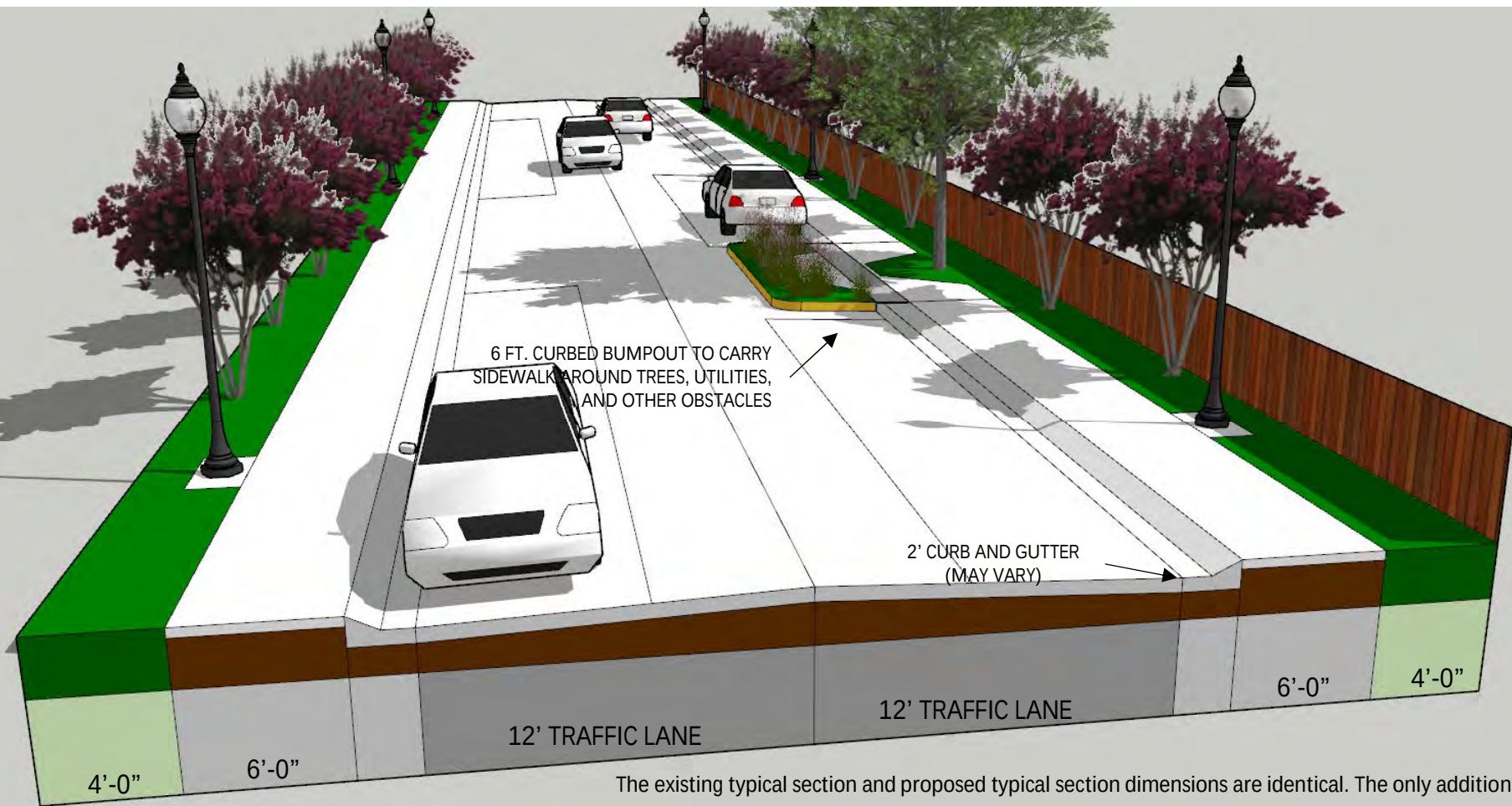
1. The L Street Yield Street corridor improvements are intended to implement revitalization efforts within the Westside CRA.
2. The improvements to L Street will provide access to new developments on the SE and SW corners of the L Street/Cervantes Street intersection
3. The L Street improvements will connect to and augment improvements along Gregory Street that will improve access between neighborhoods east and west of Pace Boulevard to and from Global Learning Academy and facilities at Legion Field.



Consistency with Previous Plans and Details

- The West Cervantes Street Corridor Management Plan, completed in December 2016, provided concepts and design criteria for revitalizing the east-west corridor with options for adding on-street parking, better pedestrian access, improved lighting, and other safety features to allow safe access for pedestrians to walk along and cross the corridor.
- This TAP application is consistent with these concepts for West Cervantes Street corridor revitalization through addressing better pedestrian access, traffic calming, sidewalk connections, lighting, and on-street parking.
- The Pensacola CRA is currently planning for construction of new sidewalk replacement along both sides of A Street, DeVilliers Street, and Reus Street from Cervantes Street to Main Street to revitalize the neighborhoods north of Main Street. This TAP project will provide the similar neighborhood revitalization improvements to connect the Cervantes Street corridor to important community facilities south at Gregory Street.

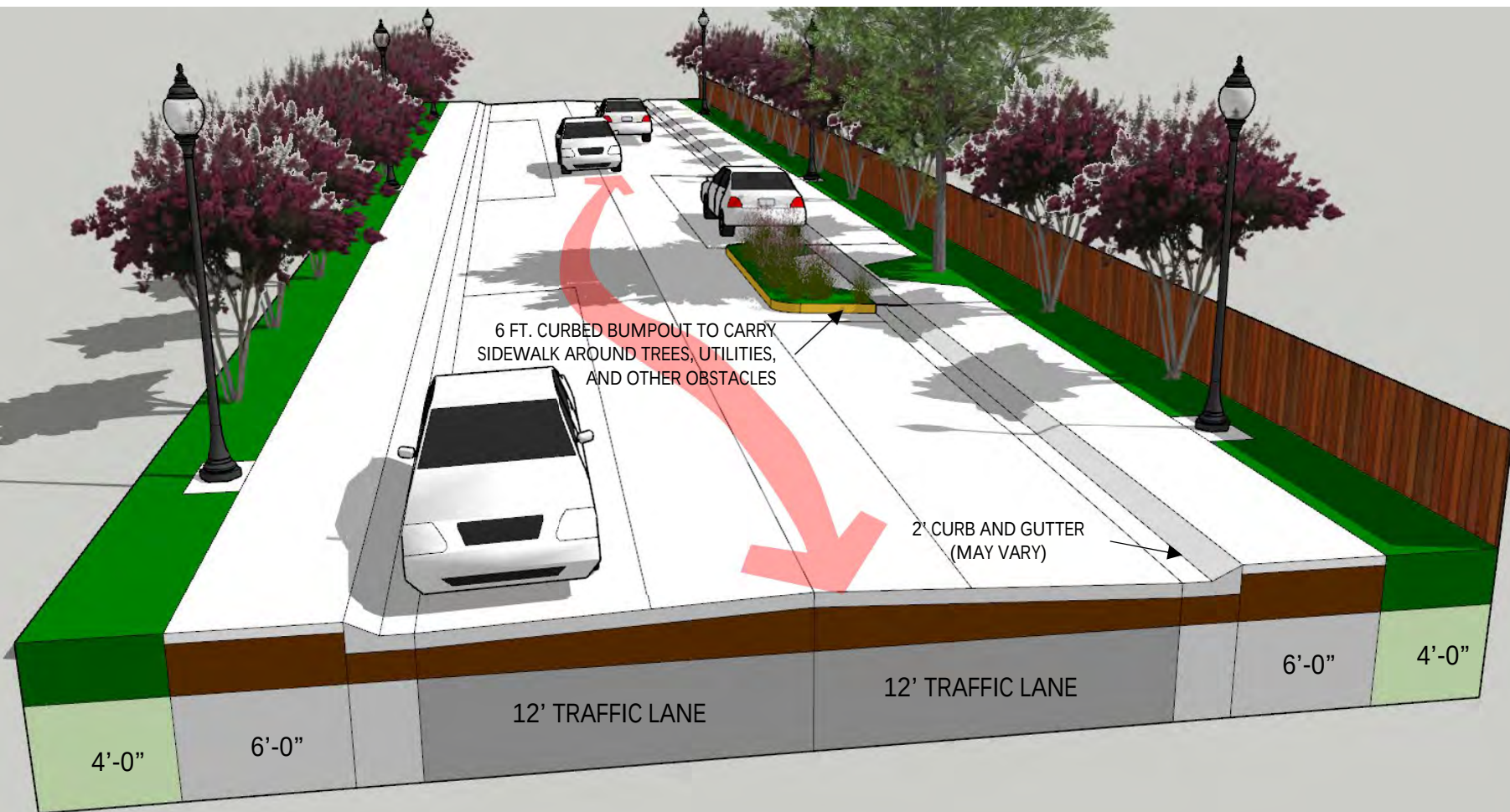




The existing typical section and proposed typical section dimensions are identical. The only additions are sidewalks, street trees, and lighting. No change is proposed for the right-of-way or travel lane widths.

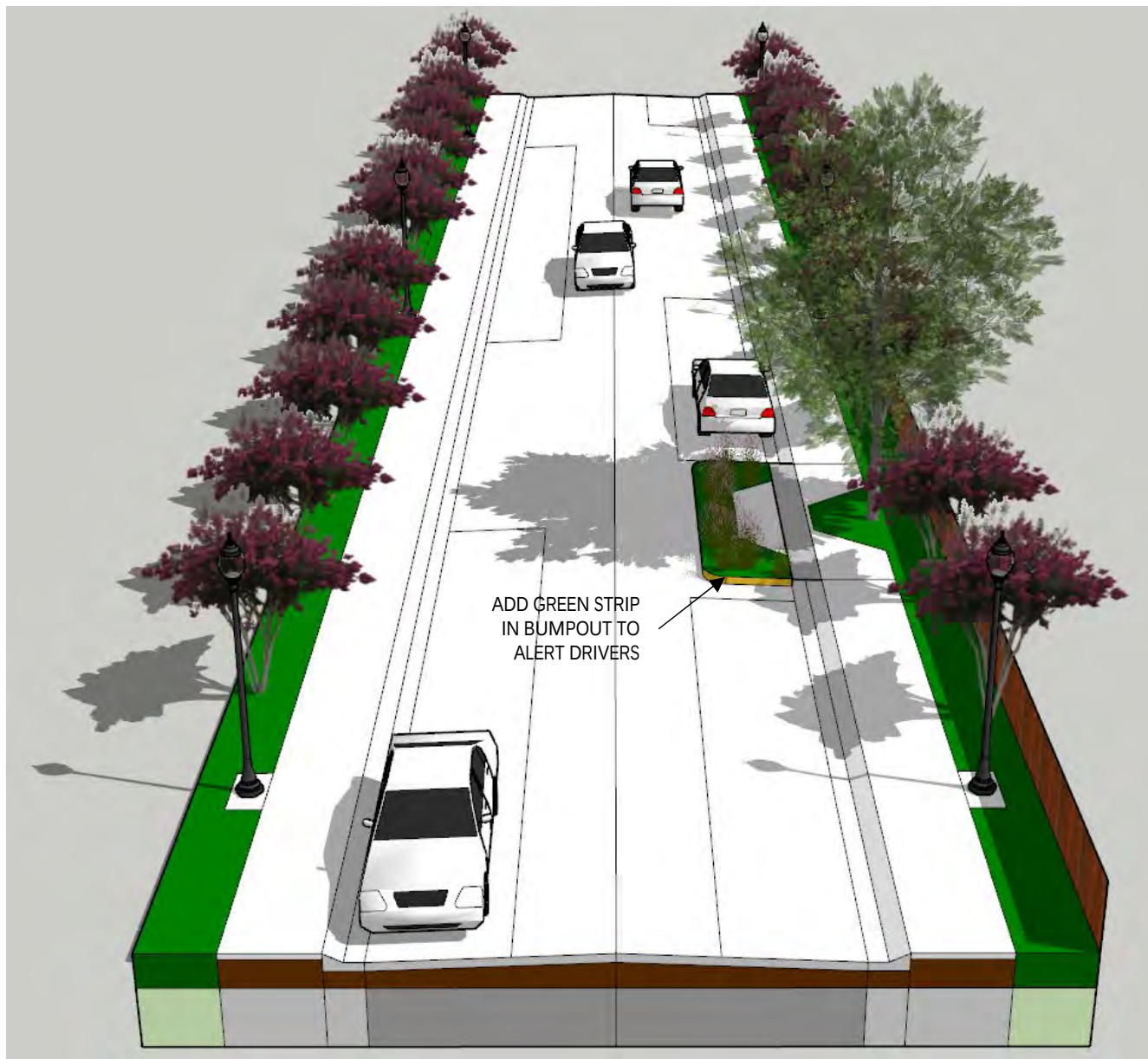
Notes:

1. The Yield Street concept uses a traffic calming technique in which oncoming traffic in both lanes "share the lane" in locations where intentional bumpouts are placed on either side of the street, when needed to allow the sidewalk to avoid major trees and utility infrastructure.
2. Parking on a Yield Street is permissible on either side, informally, and the bumpout structures are intended to duplicate the space taken by a parked car.
3. The Yield Street may require parking day notifications and enforcement on days when trash collection or street sweeping occurs.
4. The curbed bumpout will be set to the edge of the travel lane and will allow the gutter to flow between the back edge and the existing curb. A diamond plate will be installed between the existing curb and sidewalk to carry the sidewalk to the bumpout and around obstacles.
5. Street lights will be placed approximately on 100 foot spacing set to the outside of the sidewalk and are intended to provide light to the sidewalk.
6. L Street has a 50 foot right-of-way. Final field surveys will set the right-of-way line to be used for design.



Notes:

1. The Yield Street concept uses a traffic calming technique in which oncoming traffic in both lanes "share the lane" in locations where intentional bumpouts are placed on either side of the street, when needed to allow the sidewalk to avoid major trees and utility infrastructure.
2. Parking on a Yield Street is permissible on either side, informally, and the bumpout structures are intended to duplicate the space taken by a parked car.
3. The Yield Street may require parking day notifications and enforcement on days when trash collection or street sweeping occurs.
4. Traffic flow will be maintained on a Yield Street, but traffic calming is the primary purpose.



How it works:

1. The Yield Street concept uses a traffic calming technique in which oncoming traffic in both lanes “share the lane” in locations where intentional bumpouts are placed on either side of the street, when needed, to allow the sidewalk to avoid major trees and utility infrastructure.
2. Parking on a Yield Street is permissible on either side.
3. The bumpout structures are intended to duplicate the space taken by a parked car.

NACTO  National Association of City Transportation Officials

Urban Street Design Guide [PURCHASE GUIDE](#) [GUIDE NAVIGATION](#)

Yield Street



2-way yield streets are appropriate in residential environments where drivers are expected to travel at low speeds. Many yield streets have significant off-street parking provisions and on-street parking utilization of 40–60% or less.

Create a “checkered” parking scheme to improve the functionality of a yield street.

The street illustrated below depicts a 30-foot roadway within a 45-foot right-of-way.



Click a number for more information

For a yield street to function effectively, motorists should be able to use the street intuitively without risk of head-on collision.



National Best Transportation Management Practices NACTO Yield Street

- The L Street concept is to create a “Yield Street”, utilizing limited curbed bumpouts at strategic locations to allow the sidewalks to “bump out” to avoid major trees and infrastructure too costly to move. The Yield Street concept described by the National Association of City Transportation Officials (NACTO) is one where informal parking is permissible on both sides of a two-way street, and along with curbed bumpouts, creates traffic calming. The street curbs and drainage structures will not be modified to save cost.
- For L Street, the curbed bumpouts will be offset from the existing curb to allow drainage flow to continue, and will allow sidewalks to move toward the street to avoid major trees and infrastructure. The bumpouts will take the same place as a parked vehicle along the existing street curb.

RECOMMENDATIONS

For a yield street to function effectively, motorists should be able to use the street intuitively without risk of head-on collision. Depending on whether the yield street has high or low parking utilization, flush curbs, or other features, its configuration may vary. A yield street with parking on both sides functions most effectively at 24–28 feet, while yield streets with parking on only one side can be as narrow as 16 feet, assuming that parking utilization is low enough for cars to safely yield and pass one another.¹

- 1 All residential streets should provide safe and inviting places to walk and good access to local stores and schools. Design should mitigate the effects of driveway conflicts, reduce cut-through traffic, and maintain slow speeds conducive to traffic safety.
- 2 Driveways should be constructed to minimize intrusion upon the sidewalk. Maintain sidewalk materials and grade across driveways.

- 3 The planted furniture zone of the sidewalk creates opportunities for street trees, planter boxes, benches, and rain gardens.

[More Info](#)

- 4 While most yield streets should have a minimum of signage and striping, signage should be used to indicate bidirectional traffic at transition points or where 2-way operation has recently been introduced.

[More Info](#)

Parking utilization on yield streets should be monitored closely. Before and after conversion, cities should consult with local residents to see whether or not a “checkered” parking scheme should be striped or remain unofficial.

Bike Route Wayfinding

Signage and Markings System

A bicycle wayfinding system consists of comprehensive signing and/or pavement markings to guide bicyclists to their destinations along preferred bicycle routes. Signs are typically placed at decision points along bicycle routes – typically at the intersection of two or more bikeways and at other key locations leading to and along bicycle routes.



National Best Transportation Management Practices NACTO Yield Street

- The L Street concept “Yield Street”, will utilize limited curbed bumpouts at strategic locations to allow the sidewalks to “bump out” to avoid major trees and infrastructure too costly to move. In addition, informal parking will be permissible on both sides of the street, making a formal bike lane inadvisable. For that reason, advance warning signs, such as “Share the Road with Bikes”, and intermittent use of sharrows, may be advised.
- Sharrows will be utilized on Gregory Street, the companion project street.
- Wayfinding and information signs will be important to advise bicycle users of the routes and types of conditions.

Types of Signs

There are three general types of wayfinding signs:

CONFIRMATION SIGNS



Berkeley, CA



Chicago, IL



Oakland, CA

PURPOSE

Indicate to bicyclists that they are on a designated bikeway. Make motorists aware of the bicycle route.

INFORMATION

Can include destinations and distance/time. Do not include arrows.

PLACEMENT

Every ¼ to ½ mile on off-street facilities and every 2 to 3 blocks along bicycle facilities, unless another type of sign is used (e.g., within 150 ft of a turn or decision sign). Should be placed soon after turns to confirm destination(s). Pavement markings can also act as confirmation that a bicyclist is on a preferred route.

DECISION SIGNS



Oakland, CA



Concept



Portland Metro Cities, OR

PURPOSE

Mark the junction of two or more bikeways.
Inform bicyclists of the designated bike route to access key destinations.

INFORMATION

Destinations and arrows, distances, and travel times are optional but recommended.

PLACEMENT

Near-side of intersections in advance of a junction with another bicycle route.
Along a route to indicate a nearby destination.

Types of Destinations

Wayfinding signs can direct users to a number of different types of destinations, including the following:

- On-street bikeways
- Commercial centers
- Public transit centers and stations
- Schools
- Civic/community destinations
- Local or regional parks and trails
- Hospitals
- Bridges

Prior to developing the wayfinding signage, it can be useful to classify a list of destinations for inclusion on the signs based on their relative importance to users throughout the area. A particular destination's ranking in the hierarchy can be used to determine the physical distance from which the locations are signed. For example, primary destinations (such as the downtown area) may be included on signage up to five miles away. Secondary destinations (such as a transit station) may be included on signage up to two miles away. Tertiary destinations (such as a park) are more local in nature and may be included on signage up to one mile away.



Pavement Markings

Pavement markings can be installed to help reinforce routes and directional signage and to provide bicyclist positioning and route branding benefits. Pavement markings may be useful where signs are difficult to see (due to vegetation or parked cars) and can help bicyclists navigate difficult turns and provide route reinforcement. In the United States, pavement markings have been experimented with in cities like Portland OR, and Berkeley, CA. Berkeley has applied a large stencil taking up nearly the entire travel lane designating the street as a 'bicycle boulevard.' In Portland, smaller stencils including a small circle and arrow system were initially used; however, since the adoption and wide spread use of the shared lane marking, most bicycle boulevards are being retrofitted with these larger markings. Portland has also applied the shared lane marking as a wayfinding device by turning the chevrons of the marking in the direction of intended travel.

Wayfinding Signage Benefits

- Familiarizes users with the bicycle network.
- Identifies the best routes to destinations.
- Overcomes a "barrier to entry" for infrequent bicyclists.
- Signage that includes mileage and travel time to destinations may help minimize the tendency to overestimate the amount of time it takes to travel by bicycle.
- Visually indicates to motorists that they are driving along a bicycle route and should use caution.
- Passively markets the bicycle network by providing unique and consistent imagery throughout the jurisdiction.

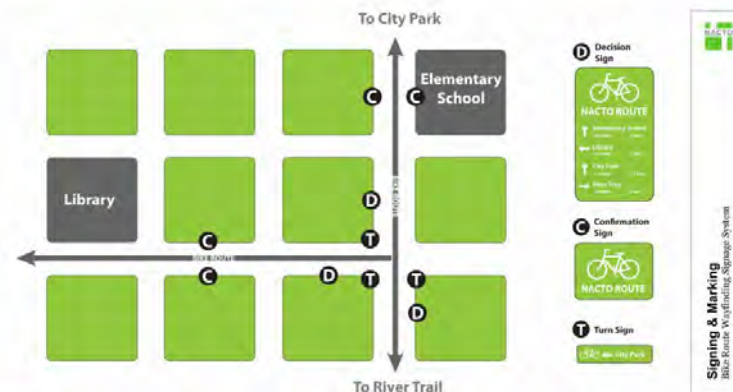
Typical Applications

- Along all streets and/or bicycle facility types that are part of the bicycle network.
- Along corridors with circuitous bikeway facility routes to guide bicyclists to their intended destination.

URBAN BIKEWAY DESIGN GUIDE

SIGNING & MARKINGS: Bike Route Wayfinding Signage and Markings System 245

Design Guidance

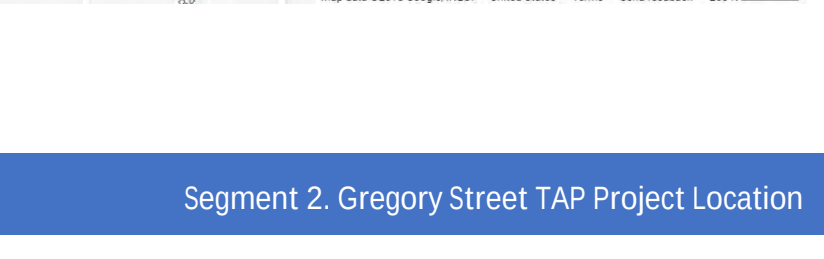


View a high resolution image here: http://nacto.org/wp-content/uploads/2010/08/WayfindingSignage_Plan1.jpg





Pensacola Westside CRA Boundary

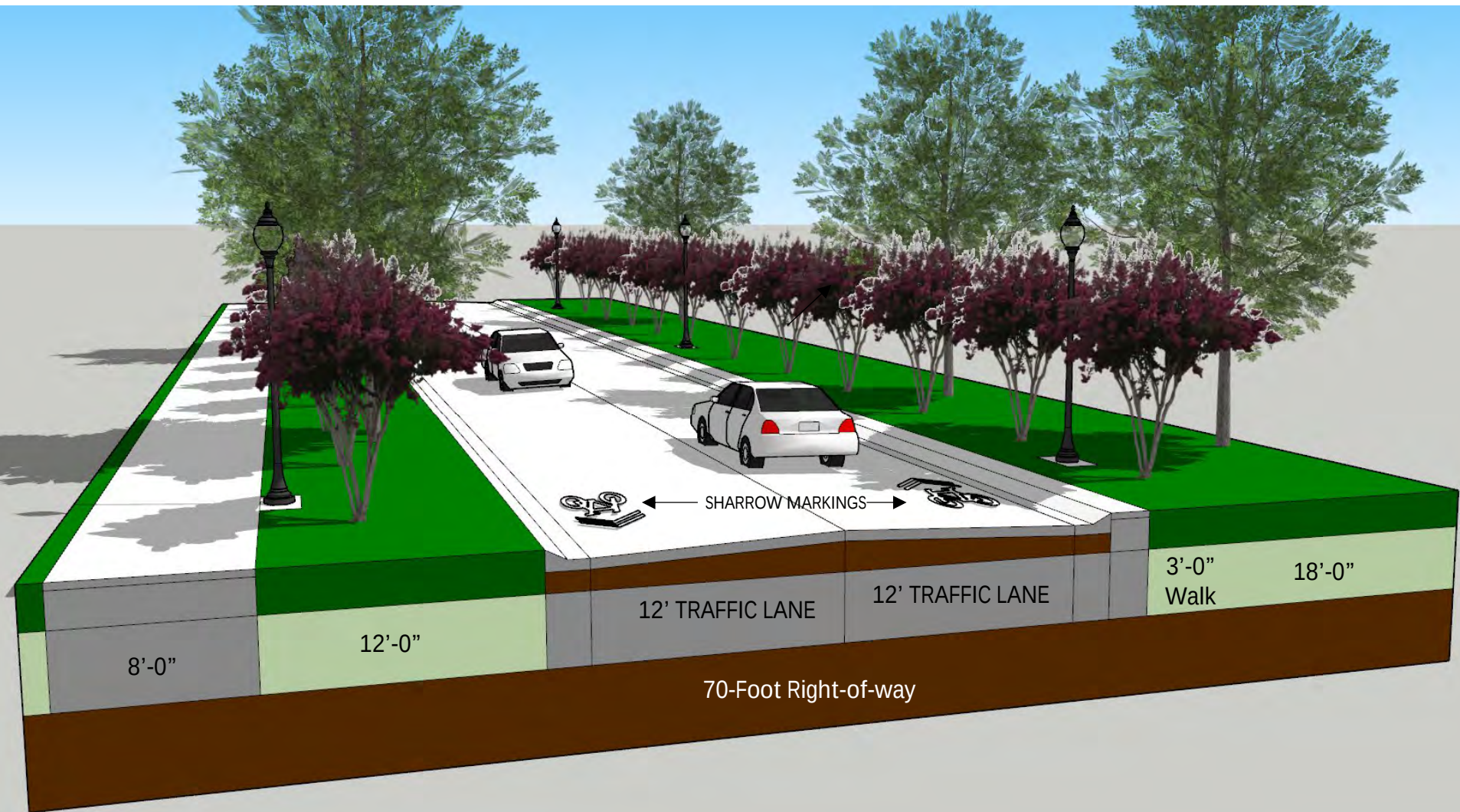






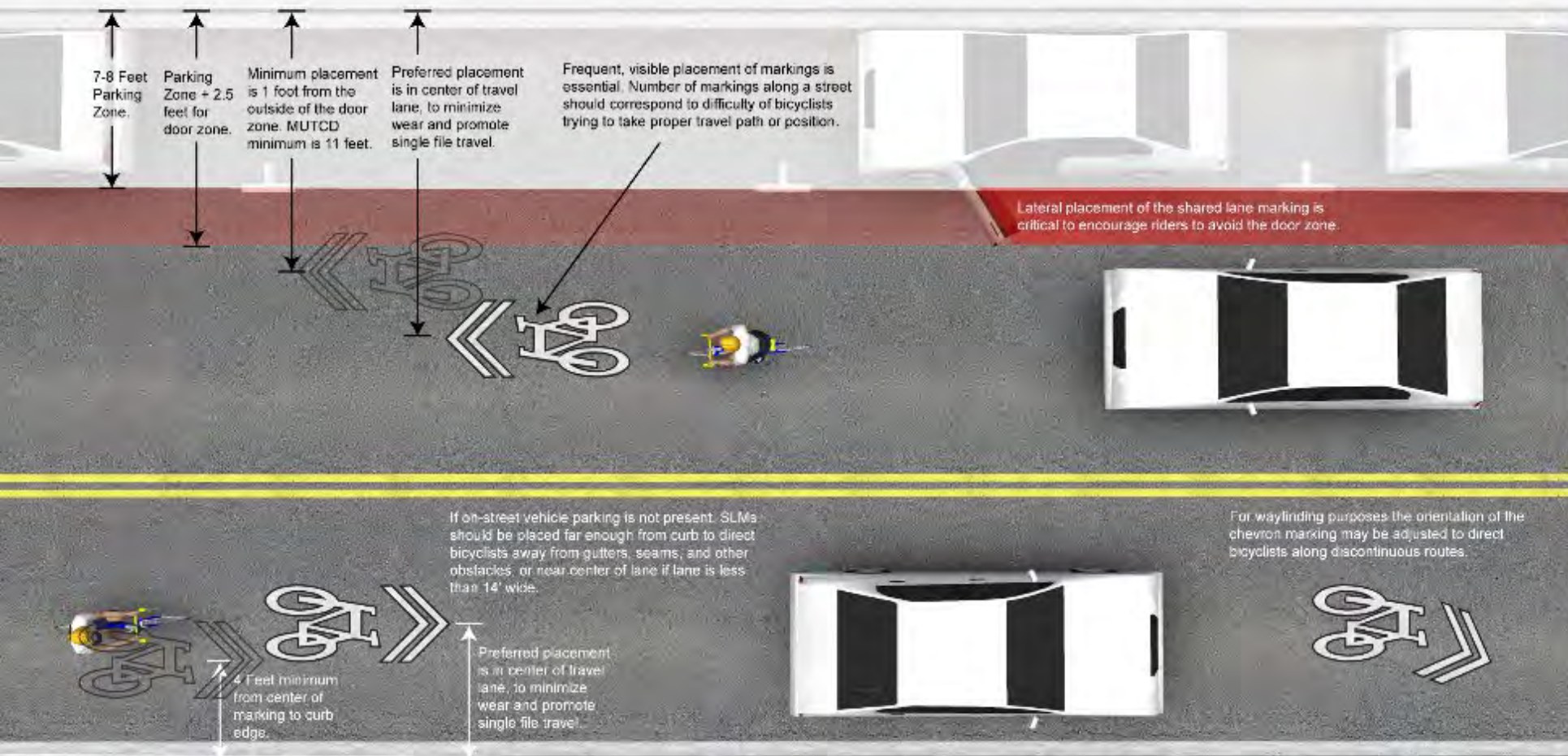
Notes:

1. Gregory Street has a 70-foot right-of-way with two 12-foot travel lanes. The street includes sidewalks on both sides within some blocks with a continuous narrow sidewalk on the south side. The project proposes to remove the narrow south sidewalk and construct an 8-foot concrete sidepath.
2. Parking on the street may be permissible on either side, however if sharrows are used, parking should not be permitted to ensure continuous safe bicycle space.
3. Major oaks and other trees line the street in places and the sidepath may be meandered to avoid impacting the trees. Street trees will be installed to provide shade along the sidepath where space allows.
4. Street lights will be placed near the road edge on the north side, and closer to the sidepath on the south side.



Notes:

1. Gregory Street has a 70-foot right-of-way with two 12-foot travel lanes. The street includes sidewalks on both sides within some blocks with a continuous narrow sidewalk on the south side. The project proposes to remove the narrow south sidewalk and construct an 8-foot concrete sidepath.
2. Parking on the street may be permissible on either side, however if sharrows are used, parking should not be permitted to ensure continuous safe bicycle space.
3. Major oaks and other trees line the street in places and the sidepath may be meandered to avoid impacting the trees. Street trees will be installed to provide shade along the sidepath where space allows.
4. Street lights will be placed near the road edge on the north side, and closer to the sidepath on the south side.



National Best Transportation Management Practices NACTO Urban Bikeway Design Guide

- For Gregory Street, since sufficient space does not exist, it is proposed to use sharrows markings to delineate traffic to share the road.

REQUIRED



The Shared Lane Marking in use within the United States is the bike-and-chevron “sharrow,” illustrated in MUTCD figure 9C-9.



Shared Lane Markings shall not be used on shoulders, in designated bicycle lanes, or to designate bicycle detection at signalized intersections. (MUTCD 9C.07 03)

Second Street Sharrows and Green Lane Long Beach, CA

Second Street in the Belmont Shore area of Long Beach, California is a busy corridor which runs parallel to the beach. Many cyclists use the route as a connection between the beach, Orange County, and Ocean Boulevard. The street has significant motorized and pedestrian traffic, and bicyclists often choose to bicycle on the sidewalk rather than in the street. Since Second Street did not have sufficient room for a bike lane, in 2009, the city of Long Beach received FHWA and CTCDC approval to experiment with a shared lane marking that is set within a 5' green painted area at the midpoint of the roadway in the left-most and right-most lanes. A study conducted as part of the experiment measured an 100% increase in cyclists and an improvement in bicyclist lateral position in the roadway.



National Association of
City Transportation Officials

Bike Route Wayfinding

Signage and Markings System

A bicycle wayfinding system consists of comprehensive signing and/or pavement markings to guide bicyclists to their destinations along preferred bicycle routes. Signs are typically placed at decision points along bicycle routes – typically at the intersection of two or more bikeways and at other key locations leading to and along bicycle routes.



National Best Transportation Management Practices NACTO Yield Street

- The L Street concept “Yield Street”, will utilize limited curbed bumpouts at strategic locations to allow the sidewalks to “bump out” to avoid major trees and infrastructure too costly to move. In addition, informal parking will be permissible on both sides of the street, making a formal bike lane inadvisable. For that reason, advance warning signs, such as “Share the Road with Bikes”, and intermittent use of sharrows, may be advised.
- Sharrows will be utilized on Gregory Street, the companion project street.
- Wayfinding and information signs will be important to advise bicycle users of the routes and types of conditions.

Types of Signs

There are three general types of wayfinding signs:

CONFIRMATION SIGNS



Berkeley, CA



Chicago, IL



Oakland, CA

PURPOSE

Indicate to bicyclists that they are on a designated bikeway. Make motorists aware of the bicycle route.

INFORMATION

Can include destinations and distance/time. Do not include arrows.

PLACEMENT

Every ¼ to ½ mile on off-street facilities and every 2 to 3 blocks along bicycle facilities, unless another type of sign is used (e.g., within 150 ft of a turn or decision sign). Should be placed soon after turns to confirm destination(s). Pavement markings can also act as confirmation that a bicyclist is on a preferred route.

DECISION SIGNS



Oakland, CA



Concept



Portland Metro Cities, OR

PURPOSE

Mark the junction of two or more bikeways.
Inform bicyclists of the designated bike route to access key destinations.

INFORMATION

Destinations and arrows, distances, and travel times are optional but recommended.

PLACEMENT

Near-side of intersections in advance of a junction with another bicycle route.
Along a route to indicate a nearby destination.

Types of Destinations

Wayfinding signs can direct users to a number of different types of destinations, including the following:

- On-street bikeways
- Commercial centers
- Public transit centers and stations
- Schools
- Civic/community destinations
- Local or regional parks and trails
- Hospitals
- Bridges

Prior to developing the wayfinding signage, it can be useful to classify a list of destinations for inclusion on the signs based on their relative importance to users throughout the area. A particular destination's ranking in the hierarchy can be used to determine the physical distance from which the locations are signed. For example, primary destinations (such as the downtown area) may be included on signage up to five miles away. Secondary destinations (such as a transit station) may be included on signage up to two miles away. Tertiary destinations (such as a park) are more local in nature and may be included on signage up to one mile away.



Pavement Markings

Pavement markings can be installed to help reinforce routes and directional signage and to provide bicyclist positioning and route branding benefits. Pavement markings may be useful where signs are difficult to see (due to vegetation or parked cars) and can help bicyclists navigate difficult turns and provide route reinforcement. In the United States, pavement markings have been experimented with in cities like Portland OR, and Berkeley, CA. Berkeley has applied a large stencil taking up nearly the entire travel lane designating the street as a 'bicycle boulevard.' In Portland, smaller stencils including a small circle and arrow system were initially used; however, since the adoption and wide spread use of the shared lane marking, most bicycle boulevards are being retrofitted with these larger markings. Portland has also applied the shared lane marking as a wayfinding device by turning the chevrons of the marking in the direction of intended travel.

Wayfinding Signage Benefits

- Familiarizes users with the bicycle network.
- Identifies the best routes to destinations.
- Overcomes a "barrier to entry" for infrequent bicyclists.
- Signage that includes mileage and travel time to destinations may help minimize the tendency to overestimate the amount of time it takes to travel by bicycle.
- Visually indicates to motorists that they are driving along a bicycle route and should use caution.
- Passively markets the bicycle network by providing unique and consistent imagery throughout the jurisdiction.

Typical Applications

- Along all streets and/or bicycle facility types that are part of the bicycle network.
- Along corridors with circuitous bikeway facility routes to guide bicyclists to their intended destination.

URBAN BIKEWAY DESIGN GUIDE

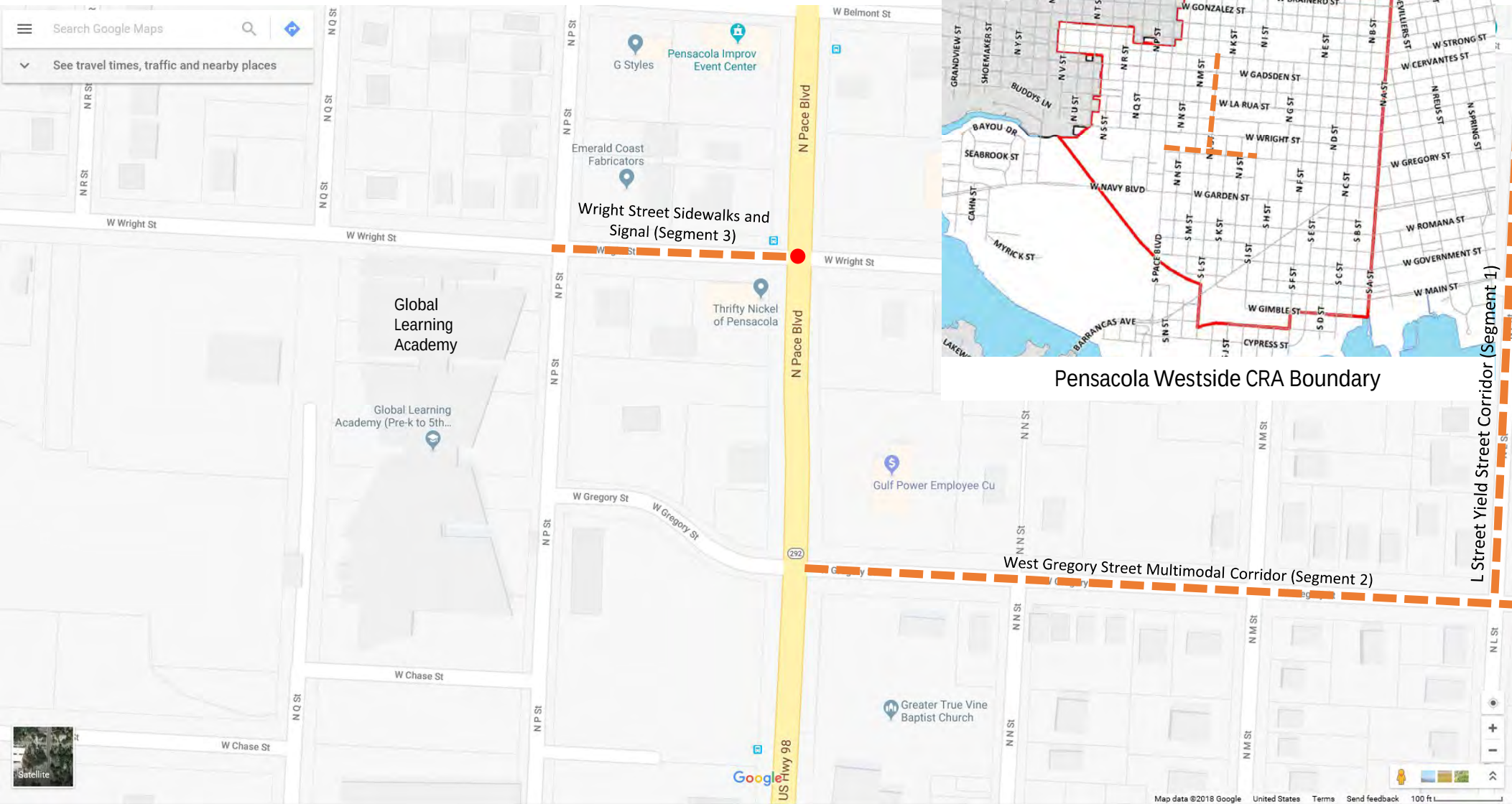
SIGNING & MARKINGS: Bike Route Wayfinding Signage and Markings System 245

Design Guidance



View a high resolution image here: http://nacto.org/wp-content/uploads/2010/08/WayfindingSignage_Plan1.jpg







Notes:

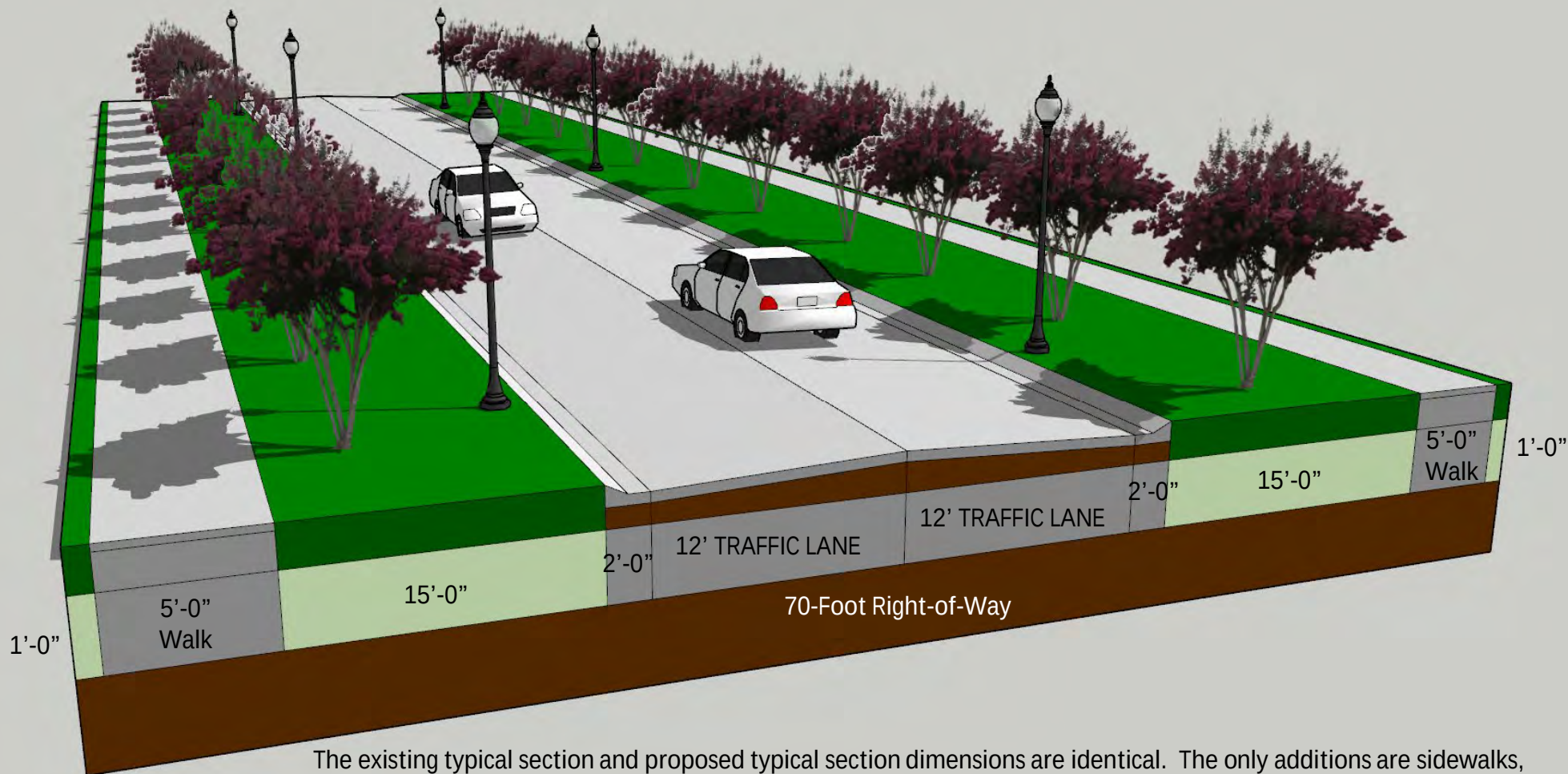
1. The improvements to Wright Street will provide access between the Global Learning Academy and Pace Boulevard and a signal at the intersection of Wright Street and Pace Boulevard.
2. The Wright Street corridor improvements are intended to implement revitalization efforts within the Westside CRA.
3. The Wright Street TAP improvements include an ADA accessible sidewalk on the both sides of the right-of-way, striping new P Street crosswalk, relocating existing crosswalk, street trees, street lighting, and wayfinding signage.
4. Wright Street is Segment 3 of the TAP application. L Street is Segment 1. Gregory Street is Segment 2.



The existing typical section and proposed typical section dimensions are identical. The only additions are sidewalks, street trees, and lighting. No change is proposed for the right-of-way or travel lane widths.

Notes:

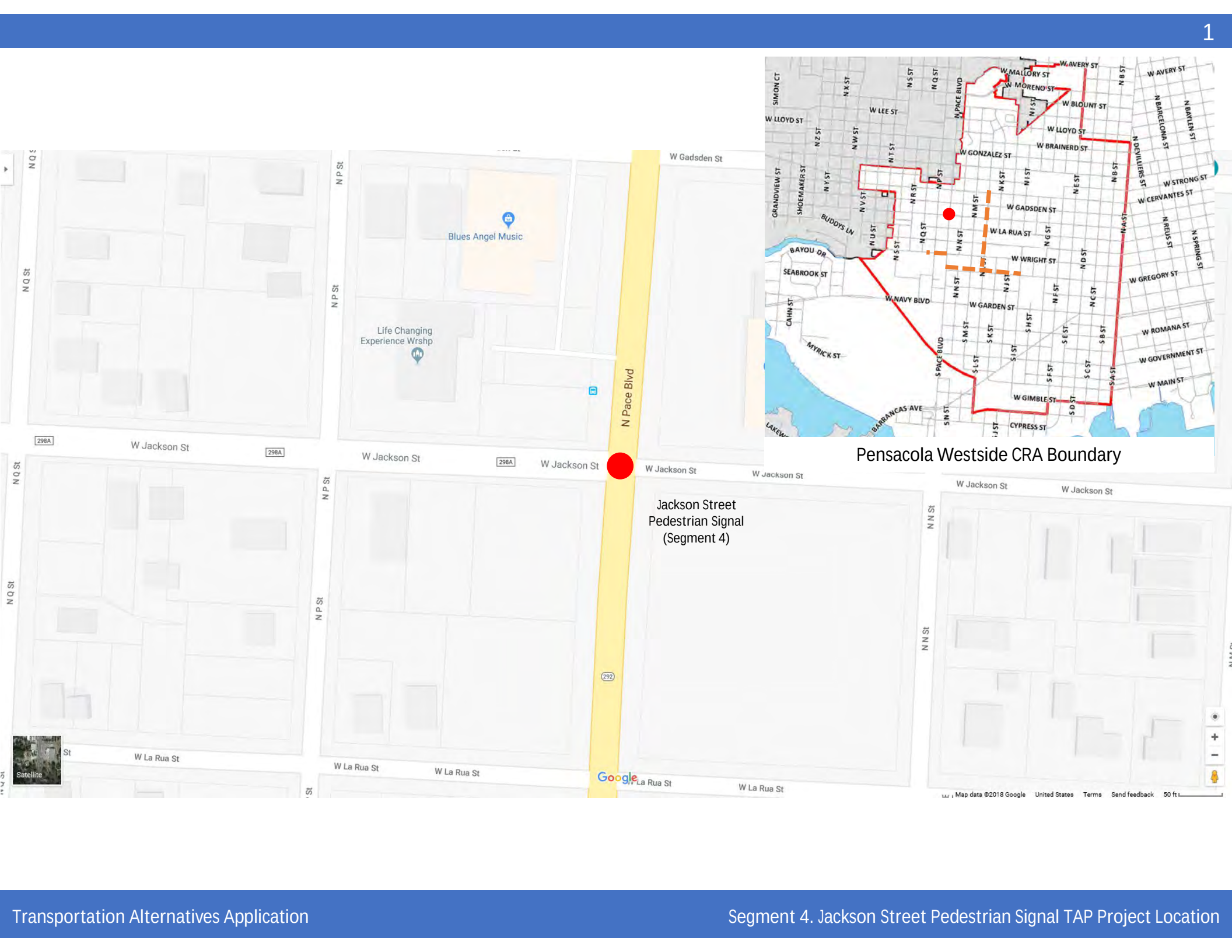
1. Wright Street has a 70-foot right-of-way with two 12-foot travel lanes. The street includes a small non-standard sidewalk on the north side with no sidewalk on the south side. The project proposes to remove the narrow north sidewalk and construct a 5-foot sidewalk on both sides of the right-of-way.
2. Parking on the street should not be allowed since this street is an access to the bus ramp at the Global Learning Center.
3. Large driveways exist in the north side. The sidewalk should be placed within 1 foot of the right-of-way.
4. Street lights will be placed near the road edge on each side.



The existing typical section and proposed typical section dimensions are identical. The only additions are sidewalks, street trees, and lighting. No change is proposed for the right-of-way or travel lane widths.

Notes:

1. Wright Street has a 70-foot right-of-way with two 12-foot travel lanes. The street includes a small non-standard sidewalk on the north side with no sidewalk on the south side. The project proposes to remove the narrow north sidewalk and construct a 5-foot sidewalk on both sides of the right-of-way.
2. Parking on the street should not be allowed since this street is an access to the bus ramp at the Global Learning Center.
3. Large driveways exist in the north side. The sidewalk should be placed within 1 foot of the right-of-way.
4. Street lights will be placed near the road edge on each side.





A map of the Pensacola Westside Community Reinvestment Area (CRA) boundary. The map shows a grid of streets including W Belmont St, W Wright St, W Gregory St, W Chase St, and S Park Ave. Major roads like US Highway 90 and US Highway 98 are highlighted in yellow. The CRA boundary is indicated by a red line. The map is titled "Pensacola Westside CRA Boundary" and includes a scale bar (0 to 200 feet) and a north arrow.



Notes:

1. The improvements at the intersection of Pace Boulevard and Jackson Street will include adding a pedestrian phase and pedestrian heads to the existing signal at the intersection.
2. These improvements are intended to implement revitalization efforts within the Westside CRA by improving walkability.
3. The Jackson Street TAP improvements will also include refreshing the crosswalk striping.
4. Jackson Street is Segment 4 of the TAP application. L Street is Segment 1. Gregory Street is Segment 2. Wright Street is Segment 3.



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00034

City Council

1/17/2019

LEGISLATIVE ACTION ITEM

SPONSOR: City Council Member Ann Hill
City Council Member Sherri Myers

SUBJECT:

REDUCTION AND REMOVAL OF STYROFOAM, PLASTIC BOTTLES AND OTHER NON-ENVIROMENTALLY FRIENDLY ITEMS FROM USE WITHIN CITY HALL

RECOMMENDATION:

That City Council work with the Office of the Mayor in establishing a policy for the reduction and removal of Styrofoam cups, plastic bottles and other non-environmentally friendly items from use within City Hall. Recommendation is from the Environmental Advisory Board.

HEARING REQUIRED: No Hearing Required

SUMMARY:

In an effort to reduce the use of non-environmentally friendly products such as Styrofoam, plastic bottles and plastic straws, the Environmental Advisory Board brought forth this recommendation.

While an effort is in place currently to facilitate this recommendation, this item seeks to officially make it a policy of the City to do so.

Along with this, within the reduction of the use of plastic bottles (i.e. water bottles), is a forward view of replacing water fountains (at least some) with refilling stations.

PRIOR ACTION:

December 6, 2018 - Environmental Advisory Board approved the forwarding of this recommendation

FUNDING:

N/A

FINANCIAL IMPACT:

Cost reduction of certain products vs. cost of replacement products.

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

- 1) None

PRESENTATION: No



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00020

City Council

1/17/2019

DISCUSSION ITEM

FROM: City Council Member Sherri Myers

SUBJECT:

PURCHASE FOR SOCIAL JUSTICE

SUMMARY:

There are many mechanisms for an entity to engage in purchasing needed items where those purchases are made from a Social Justice perspective, one example is Fair Trade Coffee.

This item seeks to discuss the potential for instituting a Purchase for Social Justice philosophy within the City.

PRIOR ACTION:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

1) None

PRESENTATION: No



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00022

City Council

1/17/2019

DISCUSSION ITEM

FROM: City Council Member Sherri Myers

SUBJECT:

2020 BUDGET PROCESS

SUMMARY:

As we begin the FY20 budget preparation cycle, this item seeks to discuss the Budget Process from both the Mayoral and City Council perspective. Further, a discussion of a possible workshop for the Mayor and Council to set forth a strategic plan and set of priorities to be followed during the budgeting process.

PRIOR ACTION:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

1) None

PRESENTATION: No



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00023

City Council

1/17/2019

DISCUSSION ITEM

FROM: City Council Member Sherri Myers

SUBJECT:

AMERICANS WITH DISABILITIES ACT (ADA), COORDINATOR, COMPLAINT PROCESS

SUMMARY:

The ADA contains certain requirements with regards to having an ADA Coordinator and a complaint process in place. Currently, none of those requirements are specifically codified within the City of Pensacola.

This item seeks to discuss the need and possible codification of such items.

PRIOR ACTION:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

1) None

PRESENTATION: No



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00024

City Council

1/17/2019

DISCUSSION ITEM

FROM: City Council Member Jewel Cannada-Wynn

SUBJECT:

NOISE COMPLAINTS

SUMMARY:

The purpose of this item is to discuss the need to revisit our current noise ordinance and/or seek a consultant to help us through the process.

Council members routinely receive complaints about noise within the city, from loud vehicles to the use of leaf blowers; as summer approaches these complaints will increase. The hope is, through this discussion, an appropriate course of action can be determined as we move forward.

PRIOR ACTION:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

- 1) December 21, 2018 Email - John Herron
- 2) January 2, 2019 Email - John Herron
- 3) Parks and Recreation Bd. Minutes
- 4) City Code Sec. 8-1-16

PRESENTATION: No

From: John Herron <johnherron@me.com>
Sent: Friday, December 21, 2018 10:30 AM
To: Jewel Cannada-Wynn
Subject: Quiet Neighborhoods and Leaf Blower Noise
Attachments: Art_20161101_WP_LeafBlowerRuiningNeighborhood.pdf;
WrittenStmnt_Herron_LeafblowerNoise_20181220.pdf

Dear Council Member Canada-Wynn,

Good morning. My name is John Herron, and I reside in East Hill, Jared Moore's district. My wife and I recently moved back to Pensacola (where we met) because we want to raise our children here. We are excited to be back, but there is a problem worthy of conversation – neighborhood noise. Often, it's just too loud. One recent weekend, we were exposed to more than eleven hours of loud leaf blower noise in our home. My wife and I and a few other neighbors had a great conversation with Jared, and he recommended I reach out to other council members to request a meeting. Would you be willing to meet with us to discuss environmental noise and ways we can work together to quiet Pensacola neighborhoods?

As to the noise, one neighbor had five hours of continuous blowing with two or more gas-powered backpack leaf blowers. Another had loud blowers and tree trimming saws operate past 7:30 at night. Another has a worker operate a blower every Sunday for hours. Please realize this isn't just a neighbor issue – it's a neighborhood issue. But more importantly it's a public health issue, because leaf blowers can be heard blaring through Pensacola neighborhoods throughout the week and it has become a norm. About 170 cities in 36 different states amended their noise ordinances to address excessive environmental noise like this and encourage quiet neighborhoods to provide a healthy learning environment for children, improve productivity for those working from home, and increase home values. Everybody deserves a quiet neighborhood. Please help us improve the community where we raise our children. They deserve to breathe freely and play, and we all deserve peace and quiet in our homes.

As a primer, first, I've attached an article from Washington Post gardening contributor Adrian Higgins titled "We know you love your leaf blower, but it's ruining the neighborhood". Second, here's a link to a 3 minute [video](#) by James Fallows of The Atlantic. Fallows was a guest speaker at CivicCon last September. On gas powered leaf blowers, he says: "They're a menace in a range of areas, from public health to environmental injustice" ... "We need to ban gas-powered leaf blowers." ... "A shift to battery power leaf blowers has community interest, worker interest, public health, and technological momentum on its side. It's time to accelerate that inevitable shift by ending the use of gas-powered leaf blowers." Third, I've attached a written statement I provided to the Mayoral Transition Team on the issue at the meeting yesterday.

I will eventually ask the city to amend its noise ordinance (PMC 8-1-16) to address the noise and other dangers associated with gas powered leaf blowers. I think we should amend the ordinance to balance the needs and ability of residents to enjoy peace and quiet in our homes with the need to maintain our landscapes in a healthy, neat and environmentally orderly way. We want your support. Please let me know if you have time to talk sometime soon. Thank you.

Sincerely,

John Herron

Pensacola, FL

(858) 699-4903; johnherron@me.com

Home & Garden

We know you love your leaf blower, but it's ruining the neighborhood



By **Adrian Higgins** Gardening columnist November 1, 2016

There was a time when the defining sensory aspects of an afternoon in the autumn garden were the scratching sound of the leaf rake and the scent of leaf-fueled bonfires.

The bonfires have gone from most places — too polluting — and the rakes are silent, largely. Since the 1970s, the soundscape has been shaped by the leaf blower. To the landscape contractor and estate gardener, the leaf blower is a gift from God, saving hours of tedious raking and grooming. To many others, it is an abomination. When a neighbor's mow-and-blow brigade arrives, with two or three gasoline-powered blowers fully vented, it is as if the banshees are in the 'hood. Banshees, you may know, are spirits whose wailing prefigures a death, in this case the passing of the quaint idea that people should be left in peace in their own homes.

I dislike leaf blowers, but I have one, and not just a wimpy handheld device with an orange electrical cord. Mine is a gas-powered backpack blower. This may mark me as a hypocrite, but let me explain. The machine is used infrequently and for the most part at its quietest idling speed. Even throttled down, the airflow is sufficient to move debris, and the blower shifts leaves and twigs without disturbing the underlying gravel path in a way that a rake could not. If you have fallen leaves on a newly seeded lawn, the blower can be used to clear the new lawn gently without disturbing the grass seedlings in a

way that a rake would. If the blower broke tomorrow, I probably wouldn't replace it.

But we are getting stuck in the weeds.

There is a weird human phenomenon at work here: Sound is far less irritating to its creator than to its recipient. Erica Walker, a doctoral student at Harvard University's Chan School of Public Health, seems to have hit on one reason for this: Recipients of nuisance noise have no power over it.

In a survey of 1,050 residents of more than a dozen Boston area neighborhoods, she reported that the overwhelming majority of respondents said they could not control noise or get away from it. "That's a very vulnerable place to be in," Walker said. Almost as many — 79 percent — believed that no one cared that it bothered them.

Walker, armed with a bicycle and a sound level meter, spent a year recording noise levels at 400 locations across the city. The aural irritants go far beyond the leaf blower: Airplanes, buses, trains, loud-talkers, barking dogs, blaring music — all form ingredients in the sour stew. But the leaf blower is a major culprit. The most powerful models can create a stream of air exceeding 200 mph and with noise levels as high as an ear-piercing 112 decibels.

Industry groups say the gasoline blower is getting a bum rap — that modern technology has made them far cleaner and quieter than they used to be.

One facet of this problem is that as residents have turned over care of their yards to landscapers, what was once a weekend phenomenon from a gadget-minded homeowner is now a weekday, day-long assault on neighborhoods. Another gripe: A tool thought of as an instrument of the fall has become a three-season mainstay for crews who equate a speck-free lawn, patio and flower bed with a job well done.

The two-stroke blowers are also highly polluting, said Ruth Caplan, a civic activist in Cleveland Park and a member of a group lobbying against them, Quiet Clean D.C.

"We are concerned not only about the impact on neighbors but also on workers and feel this hasn't been given the attention that it needs," she said.

In a recent paper written with Jamie Banks, of an organization named Quiet Communities in Lincoln, Mass., Walker measured the sound from a commercial-grade gasoline blower at various distances. Even from 800 feet away, the noise was above the 55-decibel threshold at which sound is considered harmful by the World Health Organization, she said. Another problem is that the machines emit a low-frequency sound that is not measured conventionally but which travels long distances and penetrates building walls.

Some jurisdictions have laws banning or restricting leaf blowers. In the District, council member Mary M. Cheh of Ward 3 has introduced a bill that would outlaw the noisiest and most polluting blowers after 2021.

Most cities and counties don't address blowers specifically but have noise ordinances that ostensibly establish when and how much noise can be made before running afoul of the law. You will find if you put it to the test that local authorities as a rule are unable to effectively enforce the laws. Assuming a city even had a squad ready to show up at a moment's notice equipped with sound sensors, "by the time the police or someone would come, the noise would be long gone," Caplan said.

Fueling this ineffectiveness is a mind-set that if you live in an urban environment, you put up with noise. The other fallacy, said Walker, is that noise is a simple annoyance. She rejects both assertions. Cities don't have to be cacophonous, she said, and noise isn't just an irritant; it harms one's health. Studies have shown that tens of millions of Americans are at risk of hypertension and heart disease from the effects of noise.

"We are blind to the fact it's most likely causing significant health effects," Walker said.

What has to change to make America quieter?

Caplan and others are hoping the new technology of quieter, battery-

powered leaf blowers will become the norm. "We are moving quickly in that direction," she said. Legislation such as Cheh's will help make it a reality, she said.

Walker says beyond these steps, we need a fundamental shift in how we regard noise so that society sees it on the same plane as the environmental imperatives of recycling and reducing air pollution.

She was drawn to this field of study after living in an apartment building where small children were running on the floor above, night and day. "One of the ways that made it tolerable was my landlord saying, 'I understand. I'm going to install carpet above you.' It changed the noise level, but not by much, but it helped," she said. "People want to know you're hearing them, and taking their voice seriously."

More from Lifestyle:

[Why the Japanese maple is a must-have for any foliage-loving gardener](#)

[Once barely surviving, the grass on the Mall gets a serious makeover](#)

[Meadows-in-a-can are a myth. Real ones take a lot of planning and patience.](#)

[Knowing what types of weeds grow in your garden can help you improve it](#)

 **198 Comments**

Adrian Higgins has been writing about gardening, landscape design and related environmental topics since the late 1980s. He joined The Washington Post in 1994. He is the author of several books, including the "Washington Post Garden Book" and "Chanticleer, a Pleasure Garden."  Follow @adrian_higgins

**Submission to the Mayoral Transition Team
City of Pensacola
December 20, 2018**

Quiet Neighborhoods and Leaf Blower Noise

by John Herron

There is a problem caused by the overuse of leaf blowers in our neighborhoods because they make too much noise. One recent weekend, my family was exposed to more than eleven hours of loud leaf blower noise exposure in our home. We are not alone. Peace and quiet has become a rarity.

Cities across the nation are establishing rules for leaf blower use because there is increased public awareness about the dangers of noise, particulate matter, and air pollution. Responsible policy makers are considering new research and recognize the overall health risks created by leaf blowers, especially gas-powered leaf blowers. Accordingly, they implement sensible rules to eliminate or mitigate those risks. Nearly all commercial landscapers in Pensacola continue to use two-stroke gas-powered leaf blowers that generate chronic noise far exceeding health and safety standards. They create excessive noise and particulate matter pollution in our neighborhoods, near our schools and around our parks. Chronic noise produced by leaf blowers is a public health issue that should be mitigated by policy makers.

The noise

The CDC recognizes leaf blowers as a source of hazardous noise and tells us “continual exposure to noise can cause stress, anxiety, depression, high blood pressure, heart disease, and many other health problems,” and people at higher risk are those who “are exposed to loud sounds at home and in the community.” More specifically, the CDC recognizes leaf blowers cause too much noise that can cause permanent hearing loss.¹

The Department of Labor says commercial leaf blowers create noise in the range of 102-112 decibels (“dBs”) at the ear of the operator, well above levels deemed safe without hearing protection. Numerous federal agencies declared noise levels above 85 dBs harmful.² Noise level is measured on a logarithmic scale, so an increase of 17 dBs or more represents a huge change in the amount of noise and the potential damage to a person’s hearing.³

University of Michigan researchers estimate more than 100 million Americans are at risk for noise-related health problems, and over 145 million at risk of hypertension due to noise, and even more at an increased risk of heart attack.⁴ The researchers said: “I can’t think of any other environmental hazard that affects so many people and yet is so ignored. ... There are a lot of assumptions that noise exposure is self-inflicted, which is often not the case. We’d like to have people see connections beyond hearing loss and expand the conversation.”⁵ The researchers advise “[t]here is a clear need for policy aimed at reducing noise exposures.”⁶ (See **Attachment 1**, Effects of noise).

The EPA says children are particularly susceptible to chronic environmental noise because unwanted noise, often dismissed as a “nuisance”, can become particularly harmful while growing

and it poses a serious threat to a child's physical and psychological health.⁷ Researchers identified learning and behavioral difficulties from too much environmental noise, and adverse health effects include heart disease, hypertension, and decreased school performance.⁸ They found strong evidence uncontrollable noise significantly impairs cognitive performance because it can induce learned helplessness, increase arousal, alter the choice of task strategy, and decrease attention to a task.⁹ Important effect-modifying factors are anxiety and a feeling the noise is unnecessary.¹⁰ This explains why noise is more irritating to unwilling recipients than its creator. (See **Attachment 2**, Adverse effects of noise exposure).

The World Health Organization strongly recommends 53 decibels or less for general outdoor noise and warns continuous noise above this level is associated with adverse health effects. It recognizes environmental noise is an important public health issue and in its latest report found stronger evidence of cardiovascular and metabolic effects from loud environmental noise.¹¹ Most leaf blowers are powered by loud and inefficient 2-stroke engines, and a recent and important study of sound metrics reveals leaf blower noise is higher than the World Health Organization recommendation of 53 dB out to a distance of 800 feet. Of significance, there is a low frequency dominance of gas-powered leaf blowers. This is concerning because of the ability of the low frequency sound to travel over long distances, penetrate construction walls, and negatively impact health, productivity, and/or quality of life. This low frequency characteristic is an important metric for policy considerations, and it is very important to understand the impact this has on surrounding communities.¹² (See **Attachment 3**, Frequency characteristics of leaf blowers). Acoustic experts explain the low frequency characteristic (100 to 125 Hz) of gas-powered leaf blowers has a greater impact on people and the surrounding community because the low frequency sound travels further, is audible over greater distances, and transmits most easily through windows and glass doors of homes. Accordingly, it's more audible inside surrounding homes and has a greater impact on communities.¹³

Particulate matter blasted into the air, and our lungs

Leaf blowers blast dangerous contaminants called particulate matter – dirt, dust, pollen, excrement, mold, fungus spores, pesticides, herbicides, etc. – into the air after high-velocity and high volume air disturbs the topsoil. Particulate matter is then absorbed into our lungs and can increase the number and severity of asthma attacks, bronchitis, and other lung diseases, particularly among children and the elderly as well as landscapers.

Particulate matter (PM) is grouped into two categories (1) PM_{2.5} or “fine particles”, which are < 2.5 micrometers in diameter and travel deeply into the respiratory tract and worsen medical conditions; and (2) PM₁₀ or “coarse particles”, which are < 10 micrometers in diameter, can consist of chemicals, soil particles, and allergens (pollen or mold spores). An Integrated Science Assessment by the EPA explains particulate matter is easily inhaled, causing or exacerbating lower respiratory tract diseases, such as chronic bronchitis, asthma, pneumonia, lung cancer, and emphysema.^{14 15} (See **Attachment 4**, Particulate matter). “Conclusions regarding the relationship between PM_{2.5} and lung cancer risk [are] robust”, according to the International Agency for Research on Cancer, in a study published September 2014.¹⁶

Particulate matter is harmful to our hearts too. The American Heart Association warns about the dangers of particulate matter that comes from sources such as windblown dust – like the fine particles shot into the air from a high-powered leaf blower. “Particulate matter ... is a significant

source of heart-damaging air pollution. Of greatest concern is fine particulate matter ... because PM_{2.5} is so small, when inhaled, it can reach deep inside the lungs leading to a wide range of health problems”, according to the AHA.¹⁷

Doctors with the AHA explain the biological mechanisms linking particulate matter exposure to cardiovascular disease and identified three biological pathways.¹⁸ (See **Attachment 5**, Particulate matter effects). Popular Mechanics reports on new personal protection equipment for landscapers that includes protective masks specifically designed to filter fine dust that “can be a real danger to your lungs.”¹⁹ What about the rest of us?

Air pollution

Two-stroke engines burn a mixture of oil and gas that generates high levels of ozone-forming chemicals. In addition to kicking up particulate matter from the ground, leaf blower engines are their own source of fine particulate matter. These chemicals and particulate matter are then inhaled by leaf blower operators and passers-by. An independent research laboratory, Edmonds, compared emissions from a Echo PB-500T two-stroke gas-powered leaf blower with a 2011 Ford Raptor. The leaf blower generated 23 times the carbon monoxide and nearly 300 times the non-methane hydrocarbons than the Raptor. In other words, to equal the emissions of a half-hour yard work with one two-stroke leaf blower, you would have to drive the Raptor 3,877 miles, or the distance from Pensacola to Whitehorse in the Yukon Territory.²⁰

Conclusion – educate; establish simple, balanced and reasonable rules; continuing education

The good news is battery technology is evolving at a rapid pace and landscaping equipment manufacturers are adapting. After some resistance, businesses are responding positively to cities and clients who want less noise, less pollution, and less perfect lawns. Local retailers now display leaf blowers with rated noise levels and they are competitively priced. Improved battery technology and quieter leaf blowers are now readily available. Cities that have enacted gas powered leaf blower bans haven’t reported any substantial cost increases. Furthermore, leaf blower manufacturing representatives recognize the ability to adapt to quieter and less polluting methods and recommend landscapers to use quiet leaf blowers exclusively and responsibly.²¹

Positive steps forward include, first, educate professional landscapers and residents about the dangers associated with excessive use of leaf blowers. Second, consider amending the City’s noise ordinance to address leaf blower use in light of new scientific research and increased policy-making awareness about the dangers associated with the dangerous environmental noise and hazardous particulate matter. An amended noise ordinance should address leaf blower machine noise ratings, days of use, and duration. It should distinguish between residential use by homeowners on their own yards and commercial use. It should perhaps exempt large land parcels greater than one acre, golf courses and athletic arenas. Also, blowing leaves and debris into streets should be addressed. Third, implement a continuing education process for commercial landscapers and residents as science and technology continues to evolve. We should encourage commercial landscapers to use best landscape practices.

This issue of loud landscaping practices no longer belongs in the realm of neighborhood squabbling. A shift is underway, battery technology has evolved, and science and environmental evidence shows battery powered leaf blowers are a viable and cost-effective alternative to

antiquated gas-powered leaf blowers. Also, innovative cities have shown reasonable limitations of leaf blower use are appropriate – like loud construction equipment such as pile drivers, pneumatic hammers, and other loud equipment. Peace and quiet will provide multiple benefits for our neighborhoods and enrich our communities.

¹ Centers for Disease Control and Prevention (CDC) Fact Sheet, “Too Loud! For Too Long!, Loud noises damage hearing”, (<https://www.cdc.gov/vitalsigns/hearingloss/index.html>, retrieved 11/18/2018).

² U.S. Department of Labor, Occupational Safety and Health Guide to Instruction, “How Do We Protect Our Ears?”, Professional Landcare Network, 2012 (https://www.osha.gov/dtc/grant_materials/fy10/sh-21001-10.html, retrieved 11/17/2018).

³ U.S. Department of Labor, Occupational Safety and Health Administration, “Occupational Noise Exposure, How loud is too loud?” (<https://www.osha.gov/SLTC/noisehearingconservation>, retrieved 11/17/2018).

⁴ Hammer M.S., Swinburn T.K., Neitzel R.L., “Environmental Noise Pollution in the United States: Developing an Effective Public Health Response”, *Environmental Health Perspectives*, Vol. 22, No. 2, February 2014, pp. 115-19, (<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3915267/>). These researches are from the University of Michigan School of Public Health.

⁵ “U-M researchers highlight hazards of noise pollution”, by Laurel Thomas Gnagey, The University Record, December 5, 2013 (<https://record.umich.edu/articles/u-m-researchers-highlight-hazards-noise-pollution>).

⁶ “Environmental Noise Pollution in the United States”, *supra*, at 117.

⁷ U.S. Environmental Protection Agency, “Noise and Its Effects on Children, Information for Parents, Teachers and Childcare Providers, EPA-410-F-09-003, November 2009 (https://www.epa.gov/sites/production/files/2015-07/documents/ochp_noise_fs_rev1.pdf, retrieved 11/17/2018).

⁸ Passchier-Vermeer W., Passchier W.F., “Noise Exposure and Public Health”, *Environmental Health Perspectives*, Vol. 108, 2000, pp. 123-31, (<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1637786/pdf/envhper00310-0128.pdf>).

⁹ “Noise Exposure and Public Health”, *supra* at 128 (“There is overwhelming evidence from laboratory experiments that the presence of uncontrollable noise can significantly impair cognitive performance. Noise can induce learned helplessness, increase arousal, alter the choice of task strategy, and decrease attention to the task.”).

¹⁰ “Noise Exposure and Public Health”, *supra* at 126 (“Important nonacoustical effect-modifying factors are anxiety, fear of the noise source, and a feeling that the noise could be avoided.”).

¹¹ World Health Organization Environmental Noise Guidelines, October 10, 2018, p. 30 (<http://www.euro.who.int/en/health-topics/environment-and-health/noise/environmental-noise-guidelines-for-the-european-region>, retrieved 11/16/2018).

¹² Walker E, Banks J, “Characteristics of Lawn and Garden Equipment Sound: A Community Pilot Study”, *J Environ Toxicol Stu*, October 31, 2017, p. 4 (<https://sciforschenonline.org/journals/environmental-toxicological-studies/JETS-1-106.php>) (“The results of this study indicate that landscape maintenance sound produced by [gas-powered leaf blowers] may travel over long distances in a community at levels known to increase the risk of adverse health effect. Vulnerable populations include workers, children, the elderly, the sick, those who work from home, and those who work overnight shifts.”).

¹³ Testimony of Chris Pollock, PE, Arup, before the D.C. City Council Committee, July 2, 2018 (<http://www.quietcleandc.com/testimony/july-2-pollock>).

¹⁴ “Particle Pollution (PM)”, *AirNow*, January 31, 2017

(<https://www.airnow.gov/index.cfm?action=aqibasics.particle>) (“Small particles less than 10 micrometers in diameter pose the greatest problems, because they can get deep into your lungs, and some may even get into your bloodstream. Exposure to such particles can affect both your lungs and your heart. ... Exercise and physical activity cause people to breathe faster and more deeply – and to take more particles into their lungs.”)

¹⁵ U.S. EPA Integrated Science Assessment (ISA) for Particulate Matter, December 2009, at pp. 2-1 to 2-26 (<https://cfpub.epa.gov/ncea/risk/recorddisplay.cfm?deid=216546>, retrieved 11/18/2018) (“Controlled human exposure studies have demonstrated PM_{2.5}-induced changes in various measures of cardiovascular function among healthy and health-compromised adults” ... “The recent epidemiologic studies evaluated report consistent positive associations between short-term exposure to PM_{2.5} and respiratory [emergency department] visits and hospital admissions ...”).

¹⁶ “Outdoor Particulate Matter Exposure and Lung Cancer: A Systematic Review and Meta-Analysis”, *Environmental Health Perspectives*, Vol. 122, No. 9, Hamra, GB, Guha N, et al, September 2014, at pp. 906-11, at p. 910 (<https://www.ncbi.nlm.nih.gov/pubmed/24911630>).

¹⁷ American Heart Association, “FACTS, Danger in the Air, Air Pollution and Cardiovascular Disease”, 2014 (https://www.heart.org/idc/groups/heart-public/@wcm/@adv/documents/downloadable/ucm_463344.pdf).

¹⁸ “Particulate Matter Air Pollution and Cardiovascular Disease”, *Circulation, American Heart Association Scientific Statement*, Brook RD, MD, Rajagopalan S, MD, et al., June 1, 2010, pp. 2331-78, at p. 2353 (<https://www.ahajournals.org/doi/pdf/10.1161/CIR.0b013e3181dbee1>).

¹⁹ “How Not to Maim Yourself, Hands, eyes, toes, ears, lungs – if you care about a body part, you’ll want to protect it while you’re working”, *Popular Mechanics*, September 9, 2018, p. 92.

²⁰ “Emissions Test: Car vs. Truck vs. Leaf Blower”, Edmonds, December 5, 2011 (<https://www.edmunds.com/car-reviews/features/emissions-test-car-vs-truck-vs-leaf-blower.html>)(article) and (<https://www.youtube.com/watch?v=pDxQIH0Tmxs>)(video).

²¹ “Industry specialist warns leaf blower bans are coming if changes are not made”, *Total Landscape Care*, January 18, 2018.

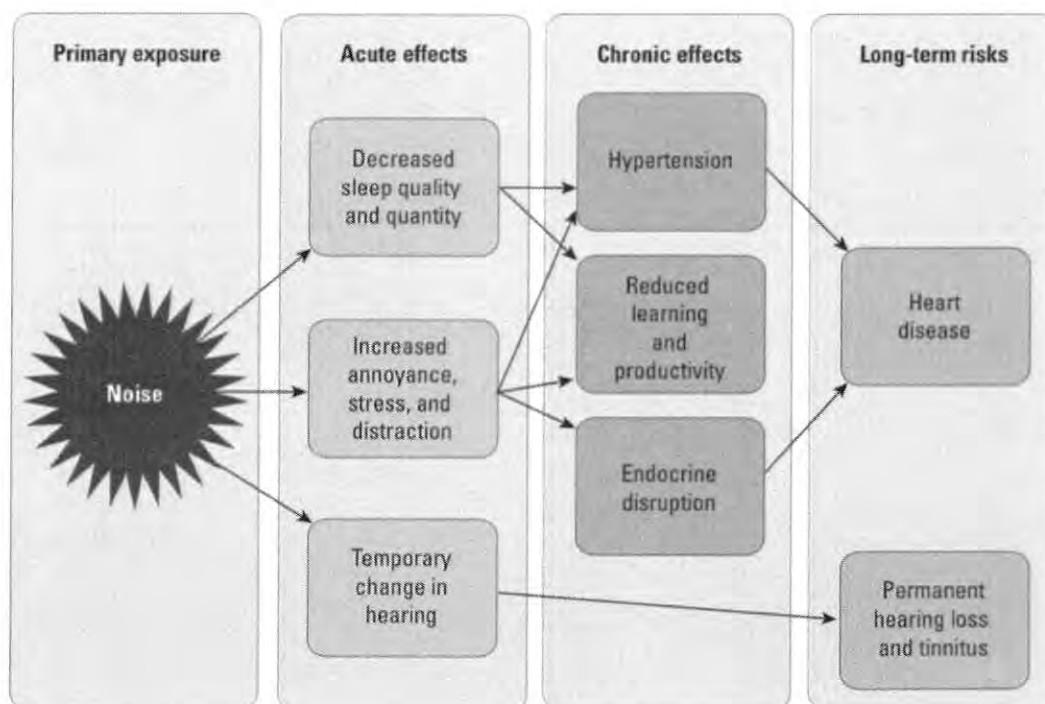


Figure 1

Select effects of noise.

- Children in noisy environments have poor school performance, which leads to stress and misbehavior. They also have decreased learning, lower reading comprehension, and concentration deficits. [p 116]
- Estimate at least 145.5 million people [greater than 1/3] were at potential risk of hypertension due to noise in 2013. [p 117]
- Direct regulation that sets maximum emission level for noise sources is the only intervention that guarantees population-level exposure reductions. The NPS supports noise source reduction as the most cost-effective intervention to protect health. [p 117]

“Environmental Noise Pollution in the United States: Developing an Effective Public Health Response”, *Environmental Health Perspectives*, Vol. 22, No. 2, February 2014, at p. 116.

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3915267/>

Attachment 1, Biopsychosocial model of chronic noise

Table 1. Long-term effects related to exposure to noise and classification of the evidence for a causal relationship between noise and effect. The last three columns contain information on the observation threshold of an effect for which the causal relationship with noise exposure (second column) is judged to be sufficient.^a

Effect	Classification of evidence ^b	Exposure situation	Observation threshold		
			Metric	Value (dB(A))	Indoors/ outdoors ^c
Hearing impairment	Sufficient	Occ	$L_{Aeq,8h}$	75	Indoors
		Env	$L_{Aeq,24h}$	70	Indoors
		Occ unb	$L_{Aeq,8h}$	< 85	Indoors
Hypertension	Sufficient	Occ ind	$L_{Aeq,8h}$	< 85	Indoors
		Env	L_{dn}	70	Outdoors
Ischemic heart disease	Sufficient	Env	L_{dn}	70	Outdoors
Biochemical effects	Limited	Occ			
		Env			
Immune effects	Limited	Occ			
		Env			
Birth weight	Limited	Occ			
		Env air			
Congenital effects	Lacking	Occ			
		Env			
Psychiatric disorders	Limited	Env air			
Annoyance	Sufficient	Occ office	$L_{Aeq,8h}$	< 55	Indoors
		Occ ind	$L_{Aeq,8h}$	< 85	Indoors
		Env	L_{dn}	42 ^d	Outdoors
Absentee rate	Limited	Occ ind			
		Occ office			
Psychosocial well-being	Limited	Env			
Performance	Limited	Occ env			
	Sufficient	School	$L_{Aeq,school}$	70	Outdoors
Sleep disturbance, changes in					
Sleep pattern	Sufficient	Sleep	$L_{Aep,night}$	< 60	Outdoors
Awakening	Sufficient	Sleep	SEL	55	Indoors
Sleep stages	Sufficient	Sleep	SEL	35	Indoors
Subjective sleep quality	Sufficient	Sleep	$L_{Aep,night}$	40	Outdoors
Heart rate	Sufficient	Sleep	SEL	40	Indoors
Hormone levels	Limited	Sleep			
Immune system	Inadequate	Sleep			
Mood next day	Sufficient	Sleep	$L_{Aep,night}$	< 60	Outdoors
Performance next day	Limited	Sleep			

Abbreviations: env, living environment; ind, industrial; occ, occupational situation; school, exposure of children at school; unb, unborn: exposure of pregnant mother. ^aThe table is adapted from Table 1 of the 1994 Health Council report (6). ^bClassification of evidence of causal relationship between noise and health. ^cValue relates to indoor or outdoor noise assessment. ^dThe observation threshold for percentage of highly annoyed persons is about 12 dB(A) lower for environmental impulse noise.

“Noise Exposure and Public Health”, *Environmental Health Perspectives*, Vol. 108, 2000, at p. 125.

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1637786/pdf/envhper00310-0128.pdf>

Attachment 2

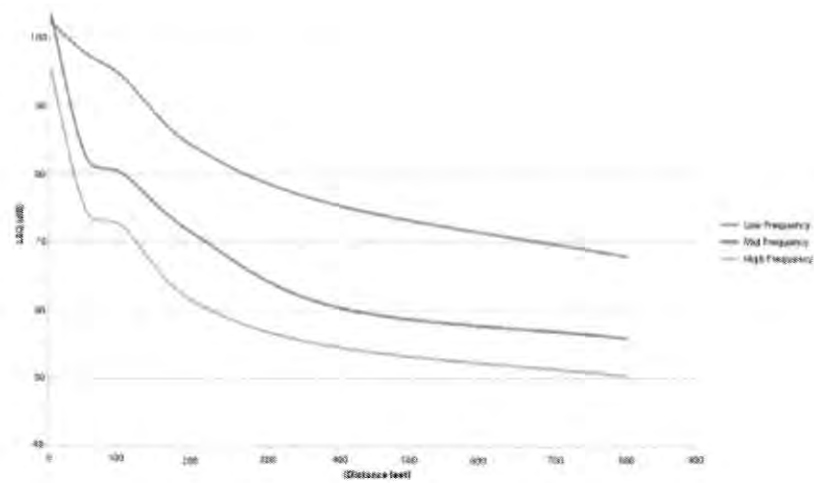
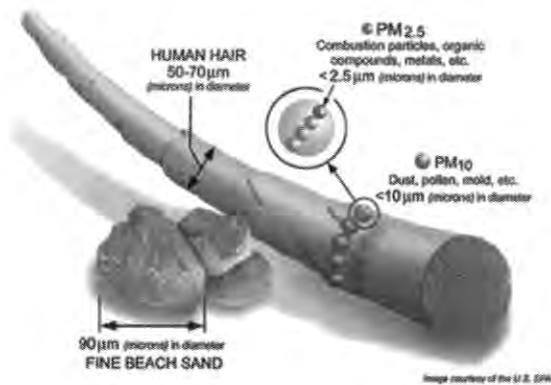


Figure 2: Sounds levels by frequency over distance

“Characteristics of Lawn and Garden Equipment Sound: A Community Pilot Study”, *J Environ Toxicol Stu*, October 31, 2017, at p. 3.

<https://sciforschenonline.org/journals/environmental-toxicological-studies/JETS-1-106.php>

Attachment 3



- **Coarse dust particles (PM₁₀)** are 2.5 to 10 micrometers in diameter. Sources include crushing or grinding operations and dust stirred up by vehicles on roads.
- **Fine particles (PM_{2.5})** are 2.5 micrometers in diameter or smaller, and can only be seen with an electron microscope. Fine particles are produced from all types of combustion, including motor vehicles, power plants, residential wood burning, forest fires, agricultural burning, and some industrial processes

Particle pollution illustration

“Particle Pollution (PM)”, *AirNow*, January 31, 2017.

<https://www.airnow.gov/index.cfm?action=aqibasics.particle>

Attachment 4

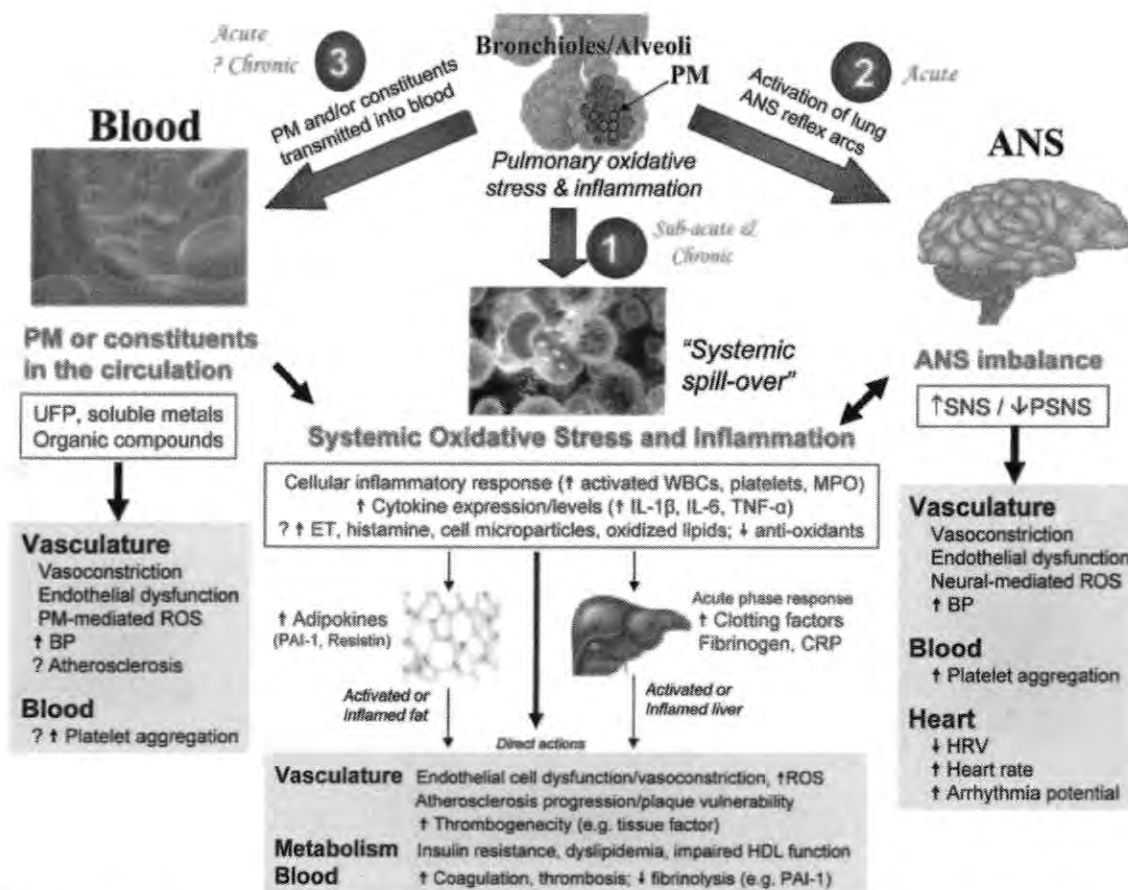


Figure 3. Biological pathways linking PM exposure with CVDs. The 3 generalized intermediary pathways and the subsequent specific biological responses that could be capable of instigating cardiovascular events are shown. MPO indicates myeloperoxidase; PAI, plasminogen activator inhibitor; PSNS, parasympathetic nervous system; SNS, sympathetic nervous system; and WBCs, white blood cells. A question mark (?) indicates a pathway/mechanism with weak or mixed evidence or a mechanism of likely yet primarily theoretical existence based on the literature.

“Particulate Matter Air Pollution and Cardiovascular Disease”, *Circulation, American Heart Association Scientific Statement*, June 1, 2010, at p. 2353.

<https://www.ahajournals.org/doi/pdf/10.1161/CIR.0b013e3181dbee1>

Attachment 5

From: John Herron <johnherron@me.com>
Sent: Wednesday, January 2, 2019 4:09 PM
To: Jewel Cannada-Wynn
Subject: Neighborhood Noise and Leafblowers
Attachments: DC Bill_B22-0234-Engrossment.pdf; Opinion_20181018_WSJ_LeafBlowersAreLoudUglyDangerous.pdf

Dear Councilmember Cannada-Wynn,

It was a pleasure speaking with you today. As a brief follow-up, I mentioned Palm Beach. In 2017 Palm Beach banned gas-powered leaf blowers to convert to battery-powered blowers (Ord. No. 11-2017), and in January 2018 it reduced commercial landscaping hours during the summertime (Ord. No. 03-2018). The noise ordinance is found at Sections 42-196 through -230 of Chapter 42 (Environment), Article V (Noise). The "purpose statement" recognizes excessive noise as an environmental issue and a public health issue. This chapter is adopted to promote the general welfare of the city, prohibits the unreasonable disturbance of residents, and is adopted to maintain property values within the city. [PBMC 42-1]

The Palm Beach ordinance prohibits loud commercial landscape work on weekends and holidays, but provides an exception for residents operating their own landscape equipment on their own property Saturdays, Sundays and holidays after 9 am. [42-230]. Leaf blowers can't exceed 65 dBA at 50 feet, and it's unlawful to blow, seep or rake yard trash or clippings into the public street or storm drains. [42-230(d)].

Coral Gables also worked on noise and blowers, and established rules for use at Sections 34-166 through -172. Coral Gables clearly distinguishes between residents and commercial entities for hours to perform outdoor maintenance and landscaping.

Most recently, in D.C., the city council approved a gradual shift from gas-powered to battery powered leaf blowers citing public health concerns over excessive noise and particulate matter pollution. This was motivated by the need to accelerate a shift to quieter and more sustainable practices in landscaping and yard care. One of the leaders of this development was CivicCon speaker James Fallows. For your convenience, a copy of the bill that awaits the Mayor's signature is attached.

As for us, we propose a solution that is simple, communicative, and enforceable. First, we need to have a constructive conversation that takes into account recent science on the public health issues associated with loud and highly polluting two-stroke blowers. We propose, "education and the 3 Ds" - Days, Duration, and Device. Specifically:

- Education: publish best practices;
- Days: 2 days (weekends) free of commercial blowers;
- Duration: If lot < 1 acre in residential area, 1 hour & 1 blower only (industry best practice);
- Duration: Hourly limits & distinguish between residential and commercial;
- Duration: Seasonal restriction – summer;
- Device: 65 dBA (or less), gradual shift to batteries;
- Capture unlicensed landscapers

Another important aspect of the D.C. bill, that may apply to other noise violations, is citizen enforcement. In the D.C. bill, a citizen affidavit is used to document violations which can then be used as evidence in a hearing to determine whether a violation occurred and a citation issued. The citizen complaint must be made within a week of the occurrence, the citizen attests to accuracy under penalty of perjury, and the complaint includes (1) name of individual or company alleged to have violated the ordinance, (2) location of alleged violation, (3) date and time of alleged violation, and (4) any additional identifying information regarding the alleged violation. Such a process helps with enforceability and eliminates the need for an inspector to observe a violation while it is occurring, thereby improving efficiency and reducing costs for the City.

As to noise from nightclubs downtown with residences nearby, Tampa struggled with that issue through the years and eventually established lines for different noise zones balancing the interests involved, and then decided upon appropriate noise levels and times. Whatever rules are decided upon, I think the citizen enforcement tool from D.C. mentioned above is important.

Finally, I've attached a copy of a recent opinion article written by a teacher and published in The Wall Street Journal. Adrienne Bernhard recognizes "[c]hildren playing outdoors and people who work from home frequently contend with this menace, but landscapers suffer the most. Since many don't wear masks, they breathe in fumes, dust and spores while enduring hours of high-volume engine noise – another health risk." She teaches us "Leafy trees and green lawns should no longer be our gold standard: We need to rethink our yards entirely. ... Outdoors, sustainable is beautiful."

If you have any questions, please don't hesitate to contact me. Most importantly, thank you very much for your time today.

Sincerely,

John Herron

A BILL

22-234

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

To amend the District of Columbia Noise Control Act of 1977 to prohibit the sale and use of gasoline-powered leaf blowers in the District of Columbia on or after January 1, 2022.

BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this act may be cited as the "Leaf Blower Regulation Amendment Act of 2018".

Sec. 2. Section 5(d)(6) of the District of Columbia Noise Control Act of 1977, effective March 16, 1978 (D.C. Law 2-53; 20 DCMR § 2808), is amended as follows:

(a) Subparagraph (A) (20 DCMR § 2808.1) is amended as follows:

(1) The existing text is redesignated as sub-subparagraph (i)

(2) A new sub-subparagraph (ii) is added to read as follows:

"(ii) Except as provided under subparagraph (B) of this paragraph, effective January 1, 2022, no person shall sell, offer for sale, or use a gasoline-powered leaf blower in the District of Columbia."

(b) Subparagraph (B) (20 DCMR § 2808.2) is amended as follows:

(1) The existing text is redesignated as sub-subparagraph (i).

(2) A new sub-subparagraph (ii) is added to read as follows:

ENGROSSED ORIGINAL

26 “(ii) A person who sells at retail a gasoline-powered leaf blower in
27 the District of Columbia on or after January 1, 2022, must provide conspicuous notice to the
28 consumer that the leaf blower shall not be used in the District of Columbia.”.

29 (c) Subparagraph (D) (20 DCMR § 2808.4) is amended by striking the phrase “In
30 addition to any other enforcement measure authorized under this act, the Mayor” and inserting
31 the phrase “The Mayor” in its place

32 (d) New subparagraphs (F), (G), and (H) are added to read as follows:

33 “(F)(i) Section 13 shall not apply to this paragraph.

34 “(ii) A civil fine not to exceed \$500, penalties, and fees may be
35 imposed as alternative sanctions for any infraction of this paragraph pursuant to titles I-III of the
36 Department of Consumer and Regulatory Affairs Civil Infractions Act of 1985, effective October
37 5, 1985 (D.C. Law 6-42; D.C. Code § -2-1801.01 *et seq.*).

38 “(G)(i) Any person may file a complaint alleging usage of a gas-powered
39 leaf blower in violation of this paragraph with the Mayor.

40 “(ii) A complaint under sub-subparagraph (i) of this subparagraph
41 shall be submitted in writing on a form prescribed by the Mayor and made available on the
42 District of Columbia website. The complaint shall be submitted no later than one week
43 following the occurrence of the alleged violation and shall be signed by an original complainant
44 who shall attest to its accuracy, under penalty of perjury. The complaint shall include:

45 “(I) The name of the individual or company alleged to have
46 used a gas-powered leaf blower in violation of this paragraph;

47 “(II) The location of the alleged violation;

48 “(III) The date and time of the alleged violation; and

49 “(IV) Any additional identifying information regarding the
50 user of the gas-powered leaf blower.

51 “(iii) A District inspector need not witness a violation for a
52 complaint to be valid.

53 “(iv) A complainant under sub-subparagraph (i) of this
54 subparagraph may appear and give testimony at any administrative hearing or administrative
55 review of the complaint, or any other judicial or quasi-judicial action that may result from the
56 complaint.

57 “(v) If the Mayor deems that the complaint has merit, the Mayor
58 shall file a Notice of Infraction and proceed pursuant to the Department of Consumer and
59 Regulatory Affairs Civil Infractions Act of 1985, effective October 5, 1985 (D.C. Law 6-
60 42; D.C. Official Code § 2-1801.01 *et seq.*).

61 “(vi) The Mayor shall provide a copy of the Notice of
62 Infraction to the Office of Administrative Hearings.

63 “(H) Section 13(A) shall not apply to the use of leaf blowers on federal
64 lands and at federal facilities.

ENGROSSED ORIGINAL

65

66 Sec. 3. Fiscal impact statement.

67 The Council adopts the fiscal impact statement in the committee report as the fiscal
68 impact statement required by section 602(c)(3) of the District of Columbia Home Rule Act,
69 approved December 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(3)).

70 Sec. 4. Effective date.

71 This act shall take effect following approval by the Mayor (or in the event of veto by the
72 Mayor, action by the Council to override the veto), a 30-day period of congressional review as
73 provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December
74 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of
75 Columbia Register.

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<https://www.wsj.com/articles/leaf-blowers-are-loud-ugly-and-dangerous-1539903772>

OPINION | COMMENTARY

Leaf Blowers Are Loud, Ugly and Dangerous

The fumes increase the risk of cancer and heart disease.

By Adrienne Bernhard

Oct. 18, 2018 7:02 p.m. ET



PHOTO: KEVIN GOLDY/ASSOCIATED PRESS

Fumes, pollution and ruined Sunday mornings make leaf blowers a nuisance. But they're also dangerous. The emissions and fine particulate

matter these devices kick up are hazardous to the health of both gardeners and homeowners. All for the sake of moving leaves from one corner of a lawn to another.

As a teacher, I frequently hear the drone of leaf blowers from within my classroom. The noise is distracting enough while trying to discuss Brontë or Tolstoy, but outside, where I often eat lunch under the treetops, the nonstop noise seems to broadcast a dire warning: These pristine grounds come at a terrible price.

Most leaf blowers use two-stroke engines—lightweight, compact, cheap sources of power for lawn mowers, tree trimmers and snowblowers. The problem with these crude motors is that their intake and exhaust functions occur at the same time, meaning the fuel mixes with oil. A large share of the gasoline is then spewed out unburned, as an aerosol in the exhaust. Such fumes have been found to increase the risk of cancer, heart disease and asthma.

Children playing outdoors and people who work from home frequently contend with this menace, but landscapers suffer the most. Since many don't wear masks, they breathe in fumes, dust and spores while enduring hours of high-volume engine noise—another health risk. According to a study by Edmunds, an automotive-information site, hydrocarbon emissions from 30 minutes of leaf blowing are comparable to those of driving a pickup truck from Texas to Alaska.

Leaf blowers also pose a severe threat to the living leaves still attached to trees and bushes—collateral damage from blowers aimed at the ground. Air blasts of up to 200 miles an hour can demolish the habitats of bees and other insects and small creatures, which are essential to their ecosystems. The dead leaves that blowers target also help prevent moisture from evaporating at trees' bases, and nourish the soil that sustains plant life. I might ask my students to consider the irony here: A tool meant to beautify our city parks, backyard gardens and highway meridians is actually destroying them.

Landscape associations and manufacturers insist these hyperpolluting lawn tools aren't bothersome or harmful if used properly and protest that leaf blowers are necessary for the hard work of removing leaves and debris. It's true that dead leaves on a lawn don't disintegrate, and a return to the rake doesn't seem likely.

Leafy trees and green lawns should no longer be our gold standard: We need to rethink our yards entirely. Each fall, let leaves die on the ground, allow deciduous trees to generate new growth, and consider adding a rock garden with succulents or other "hardscapes" that don't require leaf upkeep, and also save water. Outdoors, sustainable is beautiful.

Ms. Bernhard is a writer and teacher in New York.

**CITY OF PENSACOLA
PARKS AND RECREATION BOARD MEETING
MINUTES
1st Floor City Hall, 222 W. Main St.
Pensacola, FL 32502**

August 16, 2018 8:00 am

PRESENT: Paul Epstein (Chairperson), David Forte, Rand Hicks, David Mayo, Maranda Sword, and Ed Wonders

ABSENT: Whitney Voeltz

CITY STAFF: Brian Cooper (Parks and Recreation Director); Kim Carmody (Recreation Superintendent); Cheryl Fox (Athletics Superintendent); Bill Kimball (Parks Superintendent); Heidi Thorsen (Director's Assistant); and Keith Wilkins (City Administrator)

CITIZENS: Cadillac Banks (Gulf Coast Summerfest Jazz Edition); Michael Bodenhausen (YMCA); John Bullock (Port Royal resident); Dottie Dubuisson; Cheryl Etheridge Kelley (Port Royal Property Manager); Jay Fraiser (Port Royal Owner's Association Attorney); Sheri Myers (City Council Member)

1. **MEETING CALLED TO ORDER.** Meeting was called to order by Chairperson Epstein. He mentioned that there are a couple of members who are no longer serving on the Parks and Recreation Board -- Barrett Breedlove who moved back to Texas, and Kimberly Sullivan who moved for a couple of years to Washington D.C. with her husband. An oral roll call was taken.
2. **APPROVAL OF MINUTES.** Board member Mayo made a motion to approve the minutes of the June 21, 2018 meeting. The motion was seconded by member Wonders. The minutes were approved.
3. **NEW BUSINESS.**

City Park Noise Ordinance.

A copy of City Noise Ordinance was included in the Agenda Packet. Chairperson Epstein mentioned that the Noise Ordinance is created by Council and is enforced by the permitting process of Parks and Recreation. He recognized Jay Fraiser.

- Mr. Fraiser mentioned that Port Royal is east of the Blue Wahoos Stadium. When there are events out there, it creates an echo chamber which the residents do not feel has been considered. They are opposed to granting any variance of the noise ordinance. They are not concerned over any one event, but the number of events has increased through the years. Sometimes the events start setting up at 3:30 am and other events go past midnight. They would like for the Board to make the following recommendations to City Council: 1. Have an environmental impact study to understand the noise levels. 2. Have the Sheriff's department enforce the ordinances that are there.
- Chairperson Epstein mentioned that the Board understands the Association's concerns. As City residents they are happy that there is increased usage of the parks, but they do need to be managed. The Board cannot make any recommendations about the enforcement by the City Police Department.

- Member Forte asked about the waiver for special events. Director Cooper mentioned Parks and Recreation is charged with doing more events. There is a delicate balance. If the ordinance is the issue, then the issue needs to be taken to Council member Cannada-Wynn, whose district this park falls in. As for the impact study, that would fall under a different department. Parks and Recreation doesn't actually enforce anything, we call PPD to do it. If we know an event will run late, we ask everyone to be considerate. We have forwarded some concerns regarding noise and lights at the stadium to the management of the Blue Wahoos for their consideration.
- The ordinance does not limit what we do with events at the Maritime Park. We go through an internal variance process whereby Director Cooper will consider and sign off or not on things outside of the noise ordinance, if he feels that they applied. Most events stay within the ordinance requirements. The Blue Wahoos are different, and don't follow within the guidelines of Special Events because they are covered by a lease.
- The noise ordinance is listed in the special event application.
- Ms. Dubuisson mentioned that there are benefits and drawbacks to living downtown.
- Mr. Banks mentioned that the Amphitheater/Blue Wahoos Stadium is an entertainment complex. Several thousand people attend each event that is held there. Some Port Royal residents enjoy the concerts from their balcony. There is nothing to stop sound when it's outside. The sound levels of his events have not changed through the years.
- Chairperson Epstein encouraged citizens to bring it to City Council if this is really an issue.
- Council member Myers encouraged them to speak with her about this issue. She spoke in opposition of fireworks, especially over bodies of water. She would like an environmental impact study conducted regarding heavy metals in the water due to fireworks. She mentioned that the CMP is in the CRA [Community Redevelopment Agency] district, and these issues should be brought before the CRA Board.
- Mr. Fraiser mentioned that the Port Royal residents would like to have open dialogue as to when the events start/end and noise levels that accompany those events.
- Chairperson Epstein brought the following motion [as amended]:
 - The Parks and Recreation Board appreciates and understands the concerns of the Port Royal Owners Association regarding the increase in noise during events at the Community Maritime Park and would recommend that Council, the Mayor, Administration, and CRA, give this issue their full attention.
- Member Hicks moved that the motion be accepted as presented. It was seconded by member Mayo. Member Forte mentioned that he would like any variances besides Blue Wahoos to go through Council for approval. Chairperson Epstein mentioned that when Council discusses this, if they so choose, they can make this requirement. The motion passed.

5. OLD BUSINESS.

Bicycle Advisory Committee (BAC) update.

- BAC chairperson Mayo mentioned that the BAC was to submit to the TPO [Transportation Planning Organization] 10 bicycle facility projects to create a network of safe stress-free connections. If the TPO doesn't accept the projects, the City can still undertake them. The connectivity of these projects fits into the goal of the BAC, to become a Bicycle Friendly Community. They were submitted to the TPO on Aug. 10. The next thing to accomplish is the Complete Streets initiative.

Sec. 8-1-16. - Regulation of noise.

- (a) It shall be unlawful for any person to willfully make, continue or cause to be made or continued any loud and raucous noise which term shall mean any sound which, because of its volume level, duration, and character, annoys, disturbs, injures or endangers the comfort, repose, health, peace or safety of reasonable persons of ordinary sensibilities within the limits of the city.
- (b) The following acts, among others, are declared to be loud and raucous noises in violation of this section 8-1-16, which enumeration shall not be deemed to be exclusive:
 - (1) *Horns and signaling devices.* The sounding of any horn or signaling device on any automobile, motorcycle or other vehicle on any street or public place of the city, except as a danger warning; the creation by means of any such signaling device of any unreasonably loud or harsh sound; the sounding of any such device for an unnecessary and unreasonable period of time; the use of any signaling device except one operated by hand or electricity; the use of any horn, whistle or other device operated by engine exhaust; and the use of any such signaling device when traffic is for any reason held up. The use of sirens, except by authorized emergency vehicles, is prohibited.
 - (2) *Radios, phonographs and similar devices.* The using, operating or permitting to be played, used or operated, of any radio receiving set, television set, musical instrument, phonograph or other machine or device for the producing or reproducing of sound in such a manner as to disturb the peace, quiet and comfort of the neighboring inhabitants or at any time with louder volume than is necessary for convenient hearing for the person or persons who are in the room, vehicle or chamber in which the machine or device is operated and who are voluntary listeners thereto. The operation of any such set, instrument, phonograph, machine or device between the hours of 11:00 p.m. and 7:00 a.m. in such a manner as to be plainly audible at a distance of fifty (50) feet from the building, structure or vehicle in which it is located shall be prima facie evidence of a violation of this paragraph.
 - (3) *Local vocal noises.* Vocal noises made in a loud and raucous manner between the hours of 11:00 p.m. and 7:00 a.m., so as to annoy or disturb the quiet, comfort, or repose of persons in any office or other place of business, or in any dwelling, hotel or other type of residence.
 - (4)

Animals and birds. The keeping of any animal or bird which, by causing frequent or long continued noise, shall disturb the comfort or repose of persons in the vicinity.

- (5) *Exhaust.* The discharge into the open air of the exhaust of any steam engine, stationary internal combustion engine, motor boat, or motor vehicle except through a muffler or other device which will effectively prevent loud or explosive noises therefrom.
- (6) *Defect in vehicle or load.* The use of any automobile, motorcycle or vehicle so out of repair, so loaded or in such manner as to create loud and unnecessary grating, grinding, rattling or other noise.
- (7) *Construction or repairing of buildings.*
 - (i) The erection, including excavation, demolition, alteration or repair of any building other than between the hours of 6:00 a.m. and 7:00 p.m. on Monday through Saturday, except in case of urgent necessity in the interest of public health and safety, and then only with a permit from the director of inspections, which permit may be granted for a period not to exceed three (3) days while the emergency continues and which permit may be renewed for periods of three (3) days or less while the emergency continues. If the director of inspections should determine that the public health and safety will not be impaired by the erection, demolition, alteration or repair of any building or the excavation of streets and highways within the hours of 7:00 p.m. and 6:00 a.m., and if he shall further determine that loss or inconvenience would result to any party in interest, he may grant permission for such work to be done within the hours of 7:00 p.m. and 6:00 a.m., including Sundays, upon application being made at the time the permit for work is awarded or during the progress of the work.
 - (ii) *Reserved.* At the request of the city this section has been removed.
- (8) *Schools, courts, churches, hospitals, and other medical facilities.* No person, while on public or private grounds adjacent to any building in which a school, court, church, hospital, or other medical facility is in session or in use, shall willfully make or assist in the making of any noise which disturbs the peace or good order of such activity occurring within the building. The term "medical facility," as used in this paragraph, includes physicians' offices, walk-in medical

centers, medical diagnostic testing centers, surgical centers and facilities which provide reproductive health services including the termination of pregnancy and/or counseling or referral services relating to the human reproductive system.

(9) *Construction equipment.*

- (i) The operation between the hours of 6:00 p.m. and 7:00 a.m. and at any time on Sundays of any pile driver, steam or power shovel, pneumatic hammer, derrick, steam or electric hoist or other appliance, the use of which is attended by loud or unusual noise.
- (ii) The provisions of subsection (i), above, insofar as they pertain to the hours between 7:00 a.m. and 6:00 p.m. on Sundays are suspended and shall not be operative through December 31, 2006, in order to facilitate residential repair from damage caused by Hurricane Ivan.

(10) *Electronic sound amplification.* The use of electronic sound amplification equipment in such a manner as to produce a sound which is capable of being heard at a point in excess of fifty (50) feet between the hours of 11:00 p.m. and 7:00 a.m. is prohibited in the following zones: R-1AAAAA, R-1AAAA, R-1AAA, R-1AA, R-1A, R-ZL, R-2A, R-2, R-NC, HR-1, HR-2, HC-1, PR-1AAA, PR-2, ATZ-1 and ATZ-2.

- (c) The provisions of section 8-1-16 are intended to be construed to secure for the people freedom from unwanted loud and raucous noise as described herein without violating any of the rights secured by the constitution to the people, and are not intended, nor shall they be construed, to regulate the usual and customary noise incidental to urban life.
- (d) *Penalty.* Any person violating any of the provisions of this section shall be deemed guilty of a misdemeanor and subject to the penalty provided by section 1-1-8 of the Code.
- (e) *Additional remedy, injunction.* As an additional remedy, the operation or maintenance of any device, instrument, vehicle or machinery in violation of any provision hereof and which causes discomfort or annoyance to reasonable persons of normal sensitiveness or which endangers the comfort, repose, health or peace of residents in an area shall be deemed, and is declared to be, a public nuisance and may be subject to abatement summarily by a restraining order or injunction issued by a court of competent jurisdiction.

(Ord. No. 52-87, § 1, 12-10-87; Ord. No. 7-93, § 1, 4-8-93; Ord. No. 33-94, § 2, 9-18-94; Ord. No. 37-

94, § 1, 10-13-94; Ord. No. 4-95, § 1, 1-26-95; Ord. No. 07-05, §§ 1, 2, 6-23-05)



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00026

City Council

1/17/2019

DISCUSSION ITEM

FROM: City Council Member Jewel Cannada-Wynn

SUBJECT:

GARDEN STREET SAFETY CONCERNS FROM PACE BLVD TO ALCANIZ STREET

SUMMARY:

On Garden Street from Pace Blvd to Alcaniz Street there exists many safety concerns, from speed to pedestrian issues.

In an effort to determine the appropriate course of action in addressing some of these safety concerns, this items seeks to gain input from the appropriate City staff, Mayor and Council Members to set a course of action.

PRIOR ACTION:

None

STAFF CONTACT:

Don Kraher, Council Executive

ATTACHMENTS:

1) None

PRESENTATION: No



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00041

City Council

1/17/2019

SUBJECT:

CITY ADMINISTRATOR'S COMMUNICATION



City of Pensacola

222 West Main Street
Pensacola, FL 32502

Memorandum

File #: 19-00038

City Council

1/17/2019

SUBJECT:

MONTHLY FINANCIAL REPORT - CHIEF FINANCIAL OFFICER RICHARD BARKER, JR.

Monthly Financial Review



December, 2018





Revenues

December, 2018

- **General Fund**
 - Two Months Collected
 - **Franchise Fee & Public Service Tax** + **2.96%**
 - **Half-Cent Sales Tax** + **0.04%**
 - **Communication Services Tax** + **16.82%**
 - Three Months Collected
 - **Municipal Revenue Sharing** + **1.88%**





Other Funds

December, 2018

- **Local Option Sales Tax** **+ 8.75%**
- **Local Option Gas Tax** **- 10.72%**
- **Tree Planting Trust Fund** \$406,489
- **Housing Initiatives Fund**
 - City \$132,678
 - CRA \$440,489





Issues

December, 2018

- CMPA Budget (Follow-up from November)
 - Over Payment, Variable Attendance Surcharge Since Inception – No Reimbursement By The City To NFPB Required
 - Two Surcharges
 - Variable Attendance Surcharge (for O&M)
 - Change to flat fee of \$1.50 per ticket instead of sliding scale at 50¢ per ticket
 - Variable Ticket Surcharge (for R&R)
 - Remains at 50 ¢ per ticket





Issues

December, 2018

- CMPA Budget (Follow-up from November)
 - Future Allocation of the Two Surcharges Between O&M and R&R Will Be Determined Each Fiscal Year.
- Master Bond Resolution
 - Pensacola Energy
 - Pensacola International Airport





MAYOR TRANSITION TEAM

- January 8, 2019
 - Community Redevelopment Agency
- January 15, 2019; 3:00 p.m.
 - Local Option Sales Tax (Whibbs)
- January 22, 2019; 3:00 p.m.
 - Pensacola Energy (Hancock Bank-Creighton)
- January 29, 2019; 3:00 p.m.
 - Pensacola International Airport (Whibbs)
- February 5, 2019; 3:00 p.m.
 - Port of Pensacola (Whibbs)





Contracts/Expenditures Over \$25,000 Approved By Mayor 12/01/18 – 12/31/18

•Formal Bid/RFQs

•**INFOSEND, Inc.**

- Utility Bill Print Supply & Services – Pensacola Energy
- SBE – No
- Purchase Method – RFQ 18-029, Three (3) Year Contract
- \$360,000
- Budgeted – Yes

•**L Pugh & Associates, Inc.**

- Surge Tank Installation for Fire - Airport
- SBE – No
- Purchase Method – Year 3 of 3 year contract ITB# 16-016
- \$302,488
- Budgeted – Yes





Contracts/Expenditures Over \$25,000 Approved By Mayor 12/01/18 – 12/31/18

•Contract Renewals/Extensions

•**GovConnection, Inc.**

- FIREEYE Virus Protection Support Renewal & Upgrade – Technology Resources
- SBE – No
- Purchase Method – NCPA Contract # 01-44
- \$115,401
- Budgeted – Yes

•**PC Specialist, Inc.**

- WAN Support Services Renewal 10/1/18 – 9/30/19 – Technology Resources
- SBE – No
- Purchase Method – Single Quote
- \$34,200
- Budgeted – Yes





Contracts/Expenditures Over \$25,000 Approved By Mayor 12/01/18 – 12/31/18

•Quotations & Direct Negotiations

•All South Underground, LLC

- Sediment Tank Cleaning – Public Works
- SBE – No
- Purchase Method – ITB 16-012, Year 2 of 3 Year Contract
- \$144,960
- Budgeted – Yes

•Atkins North America, Inc.

- Reus St Revitalization – Community Redevelopment Agency
- SBE – No
- Purchase Method – Continuing Contract Service Under RFQ15-038, Professional Engineering Services
- \$163,693
- Budgeted – Yes





Contracts/Expenditures Over \$25,000 Approved By Mayor 12/01/18 – 12/31/18

•Quotations & Direct Negotiations

•**Ballard Partners, Inc.**

- Lobbying Services for Six Month Term – Mayor's Office
- SBE – No
- Purchase Method – Direct Negotiation
- \$36,000
- Budgeted – Yes

•**Big Orange Enterprise, LLC dba Escape Landscaping and Lawn Care**

- Landscaping & irrigation System Maintenance - Airport
- SBE – Yes
- Purchase Method – Quotation
- \$67,192
- Budgeted – Yes





Contracts/Expenditures Over \$25,000 Approved By Mayor 12/01/18 – 12/31/18

•Quotations & Direct Negotiations

•**Equipment Controls Co., Inc.**

- Sensus Automatic Meter Reading Support & Maintenance – Pensacola Energy
- SBE – No
- Purchase Method – Sole Source
- \$53,043
- Budgeted – Yes

•**Lower Bros Tennis Courts**

- Resurface 6 Tennis Courts at Bayview Park – Park & Recreation
- SBE – No
- Purchase Method – Quotation
- \$26,150
- Budgeted – Yes





Contracts/Expenditures Over \$25,000 Approved By Mayor 12/01/18 – 12/31/18

•Quotations & Direct Negotiations

•**Mott MacDonald Florida**

- Legion Field Park Services Authorization for Design Services – Park & Recreation
- SBE – No
- Purchase Method – Continuing Contract Services Under RFQ15-038 Professional Engineering Services
- \$85,884
- Budgeted – Yes





Contracts/Expenditures Over \$25,000 Approved By Mayor 12/01/18 – 12/31/18

•**State, Federal or Other Buying Contracts**

•**Action Truck Center, Inc.**

- One (1) AUTOCAR ACMD42 Chassis with GS Products 23 Yard ASL Body – Sanitation/Fleet Mgt.
- SBE – No
- Purchase Method – Sourcewell (Formally NJPA) contract # 081716-ATC
- \$280,135
- Budgeted – Yes





Contracts/Expenditures Over \$25,000 Approved By Mayor 12/01/18 – 12/31/18

•**State, Federal or Other Buying Contracts**

•**Action Truck Center, Inc.**

- One (1) Automated Side Load Refuse Truck with ASMREP Body – Sanitation/Fleet Mgt.
- SBE – No
- Purchase Method – Sourcewell (Formally NJPA) contract # 081716-ATC
- \$287,416
- Budgeted – Yes





Contracts/Expenditures Over \$25,000 Approved By Mayor 12/01/18 – 12/31/18

•State, Federal or Other Buying Contracts

•Bozard Ford Company

- One (1) Ford F-150 Crew Cab Truck For Airport K-9 – Police
- SBE – No
- Purchase Method – Florida Sheriff's Association Contract #FSA18-VEL26.0
- \$27,377
- Budgeted – Yes

•Faro Technologies, Inc.

- One (1) Laser Focus Scanner – Police
- SBE – No
- Purchase Method – GSA Contract # : GS-07F-197GA
- \$66,270
- Budgeted – Yes





Contracts/Expenditures Over \$25,000 Approved By Mayor 12/01/18 – 12/31/18

•State, Federal or Other Buying Contracts

•**Verizon Connect NWF, Inc.**

- Vehicle & Equipment GPS Tracking Services – Pensacola Energy
- SBE – No
- Purchase Method – GSA Contract #: GS-07F-559R
- \$30,121
- Budgeted – Yes



Monthly Financial Review



December, 2018

