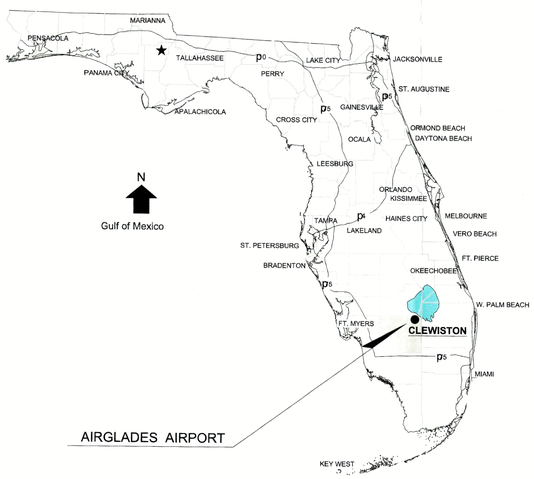
Airport Layout Plans

Airglades Airport
Hendry County, Florida

Prepared For:

Hendry County Board of Commissioners

2009 Approved Airport Layout Plan	Airport Layout Plan (ALP) Update
Prepared by:	Prepared by:
URS URS Corporation 7650 West Courtney Campbell Causeway Tampa, FL 33607-1462 No. 12720226.00000	CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS © Copyright CMT, Inc.
JULY 2009	DECEMBER 2011



LOCATION MAP

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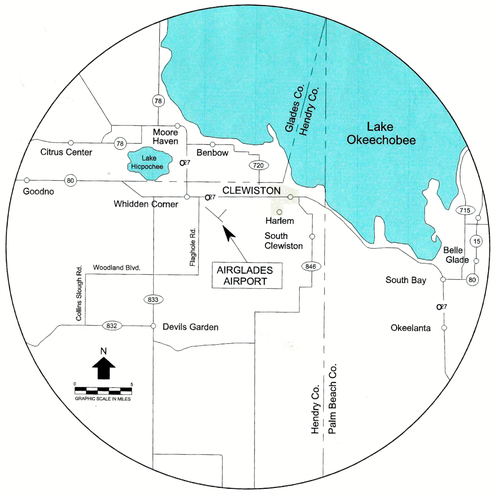

VICINITY MAP

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BUILDING INVENTORY

BLDG. NO.	BUILDING USE	ELEV. (MSL)*
1	TERMINAL BUILDING	37.0
2	MAINTENANCE HANGAR	46.5
3	MAINTENANCE/STORAGE HANGAR	46.5
4	MAINTENANCE/STORAGE HANGAR (125' x 125')	47.0
5	ELECTRICAL VAULT	28.5
6	PORTABLE BUILDING	31.0
7	10 UNIT T-HANGAR	40.5
8	10 UNIT T-HANGAR	40.5
9	10 UNIT T-HANGAR	40.5
10	HANGAR	39.5
11	HANGAR	41.5
12	HANGAR	41.5
13	HANGAR	41.5
14	HANGAR	41.5
15	FUTURE CORPORATE HANGAR (80'x80')	–
16	FUTURE OFFICE (100'x60')	–
17	FUTURE HANGAR (80'x80')	–
18	FUTURE CORPORATE HANGAR (100'x100')	–
19	FUTURE CORPORATE HANGAR (80'x80')	–
20	FUTURE CORPORATE HANGAR (80'x80')	–
21	FUTURE CORPORATE HANGAR (80'x80')	–
22	FUTURE HANGAR W/OFFICE (120'x100')	–
23	FUTURE HANGAR W/OFFICE (120'x100')	–
24	FUTURE OFFICE (100'x60')	–
25	FUTURE HANGAR (80'x80')	–
26	FUTURE OFFICE (100'x60')	–
27	FUTURE HANGAR (80'x80')	–
28	FUTURE OFFICE (100'x60')	–
29	FUTURE HANGAR (80'x80')	–
30	FUTURE CORPORATE HANGAR (80'x80')	–
31	FUTURE CORPORATE HANGAR (60'x60')	–
32	FUTURE MAINTENANCE BUILDING (75'x75')	–
33	FUTURE 10 UNIT T-HANGAR	–
34	FUTURE 10 UNIT T-HANGAR	–
35	FUTURE MAINTENANCE HANGAR (100'x100')	–
36	FUTURE CORPORATE HANGAR (80'x80')	–
37	FUTURE CORPORATE HANGAR (80'x80')	–
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39	FUTURE CORPORATE HANGAR (80'x80')	–
40	FUTURE 10 UNIT T-HANGAR	–
41	FUTURE 10 UNIT T-HANGAR	–
42	FUTURE 10 UNIT T-HANGAR	–
43	FUTURE DEDICATED PERISHABLE CARGO CENTER	–
44	FUTURE GROUND SUPPORT EQUIPMENT (GSE) STORAGE	–
45	FUTURE MAINTENANCE, REPAIR & OVERHAUL (MRO) FACILITY	–
46	FUTURE AIRCRAFT RESCUE & FIREFIGHTING (ARFF) FACILITY	–
47	FUTURE FUEL STORAGE	–
48	FUTURE FUEL STORAGE AREA	–
49	FUTURE AIR TRAFFIC CONTROL TOWER	–
50	FUTURE AIRCRAFT CONVERSION AND MODIFICATION CENTER (ACMC)	–

* BUILDING ELEVATIONS ARE ESTIMATED. ELEVATION ESTIMATES BASED ON NAVD 88.

AIRPORT DATA TABLE

ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION (FT MSL) (NAVD 88)	19.8'	21.0'
AIRPORT REFERENCE POINT (ARP) LAT:	26°44'06.613" N	26°44'00.27" N
COORDINATES (NAD 83) LONG:	81°03'03.819" W	81°02'26.65" W
MEAN DAILY MAX. TEMP. FOR HOTTEST MONTH	91.4° F	SAME
AIRPORT ROLE (NPIAS)	GEN. AVIATION	RELIEVER
TERMINAL NAVAID'S	BEACON	VOR,BEACON, GPS-P,ILS
AIRPORT ACREAGE (FEE SIMPLE)	2,485±	2,711±

RUNWAY END COORDINATES

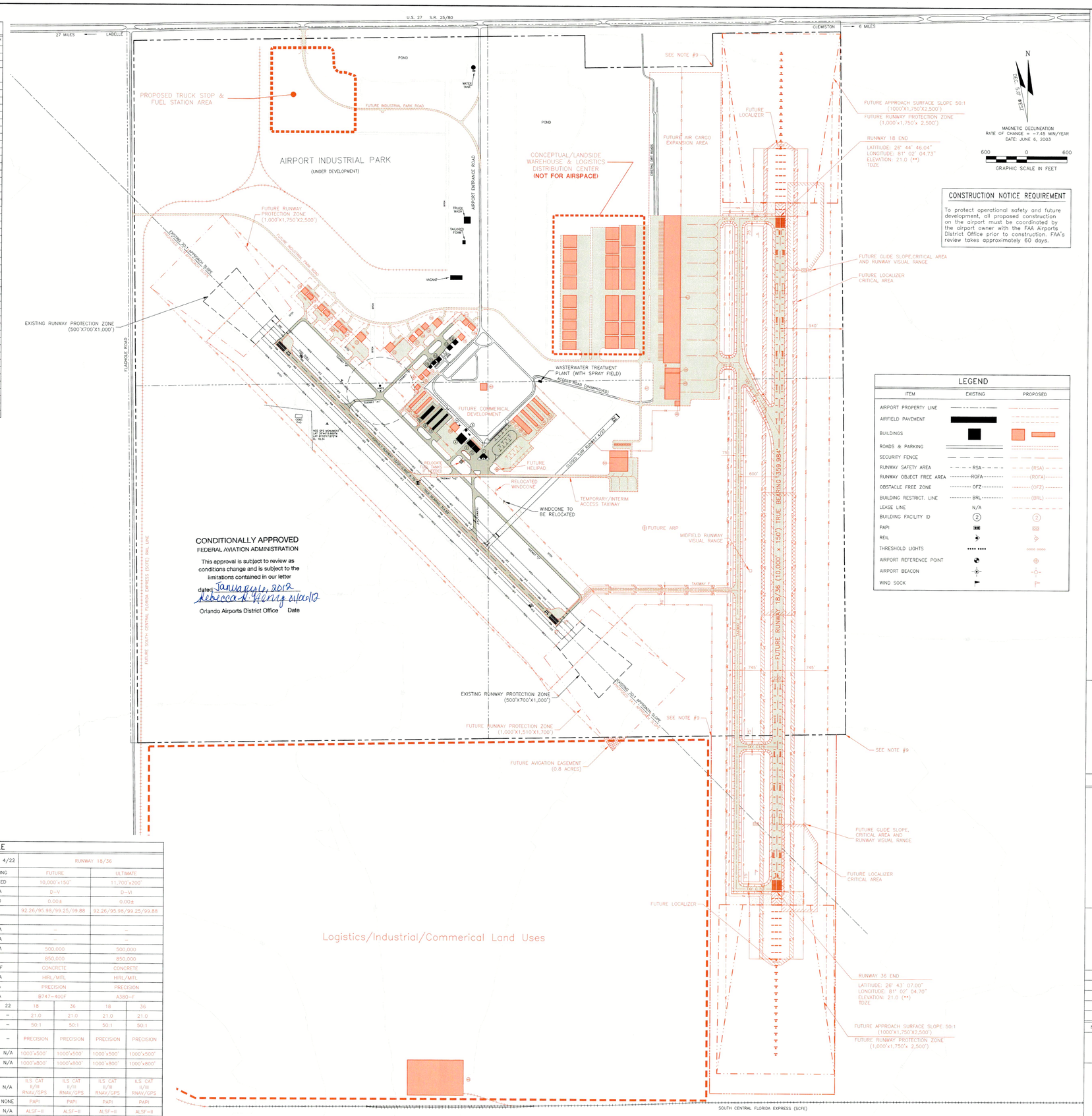
RUNWAY	ELEVATION (MSL) (NAVD 88)	LATITUDE	LONGITUDE
13 (EXISTING & FUTURE)*	19.02	26°44'27.17" N	81°03'26.95" W
31 (EXISTING & FUTURE)*	18.81	26°43'46.06" N	81°02'40.68" W
18 (FUTURE)**	21.0	26°44'46.04" N	81°02'04.73" W
36 (FUTURE)**	21.0	26°43'07.00" N	81°02'04.70" W
18 (ULTIMATE)**	21.0	26°44'46.04" N	81°02'04.73" W
36 (ULTIMATE)**	21.0	26°42'50.16" N	81°02'04.70" W

* SOURCE: ORVEL HOWARD SPECIAL PURPOSE SURVEY, 2006
** FUTURE ELEVATIONS ESTIMATED. SUBJECT TO DESIGN AND FIELD VERIFICATION

RUNWAY DATA TABLE

ITEM	RUNWAY 13/31				RUNWAY 4/22		RUNWAY 18/36			
	EXISTING		ULTIMATE		EXISTING		FUTURE		ULTIMATE	
RUNWAY LENGTH/WIDTH (FT)	5,902'x75'		SAME		CLOSED		10,000'x150'		11,700'x200'	
AIRPORT REFERENCE CODE (ARC)	B-II		SAME		N/A		D-V		D-VI	
EFFECTIVE RUNWAY GRADIENT (%)	0.00±		SAME		0.0		0.00±		0.00±	
% WIND COVERAGE (10.5/13/16/20 KNT. CROSSWIND)	91.81/95.45		SAME		–		92.26/95.98/99.25/99.88		92.26/95.98/99.25/99.88	
RUNWAY PAVEMENT STRENGTH (LBS)										
SINGLE GEAR (S)	12,500		–		N/A		–		–	
DOUBLE GEAR (D)	22,000		36,000		N/A		–		–	
DOUBLE TANDEM GEAR (DT)	–		–		N/A		500,000		500,000	
DUAL DOUBLE TANDEM GEAR (DDT)							850,000		850,000	
RUNWAY PAVEMENT TYPE	ASPHALT		SAME		TURF		CONCRETE		CONCRETE	
RUNWAY LIGHTING/TAXIWAY LIGHTING	MIRL/MITL		SAME		N/A		HIRL/MITL		HIRL/MITL	
RUNWAY MARKING	NPI		PREC.		N/A		PRECISION		PRECISION	
CRITICAL AIRCRAFT	CITATION III		GULFSTREAM I		N/A		B747-400F		A380-I	
RUNWAY ENDS	13	31	13	31	4	22	18	36	18	36
RUNWAY END ELEVS. (MSL) (NAVD 88)	19.02	18.81	SAME	SAME	–	–	21.0	21.0	21.0	21.0
FAR 77 APPROACH SURFACE SLOPES	20:1	20:1	50:1	34:1	–	–	50:1	50:1	50:1	50:1
FAR 77 RUNWAY CATEGORY	VISUAL	VISUAL	PREC	NON-PREC	–	–	PRECISION	PRECISION	PRECISION	PRECISION
RUNWAY SAFETY AREA LENGTH*/WIDTH (FT)	300'x150'		300'x150'		N/A	N/A	1000'x500'	1000'x500'	1000'x500'	1000'x500'
RUNWAY OBJECT FREE AREA LENGTH*/WIDTH (FT)	300'x150'		300'x150'		N/A	N/A	1000'x800'	1000'x800'	1000'x800'	1000'x800'
APPROACH AIDS										
ELECTRONIC NAVIGATION AIDS	RNAV, GPS	RNAV, GPS	VOR, GPS-P	VOR, GPS-NP	N/A	N/A	ILS CAT II/III RNAV/GPS	ILS CAT II/III RNAV/GPS	ILS CAT II/III RNAV/GPS	ILS CAT II/III RNAV/GPS
VISUAL APPROACH AIDS	PAPI	PAPI	PAPI/REIL	PAPI/REIL	NONE	NONE	PAPI	PAPI	PAPI	PAPI
APPROACH LIGHTING	NONE	NONE	NONE	NONE	N/A	N/A	ALSF-II	ALSF-II	ALSF-II	ALSF-II
APPROACH MINIMUMS (PROJECTED)										
LOWEST STRAIGHT-IN	N/A	N/A	400/ 3/4	400/ 3/4	N/A	N/A	700 RVR	700 RVR	700 RVR	700 RVR

*LENGTH BEYOND END OF RUNWAY



CONDITIONALLY APPROVED
FEDERAL AVIATION ADMINISTRATION

This approval is subject to review as conditions change and is subject to the limitations contained in our letter dated January 9th, 2012

Rebecca N. Henry 1/20/12
Orlando Airports District Office Date

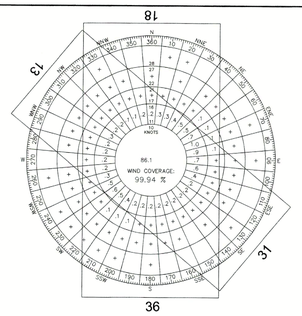
N
DEC: 0.0° WEST
MAGNETIC DECLINATION
RATE OF CHANGE = -7.45 MIN/YEAR
DATE: JUNE 6, 2003
600 0 600
GRAPHIC SCALE IN FEET

CONSTRUCTION NOTICE REQUIREMENT

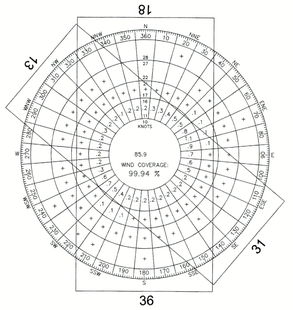
To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA's review takes approximately 60 days.

LEGEND

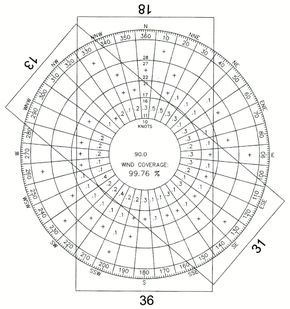
ITEM	EXISTING	PROPOSED
AIRPORT PROPERTY LINE		
AIRFIELD PAVEMENT		
BUILDINGS		
ROADS & PARKING		
SECURITY FENCE		
RUNWAY SAFETY AREA	RSA	(RSA)
RUNWAY OBJECT FREE AREA	ROFA	(ROFA)
OBSTACLE FREE ZONE	OFZ	(OFZ)
BUILDING RESTRICT. LINE	BRL	(BRL)
LEASE LINE	N/A	
BUILDING FACILITY ID	2	2
PAPI		
REIL		
THRESHOLD LIGHTS		
AIRPORT REFERENCE POINT		
AIRPORT BEACON		
WIND SOCK		



ALL WEATHER



VISUAL METEOROLOGICAL CONDITIONS (VMC)



INSTRUMENT METEOROLOGICAL CONDITIONS (IMC)

WIND ROSE DATA
STATION: 72210, FT. MYERS, FL
RECORD PERIOD: 2000-2009
OBSERVATIONS: 80,128
SOURCE: NOAA NATIONAL CLIMATIC DATA CENTER, ASHEVILLE, N.C.

OBSERVED METEOROLOGICAL CONDITIONS	RUNWAY	10.5 KTS.	13.0 KTS.	16.0 KTS.	20.0 KTS.
ALL WEATHER	COMBINED	95.87%	98.60%	99.72%	99.94%
VMC	COMBINED	95.81%	98.60%	99.73%	99.94%
IMC	COMBINED	97.45%	98.60%	99.45%	99.76%

*20-KNOT CROSSWIND ONLY APPLIED TO RUNWAY 18/36.

NOTES:

1. NO IDENTIFIED OBSTACLE FREE ZONE (OFZ) PENETRATIONS.
2. NO IDENTIFIED THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
3. AIRPORT BUILDING ELEVATION DATA UNAVAILABLE.
4. BASE MAP ELEVATION INFORMATION REFLECTS NGVD 29 DATUM. WHERE NOTED, RUNWAY ELEVATION DATA IS IN NAVD 88. TO CONVERT NGVD 29 TO NAVD 88 (APPROXIMATE), SUBTRACT 1.275 FROM NGVD 29 VALUE.
5. NO MODIFICATION TO FAA DESIGN STANDARDS EXIST OR ARE PROPOSED.
6. ULTIMATE DEVELOPMENT OF RUNWAY 18/36 IS DEPICTED ON SHEET 2, INITIATION OF ULTIMATE CONFIGURATION SUBJECT TO DEMAND JUSTIFICATION.
7. FOR PLANNING PURPOSES, FINAL ALP PRIOR TO DEVELOPMENT SHALL MEET AC 150/5000-16A,-17B,-18B STANDARDS.
8. THE AIRPORT LAYOUT PLAN DATED JULY 2009 WAS CONDITIONALLY APPROVED BY THE FAA ON JANUARY 15, 2010. DIGITAL COPIES OF THE APPROVED AIRPORT LAYOUT PLAN WERE PROVIDED BY HENDRY COUNTY AND WERE UTILIZED FOR THIS AIRPORT LAYOUT PLAN UPDATE
9. FUTURE FENCE FOLLOWS PROPERTY LINE

AIRPORT SPONSOR APPROVAL

THIS AIRPORT DRAWING IS APPROVED BY:

(SIGNATURE) _____ DATE: 12/6/2011

NAME: JUDY ARMINGTON-KORF

TITLE: COUNTY ADMINISTRATOR

NO.	REVISIONS	BY	APP.	DATE
1	Addition of Runway 18/36 (Depicted in Tables on Red)	DRG		2/11

2009 Approved Airport Layout Plan
Prepared by:
URS CORPORATION
SOUTHERN
CERTIFICATE OF AUTHORIZATION NO. 2166
JULY 2009

Airport Layout Plan (ALP) Update
Prepared by:
CHPT
CHAPMAN, HART & TALLAL INC.
CERTIFICATE OF AUTHORIZATION NO. 1111
DECEMBER 2011

AIRPORT LAYOUT PLAN UPDATE

Airport Layout Drawing - Future

AIRGLADES AIRPORT (2IS)

HENDRY COUNTY, FLORIDA

DESIGNED: DRG | CHECKED: DRG/BLJ
DRAWN: BMH/DRG | PROJECT MANAGER: BLJ
DATE: 12/2011 | SHEET NO. 1 OF 14

SOURCE: BASE SHEET COMPILED FROM A COMBINATION OF EXISTING RESOURCES THAT INCLUDE PREVIOUS ALP; USGS MAPS; AERIAL PHOTOGRAPHY; AND CONSTRUCTION DRAWINGS.

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BUILDING INVENTORY

BLDG. NO.	BUILDING USE	ELEV. (MSL)*
1	TERMINAL BUILDING	37.0
2	MAINTENANCE HANGAR	46.5
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47	FUTURE FUEL STORAGE	–
48	FUTURE FUEL STORAGE AREA	–
49	FUTURE AIR TRAFFIC CONTROL TOWER	–
50	FUTURE AIRCRAFT CONVERSION AND MODIFICATION CENTER (ACMC)	–
51	FUTURE MD-80 EXPANSION	–
52	FUTURE BUILDING	–
53	FUTURE BUILDING	–
54	FUTURE PAINT SHOP	–
55	FUTURE MRO FACILITY	–
56	FUTURE BUILDING	–

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AIRPORT ACREAGE (FEE SIMPLE)	2,485±	2,711±

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** FUTURE ELEVATIONS ESTIMATED. SUBJECT TO DESIGN AND FIELD VERIFICATION

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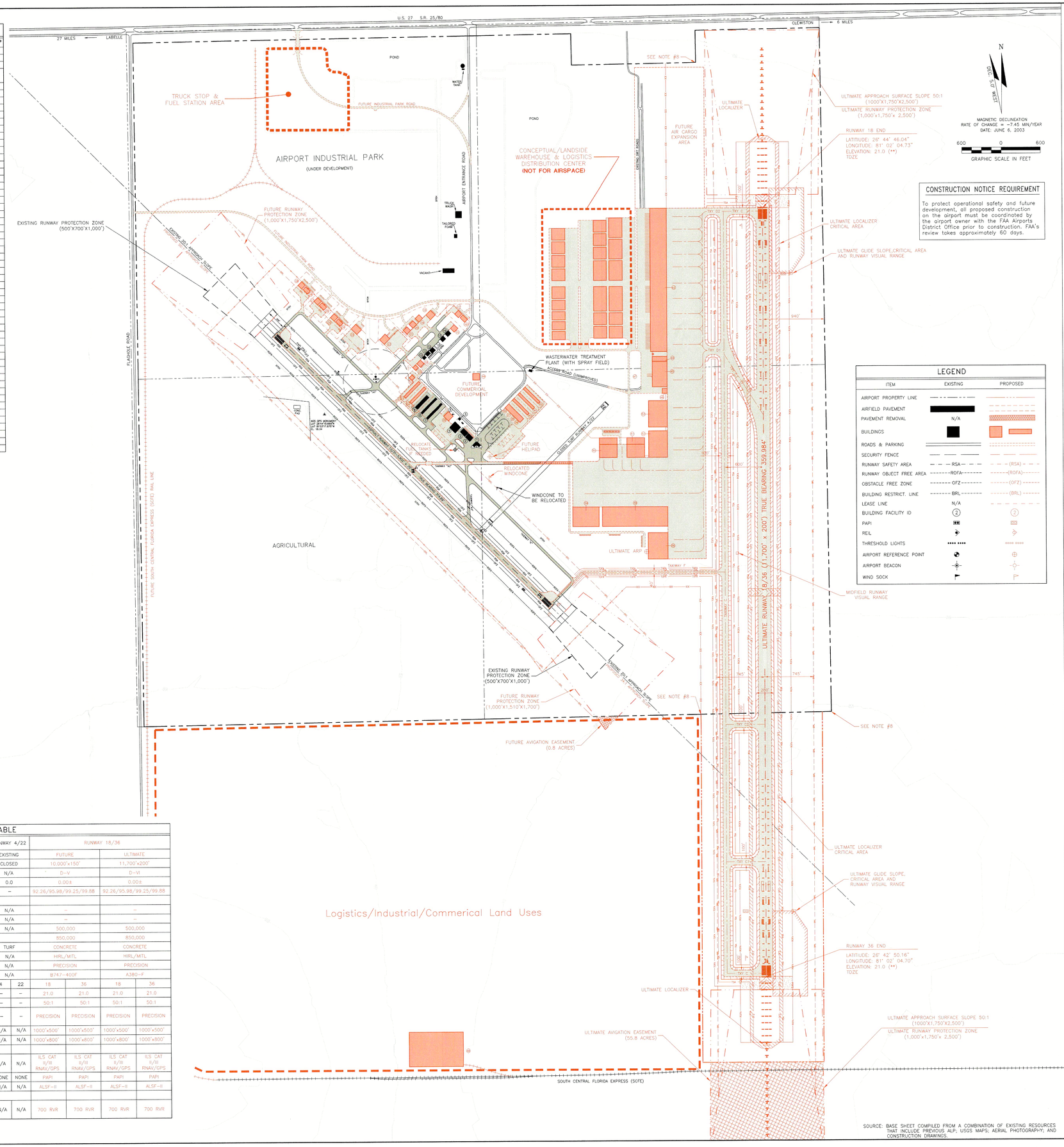
AIRPORT REFERENCE CODE (ARC)	B-II		SAME		N/A		D-V		D-VI	
EFFECTIVE RUNWAY GRADIENT (%)	0.00±		SAME		0.0		0.00±		0.00±	
% WIND COVERAGE (10.5/13/16/20 KNT. CROSSWIND)	91.81/95.45		SAME		–		92.26/95.98/99.25/99.88		92.26/95.98/99.25/99.88	
RUNWAY PAVEMENT STRENGTH (LBS)										
SINGLE GEAR (S)	12,500		–		N/A		–		–	
DOUBLE GEAR (D)	22,000		36,000		N/A		–		–	
DOUBLE TANDEM GEAR (DT)	–		–		N/A		500,000		500,000	
DUAL DOUBLE TANDEM GEAR (DDT)							850,000		850,000	
RUNWAY PAVEMENT TYPE	ASPHALT		SAME		TURF		CONCRETE		CONCRETE	
RUNWAY LIGHTING/TAXIWAY LIGHTING	MIRL/MITL		SAME		N/A		HIRL/MITL		HIRL/MITL	
RUNWAY MARKING	NPI		PREC.		N/A		PRECISION		PRECISION	
CRITICAL AIRCRAFT	CITATION III		GULFSTREAM I		N/A		B747-400F		A380-F	
RUNWAY ENDS	13	31	13	31	4	22	18	36	18	36
RUNWAY END ELEVS. (MSL) (NAVD 88)	19.02	18.81	SAME	SAME	–	–	21.0	21.0	21.0	21.0
FAR 77 APPROACH SURFACE SLOPES	20:1	20:1	50:1	34:1	–	–	50:1	50:1	50:1	50:1
FAR 77 RUNWAY CATEGORY	VISUAL	VISUAL	PREC	NON-PREC	–	–	PRECISION	PRECISION	PRECISION	PRECISION
RUNWAY SAFETY AREA LENGTH*/WIDTH (FT)	300'x150'		300'x150'		N/A	N/A	1000'x500'	1000'x500'	1000'x500'	1000'x500'
RUNWAY OBJECT FREE AREA LENGTH*/WIDTH (FT)	300'x150'		300'x150'		N/A	N/A	1000'x800'	1000'x800'	1000'x800'	1000'x800'
APPROACH AIDS										
ELECTRONIC NAVIGATION AIDS	RNAV, GPS	RNAV, GPS	VOR, GPS-P	VOR, GPS-NP	N/A	N/A	ILS CAT II/III RNAV/GPS	ILS CAT II/III RNAV/GPS	ILS CAT II/III RNAV/GPS	ILS CAT II/III RNAV/GPS
VISUAL APPROACH AIDS	PAPI	PAPI	PAPI/REIL	PAPI/REIL	NONE	NONE	PAPI	PAPI	PAPI	PAPI
APPROACH LIGHTING	NONE	NONE	NONE	NONE	N/A	N/A	ALSF-II	ALSF-II	ALSF-II	ALSF-II
APPROACH MINIMUMS (PROJECTED)										
LOWEST STRAIGHT-IN	N/A	N/A	400/ 3/4	400/ 3/4	N/A	N/A	700 RVR	700 RVR	700 RVR	700 RVR

*LENGTH BEYOND END OF RUNWAY

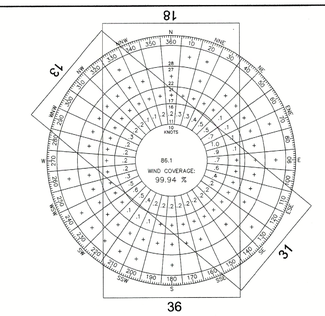


LEGEND

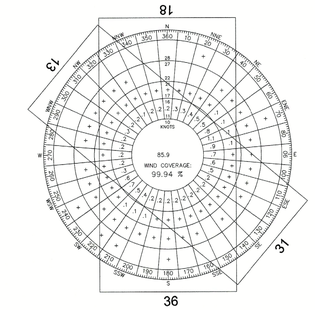
ITEM	EXISTING	PROPOSED
AIRPORT PROPERTY LINE		
AIRFIELD PAVEMENT		
PAVEMENT REMOVAL	N/A	
BUILDINGS		
ROADS & PARKING		
SECURITY FENCE		
RUNWAY SAFETY AREA	RSA	(RSA)
RUNWAY OBJECT FREE AREA	ROFA	(ROFA)
OBSTACLE FREE ZONE	OFZ	(OFZ)
BUILDING RESTRICT. LINE	BRL	(BRL)
LEASE LINE	N/A	
BUILDING FACILITY ID	2	2
PAPI		
REIL		
THRESHOLD LIGHTS		
AIRPORT REFERENCE POINT		
AIRPORT BEACON		
WIND SOCK		

CONSTRUCTION NOTICE REQUIREMENT

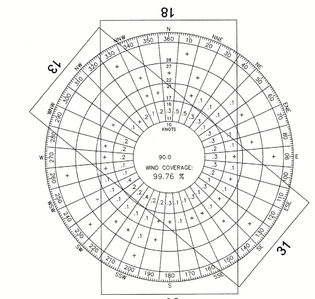
To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA's review takes approximately 60 days.



ALL WEATHER



VISUAL METEOROLOGICAL CONDITIONS (VMC)



INSTRUMENT METEOROLOGICAL CONDITIONS (IMC)

WIND ROSE DATA
STATION: 72210, FT. MYERS, FL
RECORD PERIOD: 2000-2009
OBSERVATIONS: 80,128
SOURCE: NOAA NATIONAL CLIMATIC DATA CENTER, ASHEVILLE, N.C.

OBSERVED METEOROLOGICAL CONDITIONS	RUNWAY	10.5 KTS.	13.0 KTS.	16.0 KTS.	20.0 KTS.
ALL WEATHER	COMBINED	95.87%	98.60%	99.72%	99.94%
VMC	COMBINED	95.81%	98.60%	99.73%	99.94%
IMC	COMBINED	97.45%	98.60%	99.45%	99.76%

*20-KNOT CROSSWIND ONLY APPLIED TO RUNWAY 18/36.

NOTES:

1. NO IDENTIFIED OBSTACLE FREE ZONE (OFZ) PENETRATIONS.
2. NO IDENTIFIED THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
3. AIRPORT BUILDING ELEVATION DATA UNAVALABLE.
4. BASE MAP ELEVATION INFORMATION REFLECTS NGVD 29 DATUM. WHERE NOTED, RUNWAY ELEVATION DATA IS IN NAVD 88. TO CONVERT NGVD 29 TO NAVD 88 (APPROXIMATE), SUBTRACT 1.275 FROM NGVD 29 VALUE.
5. NO MODIFICATION TO FAA DESIGN STANDARDS EXIST OR ARE PROPOSED.
6. FOR PLANNING PURPOSES. FINAL ALP PRIOR TO DEVELOPMENT SHALL MEET AC 150/5000-16A,-17B,-18B STANDARDS.
7. THE AIRPORT LAYOUT PLAN DATED JULY 2009 WAS CONDITIONALLY APPROVED BY THE FAA ON JANUARY 15, 2010. DIGITAL COPIES OF THE APPROVED AIRPORT LAYOUT PLAN WERE PROVIDED BY HENDRY COUNTY AND WERE UTILIZED FOR THIS AIRPORT LAYOUT PLAN UPDATE.
8. FUTURE FENCE FOLLOWS PROPERTY LINE

AIRPORT SPONSOR APPROVAL

THIS AIRPORT DRAWING IS APPROVED BY:

(SIGNATURE) _____ DATE: 12/16/2011

NAME: JUDY KENNINGTON-KORF

TITLE: COUNTY ADMINISTRATOR

NO.	REVISIONS	BY	APP.	DATE
1	Addition of Runway 18/36 (Depicted in Tables as Red)	DRG		2/11

2009 Approved Airport Layout Plan
Prepared by:
URS CORPORATION
SOUTHERN
Original Signed
Mark A. Gaudet
Reg. No. 15-12-0-0-0-0-0
JULY 2009

Airport Layout Plan (ALP) Update
Prepared by:
DMT
DEWBERRY, MOBLEY & TALLAH, INC.
AVIATION DIVISION
DECEMBER 2011

AIRPORT LAYOUT PLAN UPDATE

Airport Layout Drawing - Ultimate

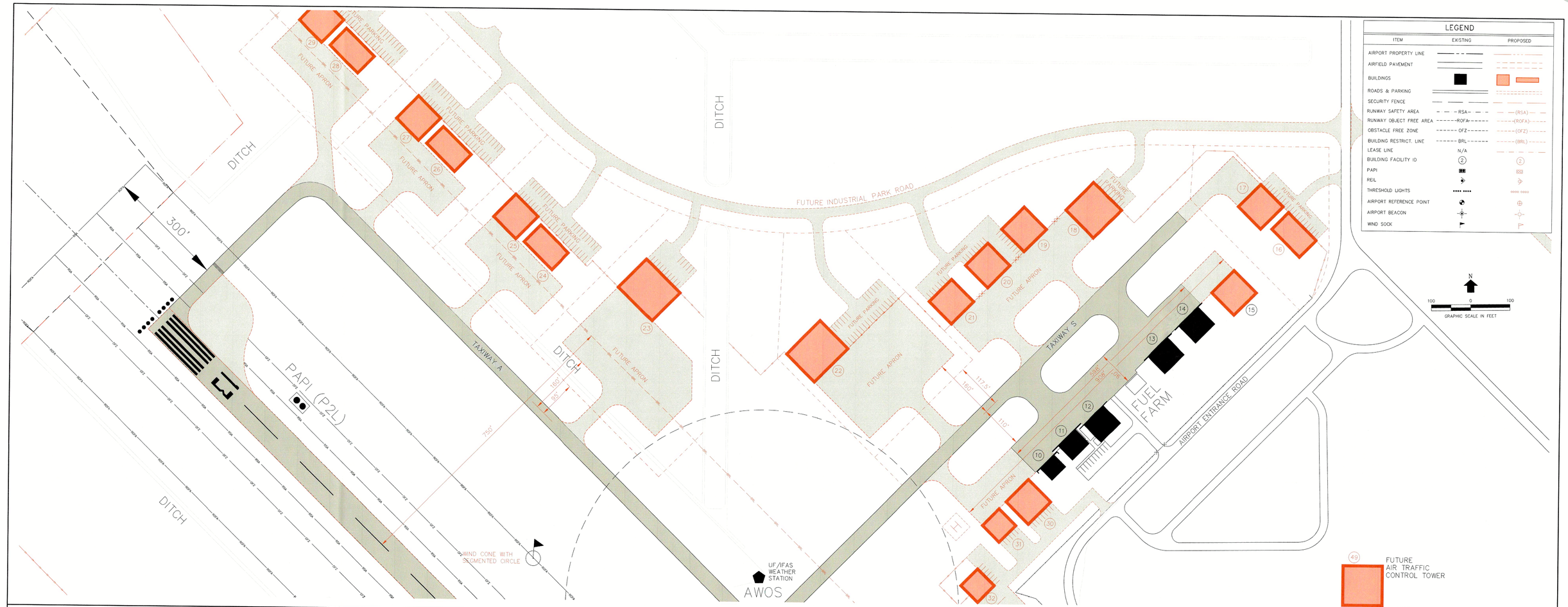
AIRGLADES AIRPORT (2IS)

HENDRY COUNTY, FLORIDA

DESIGNED: DRG
DRAWN: BWN
CHECKED: DRG/BLJ
PROJECT MANAGER: BLJ
DATE: 12/2011
SHEET NO. 2 OF 14

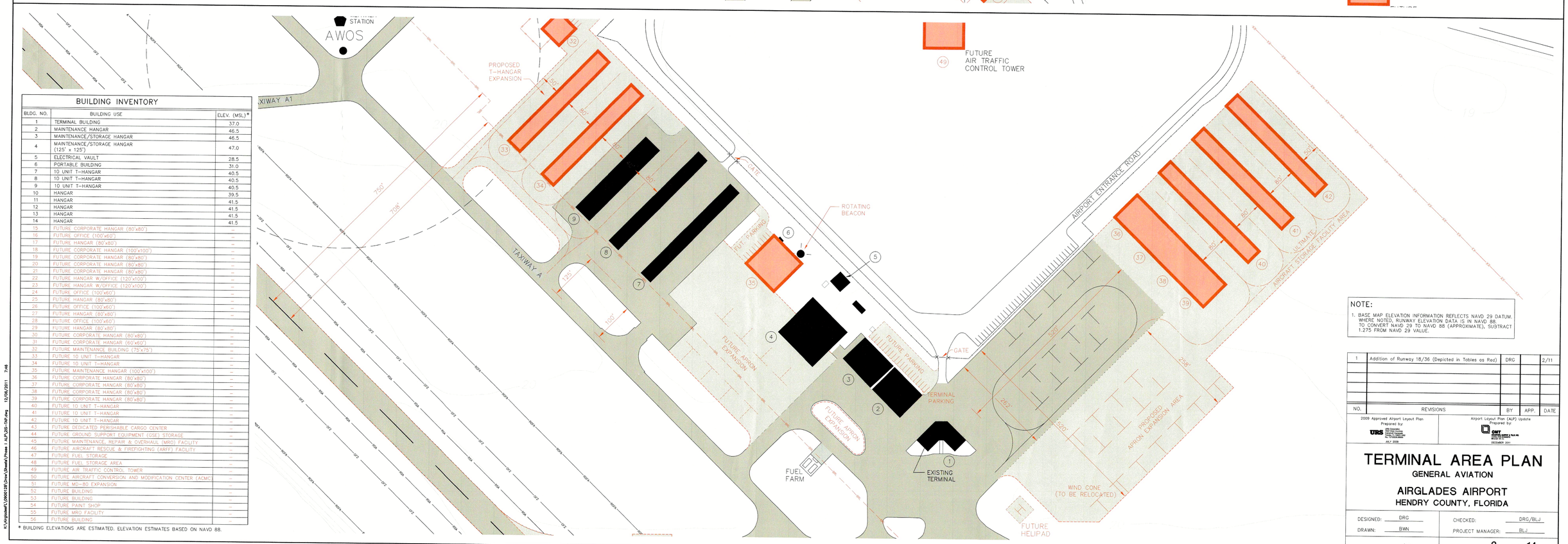
SOURCE: BASE SHEET COMPILED FROM A COMBINATION OF EXISTING RESOURCES THAT INCLUDE PREVIOUS ALP; USGS MAPS; AERIAL PHOTOGRAPHY; AND CONSTRUCTION DRAWINGS.

K:\Airglades\L\080318\Dwgs\Sheets\Phase 1 ALP\2S-ALP-Ultimate.dwg 12/06/2011 7:45



LEGEND

ITEM	EXISTING	PROPOSED
AIRPORT PROPERTY LINE		
AIRFIELD PAVEMENT		
BUILDINGS		
ROADS & PARKING		
SECURITY FENCE		
RUNWAY SAFETY AREA	RSA	(RSA)
RUNWAY OBJECT FREE AREA	ROFA	(ROFA)
OBSTACLE FREE ZONE	OFZ	(OFZ)
BUILDING RESTRICT. LINE	BRL	(BRL)
LEASE LINE	N/A	
BUILDING FACILITY ID	2	2
PAPI		
REIL		
THRESHOLD LIGHTS		
AIRPORT REFERENCE POINT		
AIRPORT BEACON		
WIND SOCK		



BUILDING INVENTORY

BLDG. NO.	BUILDING USE	ELEV. (MSL)*
1	TERMINAL BUILDING	37.0
2	MAINTENANCE HANGAR	46.5
3	MAINTENANCE/STORAGE HANGAR	46.5
4	MAINTENANCE/STORAGE HANGAR (125' x 125')	47.0
5	ELECTRICAL VAULT	28.5
6	PORTABLE BUILDING	31.0
7	10 UNIT T-HANGAR	40.5
8	10 UNIT T-HANGAR	40.5
9	10 UNIT T-HANGAR	40.5
10	HANGAR	39.5
11	HANGAR	41.5
12	HANGAR	41.5
13	HANGAR	41.5
14	HANGAR	41.5
15	FUTURE CORPORATE HANGAR (80'x80')	–
16	FUTURE OFFICE (100'x60')	–
17	FUTURE HANGAR (80'x80')	–
18	FUTURE CORPORATE HANGAR (100'x100')	–
19	FUTURE CORPORATE HANGAR (80'x80')	–
20	FUTURE CORPORATE HANGAR (80'x80')	–
21	FUTURE CORPORATE HANGAR (80'x80')	–
22	FUTURE HANGAR W/OFFICE (120'x100')	–
23	FUTURE HANGAR W/OFFICE (120'x100')	–
24	FUTURE OFFICE (100'x60')	–
25	FUTURE HANGAR (80'x80')	–
26	FUTURE OFFICE (100'x60')	–
27	FUTURE HANGAR (80'x80')	–
28	FUTURE OFFICE (100'x60')	–
29	FUTURE HANGAR (80'x80')	–
30	FUTURE CORPORATE HANGAR (80'x80')	–
31	FUTURE CORPORATE HANGAR (60'x60')	–
32	FUTURE MAINTENANCE BUILDING (75'x75')	–
33	FUTURE 10 UNIT T-HANGAR	–
34	FUTURE 10 UNIT T-HANGAR	–
35	FUTURE MAINTENANCE HANGAR (100'x100')	–
36	FUTURE CORPORATE HANGAR (80'x80')	–
37	FUTURE CORPORATE HANGAR (80'x80')	–
38	FUTURE CORPORATE HANGAR (80'x80')	–
39	FUTURE CORPORATE HANGAR (80'x80')	–
40	FUTURE 10 UNIT T-HANGAR	–
41	FUTURE 10 UNIT T-HANGAR	–
42	FUTURE 10 UNIT T-HANGAR	–
43	FUTURE DEDICATED PERISHABLE CARGO CENTER	–
44	FUTURE GROUND SUPPORT EQUIPMENT (GSE) STORAGE	–
45	FUTURE MAINTENANCE, REPAIR & OVERHAUL (MRO) FACILITY	–
46	FUTURE AIRCRAFT RESCUE & FIREFIGHTING (ARFF) FACILITY	–
47	FUTURE FUEL STORAGE	–
48	FUTURE FUEL STORAGE AREA	–
49	FUTURE AIR TRAFFIC CONTROL TOWER	–
50	FUTURE AIRCRAFT CONVERSION AND MODIFICATION CENTER (ACMC)	–
51	FUTURE MD-80 EXPANSION	–
52	FUTURE BUILDING	–
53	FUTURE BUILDING	–
54	FUTURE PAINT SHOP	–
55	FUTURE MRO FACILITY	–
56	FUTURE BUILDING	–

* BUILDING ELEVATIONS ARE ESTIMATED. ELEVATION ESTIMATES BASED ON NAVD 88.

NOTE:

1. BASE MAP ELEVATION INFORMATION REFLECTS NAVD 29 DATUM. WHERE NOTED, RUNWAY ELEVATION DATA IS IN NAVD 88. TO CONVERT NAVD 29 TO NAVD 88 (APPROXIMATE), SUBTRACT 1.275 FROM NAVD 29 VALUE.

NO.	REVISIONS	BY	APP.	DATE
1	Addition of Runway 18/36 (Depicted in Tables as Rec)	DRG		2/11

2009 Approved Airport Layout Plan
Prepared by:
URS
URS Corporation
1500 Sand Cranes
Jacksonville, Florida 32240
Phone: 904.737.1700
Fax: 904.737.1717
JULY 2009

Airport Layout Plan (ALP) Update
Prepared by:
DMT
DAVID MARTIN & TALK INC
Airport Consultants
DECEMBER 2011

TERMINAL AREA PLAN

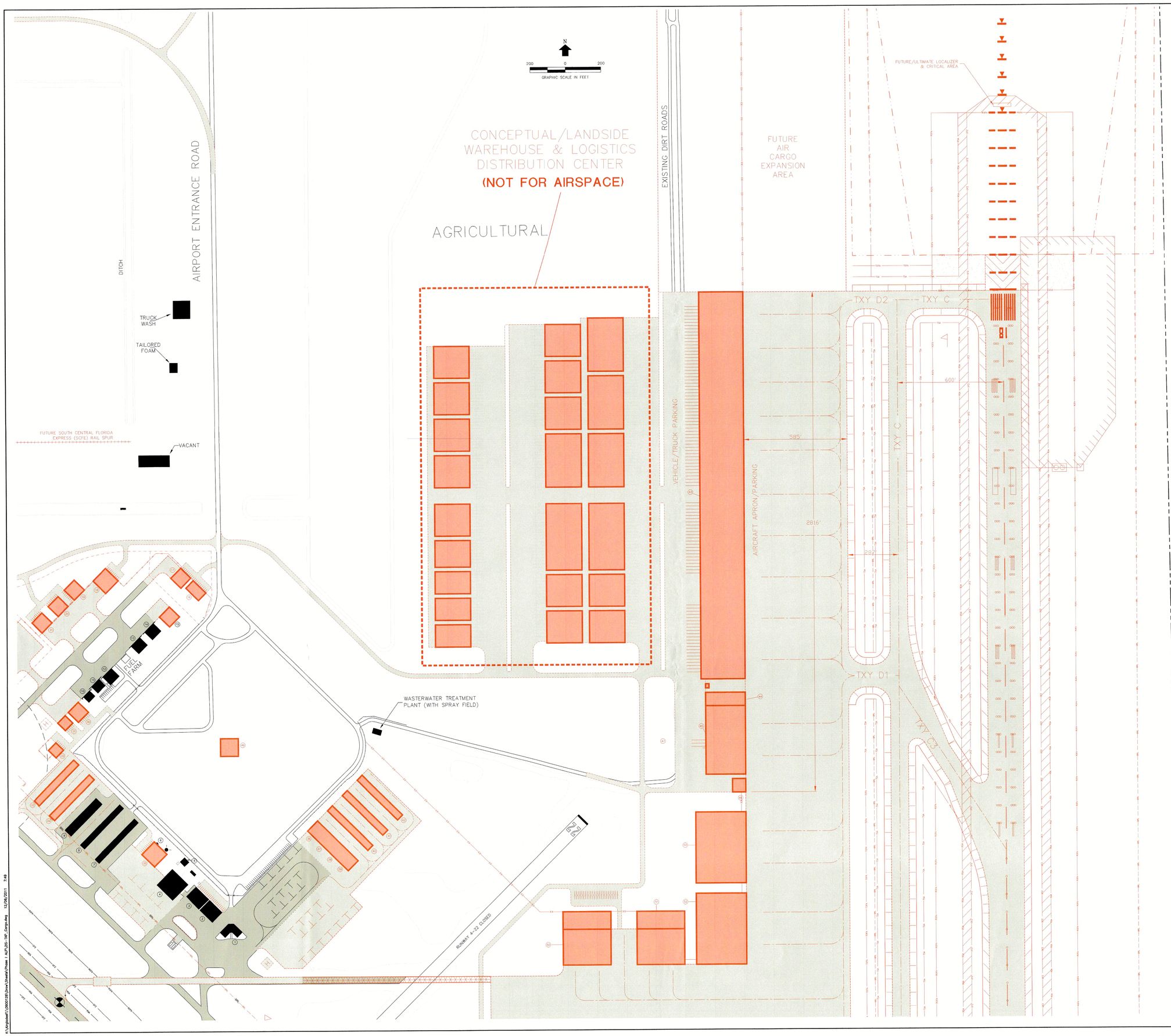
GENERAL AVIATION

AIRGLADES AIRPORT

HENDRY COUNTY, FLORIDA

DESIGNED:	DRG	CHECKED:	DRG/BLJ
DRAWN:	BWN	PROJECT MANAGER:	BLJ
DATE:	12/2011	SHEET NO.	3 OF 14

K:\Airglades\12060128\Dwgs\Sheets\Phase I ALP\28-TAP.dwg 12/06/2011 7:46



LEGEND

ITEM	EXISTING	PROPOSED
AIRPORT PROPERTY LINE		
AIRFIELD PAVEMENT		
BUILDINGS		
ROADS & PARKING		
SECURITY FENCE		
RUNWAY SAFETY AREA	RSA	(RSA)
RUNWAY OBJECT FREE AREA	ROFA	(ROFA)
OBSTACLE FREE ZONE	OFZ	(OFZ)
BUILDING RESTRICT. LINE	BRL	(BRL)
PART 77 APPROACH		
LEASE LINE	N/A	
BUILDING FACILITY ID	2	2
PAPI		
REIL		
THRESHOLD LIGHTS		
AIRPORT REFERENCE POINT		
AIRPORT BEACON		
WIND SOCK		

BUILDING INVENTORY

BLDG. NO.	BUILDING USE	ELEV. (MSL)*
1	TERMINAL BUILDING	37.0
2	MAINTENANCE HANGAR	46.5
3	MAINTENANCE/STORAGE HANGAR	46.5
4	MAINTENANCE/STORAGE HANGAR (125' x 125')	47.0
5	ELECTRICAL VAULT	28.5
6	PORTABLE BUILDING	31.0
7	10 UNIT T-HANGAR	40.5
8	10 UNIT T-HANGAR	40.5
9	10 UNIT T-HANGAR	40.5
10	HANGAR	39.5
11	HANGAR	41.5
12	HANGAR	41.5
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16	FUTURE OFFICE (100'x60')	–
17	FUTURE HANGAR (80'x80')	–
18	FUTURE CORPORATE HANGAR (100'x100')	–
19	FUTURE CORPORATE HANGAR (80'x80')	–
20	FUTURE CORPORATE HANGAR (80'x80')	–
21	FUTURE CORPORATE HANGAR (80'x80')	–
22	FUTURE HANGAR W/OFFICE (120'x100')	–
23	FUTURE HANGAR W/OFFICE (120'x100')	–
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25	FUTURE HANGAR (80'x80')	–
26	FUTURE OFFICE (100'x60')	–
27	FUTURE HANGAR (80'x80')	–
28	FUTURE OFFICE (100'x60')	–
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30	FUTURE CORPORATE HANGAR (80'x80')	–
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34	FUTURE 10 UNIT T-HANGAR	–
35	FUTURE MAINTENANCE HANGAR (100'x100')	–
36	FUTURE CORPORATE HANGAR (80'x80')	–
37	FUTURE CORPORATE HANGAR (80'x80')	–
38	FUTURE CORPORATE HANGAR (80'x80')	–
39	FUTURE CORPORATE HANGAR (80'x80')	–
40	FUTURE 10 UNIT T-HANGAR	–
41	FUTURE 10 UNIT T-HANGAR	–
42	FUTURE 10 UNIT T-HANGAR	–
43	FUTURE DEDICATED PERISHABLE CARGO CENTER	–
44	FUTURE GROUND SUPPORT EQUIPMENT (GSE) STORAGE	–
45	FUTURE MAINTENANCE, REPAIR & OVERHAUL (MRO) FACILITY	–
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47	FUTURE FUEL STORAGE	–
48	FUTURE FUEL STORAGE AREA	–
49	FUTURE AIR TRAFFIC CONTROL TOWER	–
50	FUTURE AIRCRAFT CONVERSION AND MODIFICATION CENTER (ACMC)	–
51	FUTURE MO-80 EXPANSION	–
52	FUTURE BUILDING	–
53	FUTURE BUILDING	–
54	FUTURE PAINT SHOP	–
55	FUTURE MRO FACILITY	–
56	FUTURE BUILDING	–

* BUILDING ELEVATIONS ARE ESTIMATED. ELEVATION ESTIMATES BASED ON NAVD 88.

NOTE:

1. BASE MAP ELEVATION INFORMATION REFLECTS NAVD 29 DATUM. WHERE NOTED, RUNWAY ELEVATION DATA IS IN NAVD 88. TO CONVERT NAVD 29 TO NAVD 88 (APPROXIMATE), SUBTRACT 1.275 FROM NAVD 29 VALUE.

NO.	REVISIONS	BY	APP.	DATE
1	Addition of Runway 18/36 (Depicted in Tables as Red)	DRG		2/11

2009 Approved Airport Layout Plan
Prepared by:
URS
URS Corporation
Suite 1000
Tampa, FL 33607-1462
(813) 286-1711
JULY 2009

Airport Layout Plan (ALP) Update
Prepared by:
CHPL
CHA Professional Services, Inc.
Suite 1000
Tampa, FLORIDA 33602
(813) 223-9500
DECEMBER 2011

TERMINAL AREA PLAN

AIR CARGO COMPLEX

AIRGLADES AIRPORT

HENDRY COUNTY, FLORIDA

DESIGNED:	DRG	CHECKED:	DRG/BLJ
DRAWN:	BWN	PROJECT MANAGER:	BLJ
DATE:	12/2011	SHEET NO.	4 OF 14

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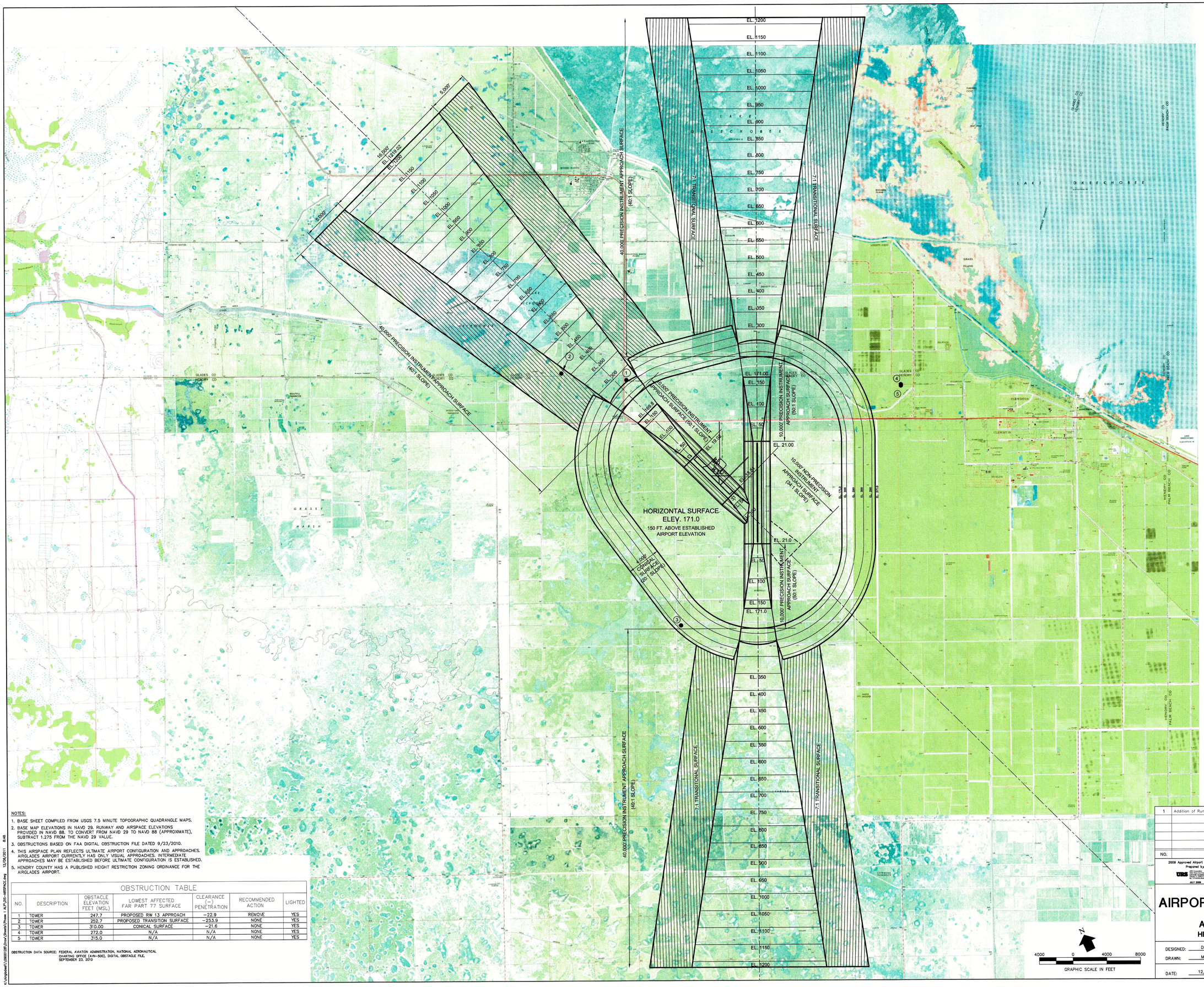

NOTES:

1. BASE SHEET COMPILED FROM USGS 7.5 MINUTE TOPOGRAPHIC QUADRANGLE MAPS.
2. BASE MAP ELEVATIONS IN NAVD 29. RUNWAY AND AIRSPACE ELEVATIONS PROVIDED IN NAVD 88. TO CONVERT FROM NAVD 29 TO NAVD 88 (APPROXIMATE), SUBTRACT 1.275 FROM THE NAVD 29 VALUE.
3. OBSTRUCTIONS BASED ON FAA DIGITAL OBSTRUCTION FILE DATED 9/23/2010.
4. THIS AIRSPACE PLAN REFLECTS ULTIMATE AIRPORT CONFIGURATION AND APPROACHES. AIRGLADES AIRPORT CURRENTLY HAS ONLY VISUAL APPROACHES. INTERMEDIATE APPROACHES MAY BE ESTABLISHED BEFORE ULTIMATE CONFIGURATION IS ESTABLISHED.
5. HENDRY COUNTY HAS A PUBLISHED HEIGHT RESTRICTION ZONING ORDINANCE FOR THE AIRGLADES AIRPORT.

OBSTRUCTION TABLE

NO.	DESCRIPTION	OBSTACLE ELEVATION FEET (MSL)	LOWEST AFFECTED FAR PART 77 SURFACE	CLEARANCE (–) PENETRATION	RECOMMENDED ACTION	LIGHTED
1	TOWER	247.7	PROPOSED RW 13 APPROACH	–22.9	REMOVE	YES
2	TOWER	252.7	PROPOSED TRANSITION SURFACE	–253.9	NONE	YES
3	TOWER	310.00	CONICAL SURFACE	–21.6	NONE	YES
4	TOWER	272.0	N/A	N/A	NONE	YES
5	TOWER	315.0	N/A	N/A	NONE	YES

OBSTRUCTION DATA SOURCE: FEDERAL AVIATION ADMINISTRATION, NATIONAL AERONAUTICAL CHARTING OFFICE (AVN-500), DIGITAL OBSTACLE FILE. SEPTEMBER 23, 2010

NO.	REVISIONS	BY	APP.	DATE
1	Addition of Runway 18/36 (Depicted in Tables as Red)			2/11

2009 Approved Airport Layout Plan
Prepared by:
URS Corporation
Consulting Engineers
Certificate of Authorization
No. 2553 (Engineering)
No. 9101 (Surveying)
JULY 2009

Airport Layout Plan (ALP) Update
Prepared by:
CMT
CHENEY MARCY & TULI INC
Consulting Engineers
Certificate of Authorization
No. 2553
DECEMBER 2011

AIRPORT AIRSPACE PLAN

AIRGLADES AIRPORT
HENDRY COUNTY, FLORIDA

DESIGNED:	DRG	CHECKED:	DRG/BLJ
DRAWN:	MRW	PROJECT MANAGER:	BLJ
DATE:	12/2011	SHEET NO. 5	OF 14

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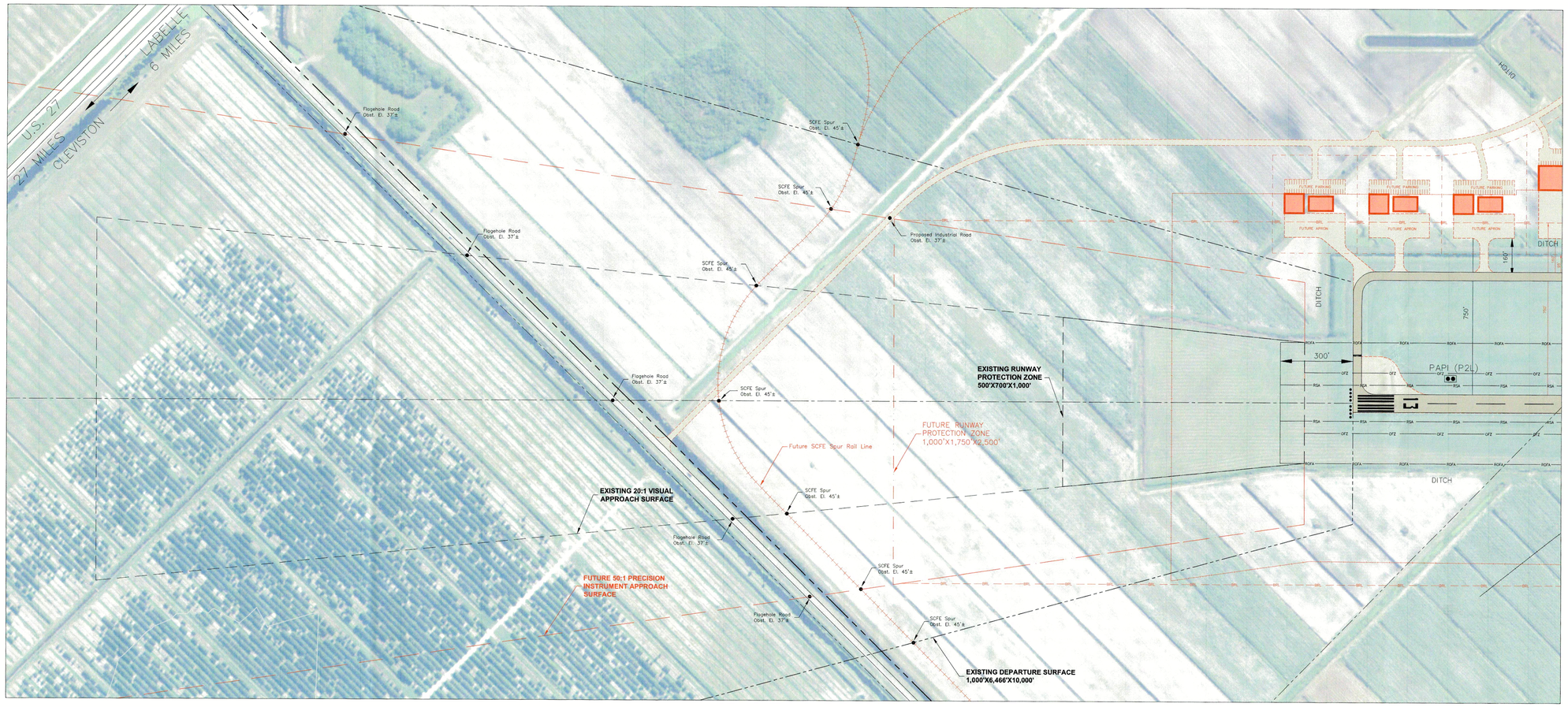

RUNWAY 13 INNER APPROACH SURFACE PLAN VIEW

200 0 200 400
SCALE: 1" = 200'

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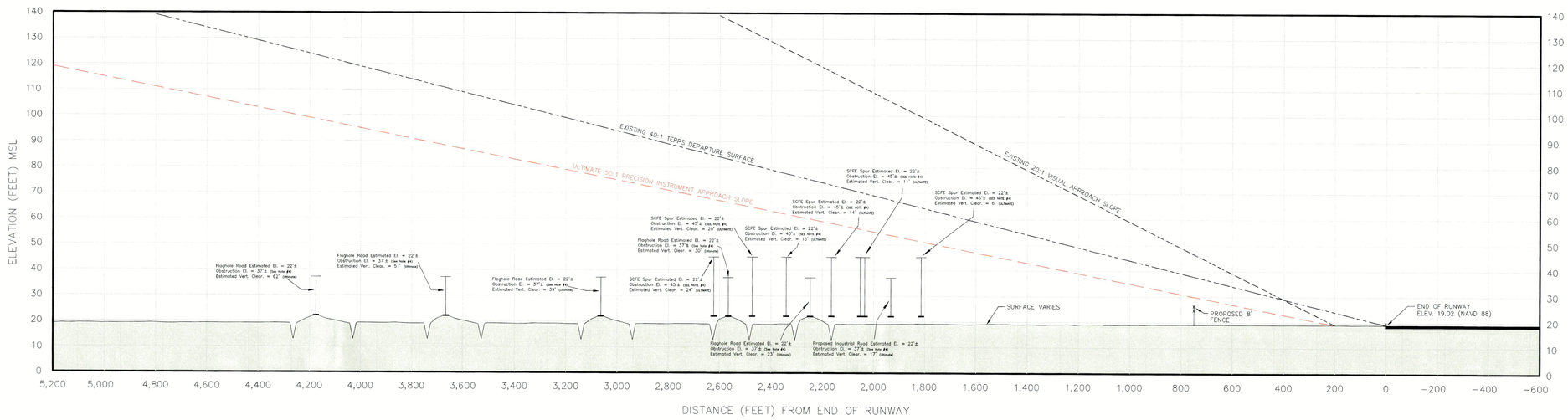

RUNWAY 13 INNER APPROACH SURFACE PROFILE VIEW

200 0 200 400
HORIZONTAL SCALE: 1" = 200'

20 0 20 40
VERTICAL SCALE: 1" = 20'

NOTES:

1. BASE MAP ELEVATION INFORMATION REFLECTS NAVD 29 DATUM. WHERE NOTED, RUNWAY ELEVATION DATA IS IN NAVD 88. TO CONVERT NAVD 29 TO NAVD 88 (APPROXIMATE), SUBTRACT 1.275 FROM NAVD 29 VALUE.
2. DETAILED ELEVATION AND OBJECT LOCATION INFORMATION NOT AVAILABLE FOR ALL AREAS DEPICTED ON THIS DRAWING.
3. NO OBJECT FREE ZONE PENETRATIONS
4. ROADWAY POINTS DEPICT A 15' VEHICLE HEIGHT OVER PUBLIC ROADS PER PART 77 GUIDANCE. RAILROAD POINTS INCLUDE A 23' VEHICLE HEIGHT PER 77 GUIDANCE.

NO.	REVISIONS	BY	APP.	DATE
1	Addition of Runway 18/36 (Depicted in Tables as Red)	DRG		2/11

2009 Approved Airport Layout Plan
Prepared by:
URS
JULY 2009

Airport Layout Plan (ALP) Update
Prepared by:
CHPL
CHENEY LANDER & PALAG
DECEMBER 2011

INNER APPROACH SURFACE PLAN & PROFILE RUNWAY 13

AIRGLADES AIRPORT
HENDRY COUNTY, FLORIDA

DESIGNED:	DRG	CHECKED:	DRG/BLJ
DRAWN:	BWN	PROJECT MANAGER:	BLJ
DATE:	12/2011	SHEET NO.	6 OF 14

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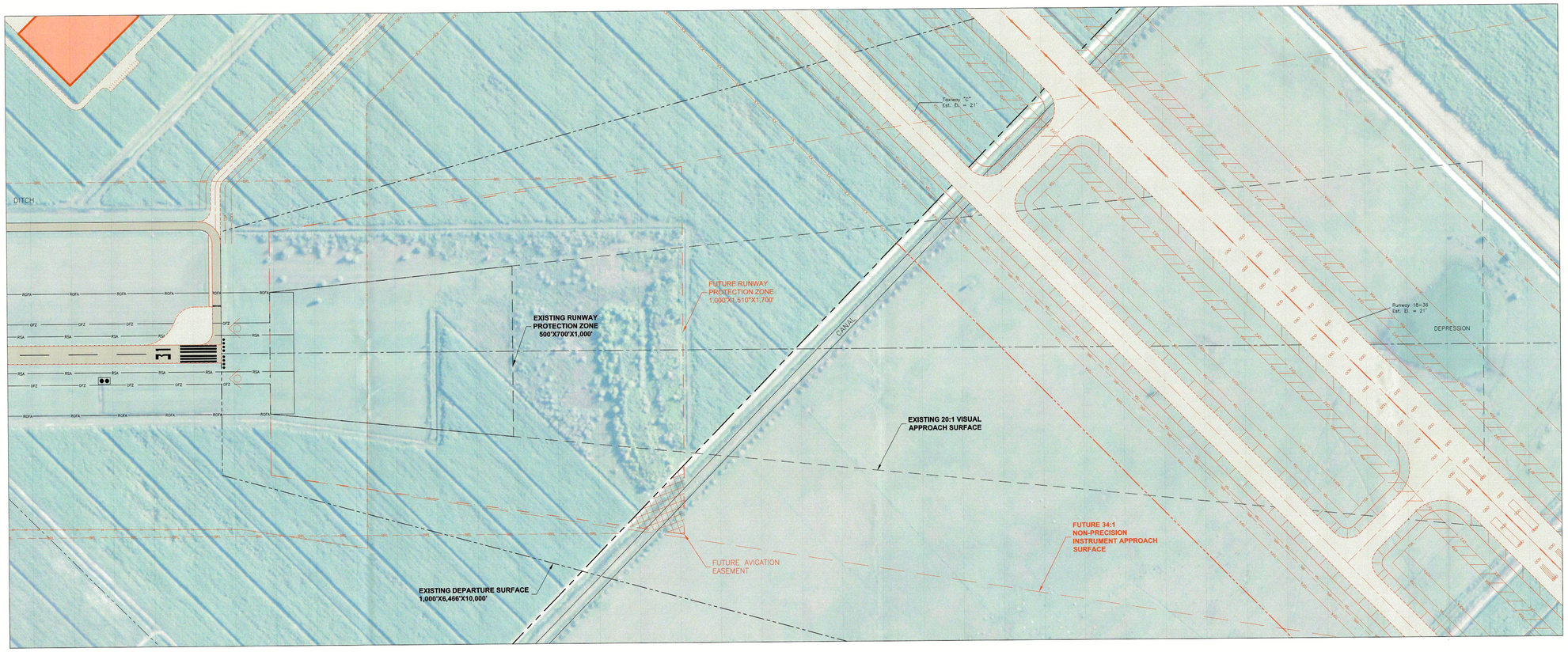

RUNWAY 31 INNER APPROACH SURFACE PLAN VIEW

200 0 200 400

SCALE: 1" = 200'

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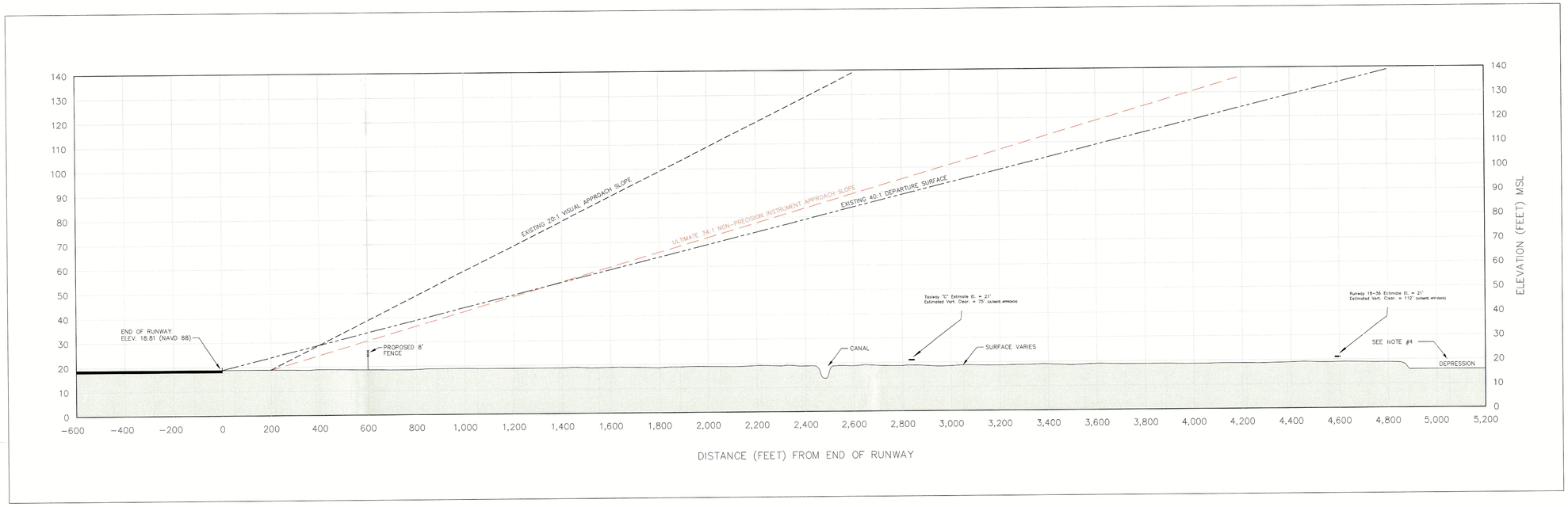

RUNWAY 31 INNER APPROACH SURFACE PROFILE VIEW

200 0 200 400

HORIZONTAL SCALE: 1" = 200'

20 0 20 40

VERTICAL SCALE: 1" = 20'

NOTES:

1. BASE MAP ELEVATION INFORMATION REFLECTS NAVD 29 DATUM. WHERE NOTED, RUNWAY ELEVATION DATA IS IN NAVD 88. TO CONVERT NAVD 29 TO NAVD 88 (APPROXIMATE), SUBTRACT 1.275 FROM NAVD 29 VALUE.
2. DETAILED ELEVATION AND OBJECT LOCATION INFORMATION NOT AVAILABLE FOR ALL AREAS DEPICTED ON THIS DRAWING.
3. NO OBJECT FREE ZONE PENETRATIONS
4. DEPRESSION DEPICTED TO BE REMOVED AS PART OF RUNWAY 18-36 CONSTRUCTION. FINAL GROUND PROFILE OF RUNWAY 31 APPROACH IS SUBJECT TO DESIGN OF RUNWAY 18-36

NO.	REVISIONS	BY	APP.	DATE
1	Addition of Runway 18/36 (Depicted in Tables as Red)	DRG		2/11

2009 Approved Airport Layout Plan
Prepared by:
URS Corporation
1000 Oak Creek Center
Mankato, Minnesota 56001
Phone: 507.625.6426
Fax: 507.625.4516
JULY 2009

Airport Layout Plan (ALP) Update
Prepared by:
GMT
GARY MOORE & TRUS INC.
AVIATION SERVICES
DECEMBER 2011

INNER APPROACH SURFACE PLAN & PROFILE RUNWAY 31

AIRGLADES AIRPORT
HENDRY COUNTY, FLORIDA

DESIGNED:	DRG	CHECKED:	DRG/BLJ
DRAWN:	BWN	PROJECT MANAGER:	BLJ
DATE:	12/2011	SHEET NO.	7 OF 14

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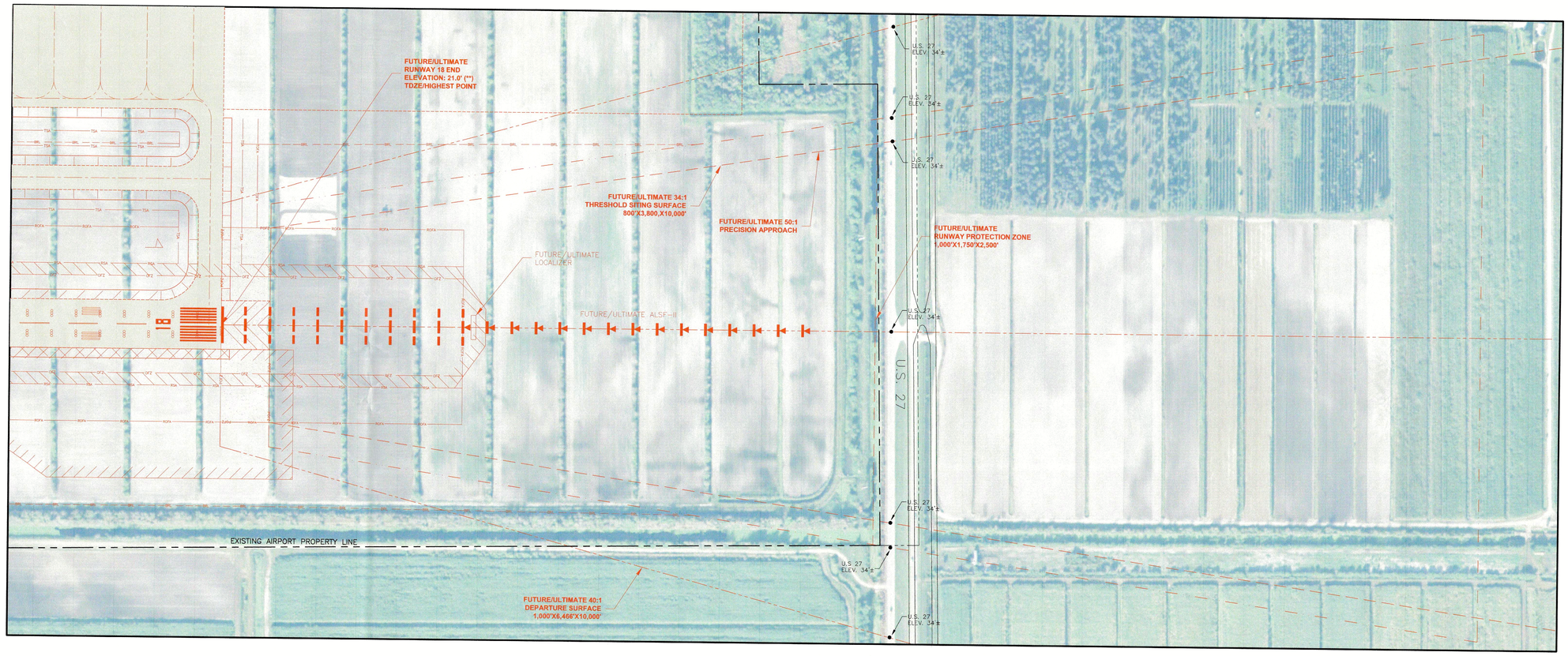

RUNWAY 18 INNER APPROACH SURFACE PLAN VIEW

200 0 200 400
SCALE: 1" = 200'

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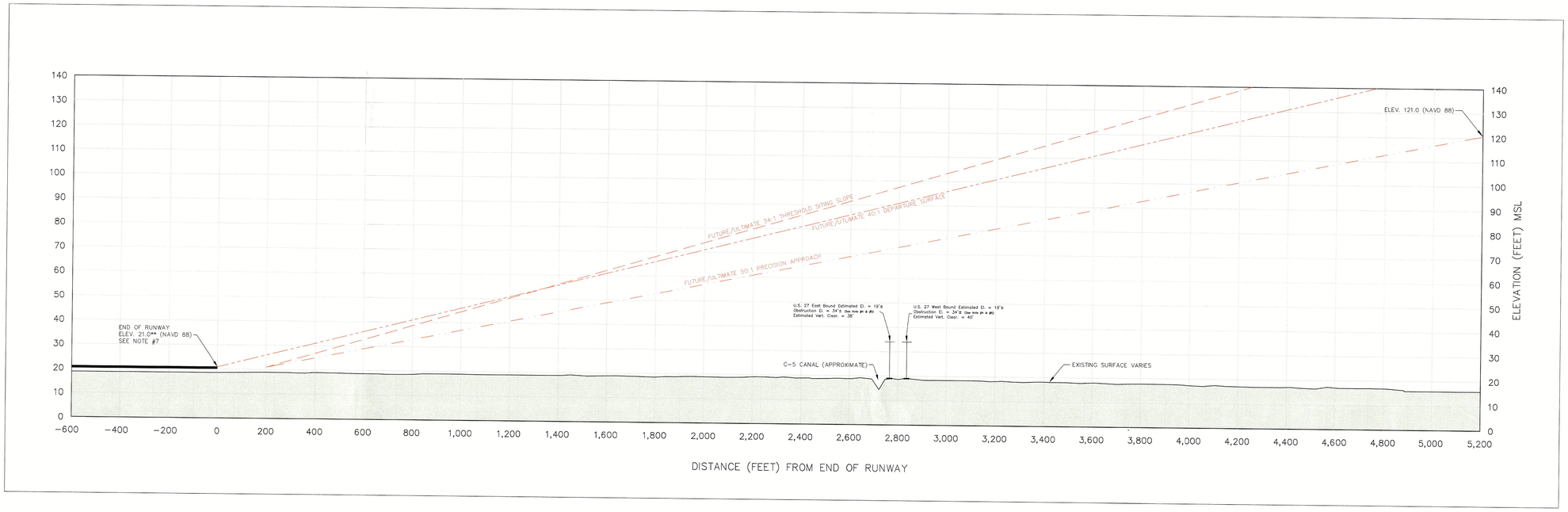


RUNWAY 18 INNER APPROACH SURFACE PROFILE VIEW

200 0 200 400
HORIZONTAL SCALE: 1" = 200'

20 0 20 40
VERTICAL SCALE: 1" = 20'

NOTES:

1. BASE MAP ELEVATION INFORMATION REFLECTS NAVD 29 DATUM. WHERE NOTED, RUNWAY ELEVATION DATA IS IN NAVD 88.TO CONVERT NAVD 29 TO NAVD 88 (APPROXIMATE), SUBTRACT 1.275 FROM NAVD 29 VALUE.
2. DETAILED ELEVATION AND OBJECT LOCATION INFORMATION NOT AVAILABLE FOR ALL AREAS DEPICTED ON THIS DRAWING.
3. NO OBJECT FREE ZONE PENETRATIONS.
4. ROADWAY POINTS INCLUDE A 15' VEHICLE HEIGHT FOR PUBLIC ROADS PER PART 77 GUIDANCE.
5. THRESHOLD SITING SURFACE BASE ON APPENDIX 2 CRITERIA #9 FROM AC 150/5300-13.
6. CLEARANCE BASED ON PRECISION 50:1 APPROACH SURFACE.
7. PROPOSED RUNWAY END ELEVATIONS ARE ESTIMATED. FINAL ELEVATIONS WILL BE DETERMINED DURING THE DESIGN PROCESS. RUNWAY SAFETY AREA (RSA) GRADING TO BE IN COMPLIANCE WITH FEDERAL DESIGN STANDARDS.
8. ELEVATIONS FOR U.S. 27 ARE BASED ON THE MOST RECENT DIGITAL ELEVATION MODEL (DEM) AVAILABLE FROM USDA GEOSPATIAL CLEARING HOUSE.

NO.	REVISIONS	BY	APP.	DATE
1	Addition of Runway 18/36 (Depicted in Tables as Red)	DRG		2/11

2009 Approved Airport Layout Plan
Prepared by:
URS CORPORATION
CONSULTING ENGINEERS
CERTIFICATE OF AUTHORIZATION
NO. 77-0509-0000
JULY 2009

Airport Layout Plan (ALP) Update
Prepared by:
CDET
CONSULTING ENGINEERS & TECH. INC.
CERTIFICATE OF AUTHORIZATION
STATE OF FLORIDA
DECEMBER 2011

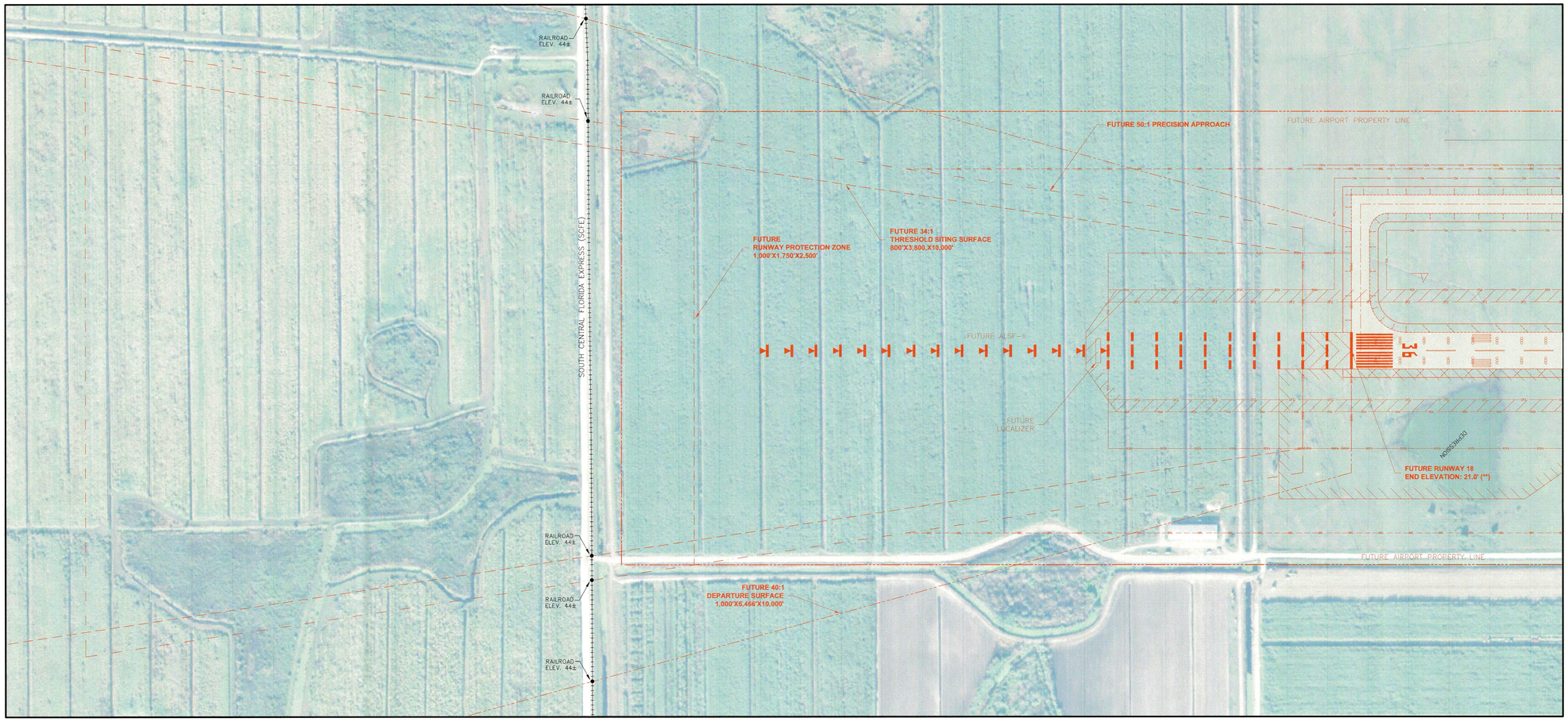
FUTURE/ULTIMATE INNER APPROACH SURFACE PLAN PROFILE RUNWAY 18

AIRGLADES AIRPORT

HENDRY COUNTY, FLORIDA

DESIGNED: DRG
DRAWN: BWN
CHECKED: DRG/BLJ
PROJECT MANAGER: BLJ
DATE: 12/2011
SHEET NO. 8 OF 14

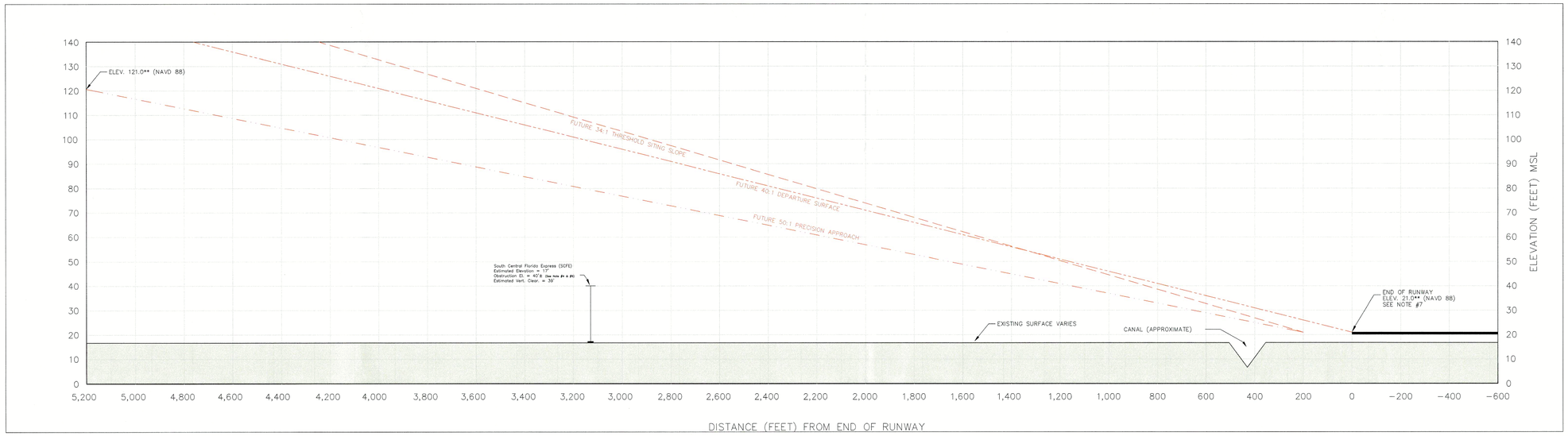
K:\Airglades\12000128\Dwgs\Sheets\Phase 1 ALP\05-Future_18APP.dwg 12/06/2011 8:21



RUNWAY 36 INNER APPROACH SURFACE PLAN VIEW

200 0 200 400
SCALE: 1" = 200'

N



RUNWAY 36 INNER APPROACH SURFACE PROFILE VIEW

200 0 200 400
HORIZONTAL SCALE: 1" = 200'

20 0 20 40
VERTICAL SCALE: 1" = 20'

NOTES:

1. BASE MAP ELEVATION INFORMATION REFLECTS NAVD 29 DATUM. WHERE NOTED, RUNWAY ELEVATION DATA IS IN NAVD 88.TO CONVERT NAVD 29 TO NAVD 88 (APPROXIMATE), SUBTRACT 1.275 FROM NAVD 29 VALUE.
2. DETAILED ELEVATION AND OBJECT LOCATION INFORMATION NOT AVAILABLE FOR ALL AREAS DEPICTED ON THIS DRAWING.
3. NO OBJECT FREE ZONE PENETRATIONS.
4. RAILROAD POINTS INCLUDE A 23' VEHICLE HEIGHT PER PART 77 GUIDANCE.
5. THRESHOLD SITING SURFACE BASE ON APPENDIX 2 CRITERIA #9 FROM AC 150/5300-13.
6. CLEARANCE BASED ON PRECISION 50:1 APPROACH SURFACE.
7. PROPOSED RUNWAY END ELEVATIONS ARE ESTIMATED. FINAL ELEVATIONS WILL BE DETERMINED DURING THE DESIGN PROCESS. RUNWAY SAFETY AREA (RSA) GRADING TO BE IN COMPLIANCE WITH FEDERAL DESIGN STANDARDS.
8. CANAL TO BE ENCASED IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS IN ORDER TO ENSURE RSA COMPLIANCE.

NO.	REVISIONS	BY	APP.	DATE
1	Addition of Runway 18/36 (Depicted in Tables as Red)	DRG		2/11

2009 Approved Airport Layout Plan
Prepared by
URS Corporation
Southern Division
Airport Planning Group
Orlando, Florida
JULY 2009

Airport Layout Plan (ALP) Update
Prepared by
GMT
GARY MOORE & ASSOC. INC.
Orlando, Florida
DECEMBER 2011

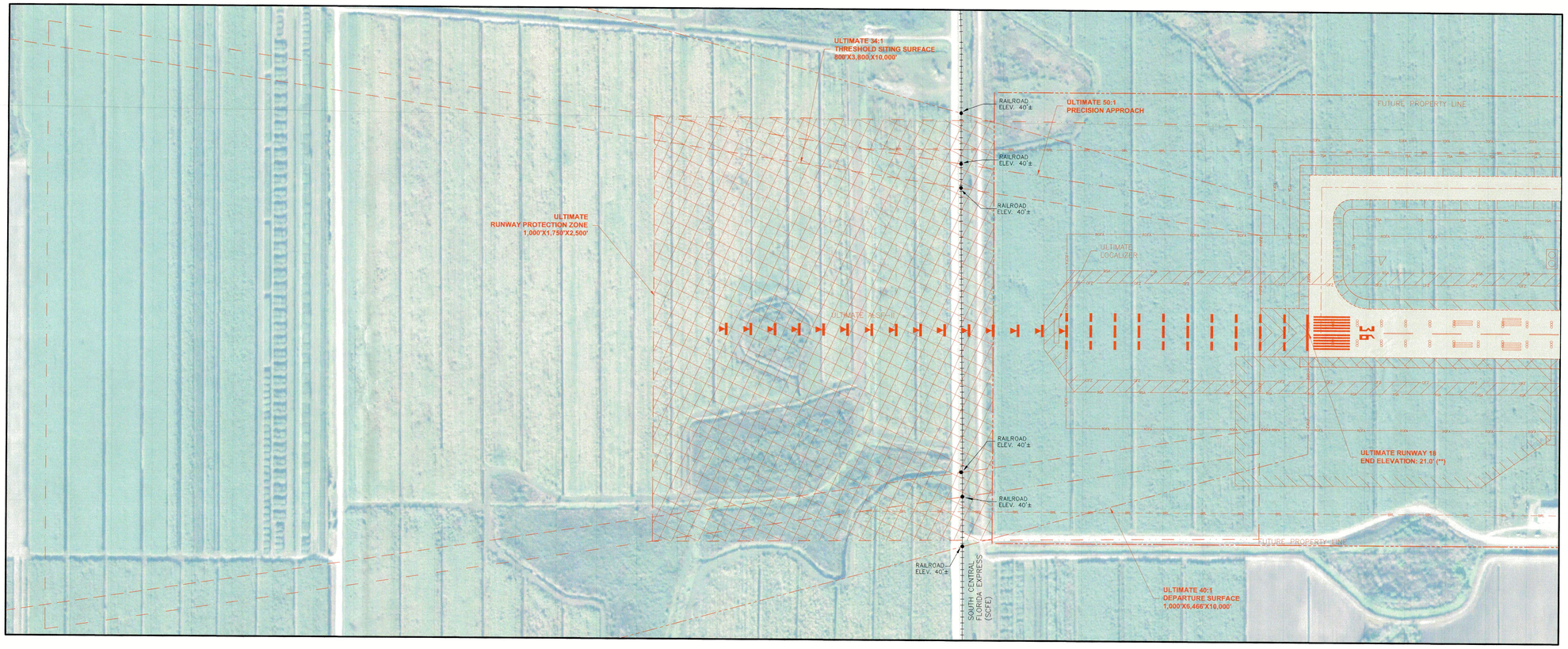
FUTURE INNER APPROACH SURFACE PLAN & PROFILE RUNWAY 36

AIRGLADES AIRPORT

HENDRY COUNTY, FLORIDA

DESIGNED: DRG
DRAWN: BWN
DATE: 12/2011
CHECKED: DRG/BLJ
PROJECT MANAGER: BLJ
SHEET NO. 9 OF 14

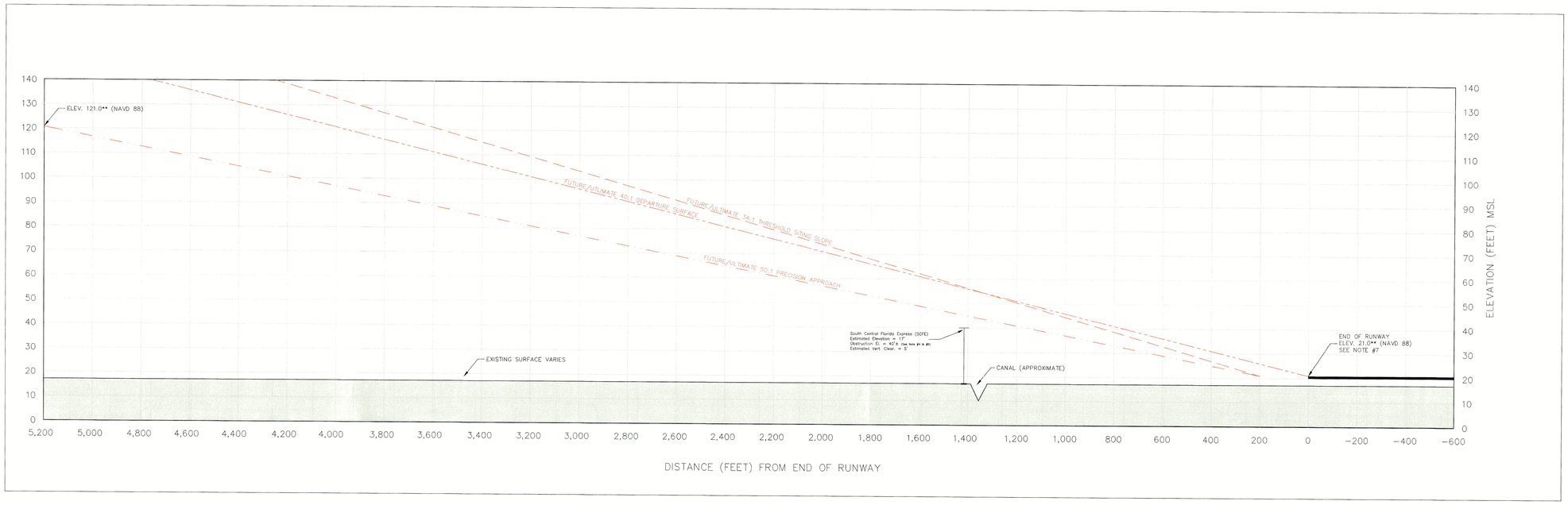
K:\Airglades\1.\060108\Dwgs\Sheets\Phase 1 ALP\35-Future_36APP.dwg 12/06/2011 8:27



RUNWAY 36 INNER APPROACH SURFACE PLAN VIEW

200 0 200 400
SCALE: 1" = 200'

N



RUNWAY 36 INNER APPROACH SURFACE PROFILE VIEW

200 0 200 400
HORIZONTAL SCALE: 1" = 200'

20 0 20 40
VERTICAL SCALE: 1" = 20'

NOTES:

1. BASE MAP ELEVATION INFORMATION REFLECTS NAVD 29 DATUM. WHERE NOTED, RUNWAY ELEVATION DATA IS IN NAVD 88.TO CONVERT NAVD 29 TO NAVD 88 (APPROXIMATE), SUBTRACT 1.275 FROM NAVD 29 VALUE.
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6. CLEARANCE BASED ON PRECISION 50:1 APPROACH SURFACE.
7. PROPOSED RUNWAY END ELEVATIONS ARE ESTIMATED. FINAL ELEVATIONS WILL BE DETERMINED DURING THE DESIGN PROCESS. RUNWAY SAFETY AREA (RSA) GRADING TO BE IN COMPLIANCE WITH FEDERAL DESIGN STANDARDS.

NO.	REVISIONS	BY	APP.	DATE
1	Addition of Runway 18/36 (Depicted in Tables as Red)	DRG		2/11

2009 Approved Airport Layout Plan
Prepared by:
URS CORPORATION
200 S. ORANGE AVENUE, SUITE 1000
ORLANDO, FLORIDA 32801
407-423-0030
JULY 2009

Airport Layout Plan (ALP) Update
Prepared by:
GMT
GARRETT-MARTIN TULLIS INC.
1000 N. ASHLEY DR.
STE. 400
TAMPA, FL 33602
813-223-8158
DECEMBER 2011

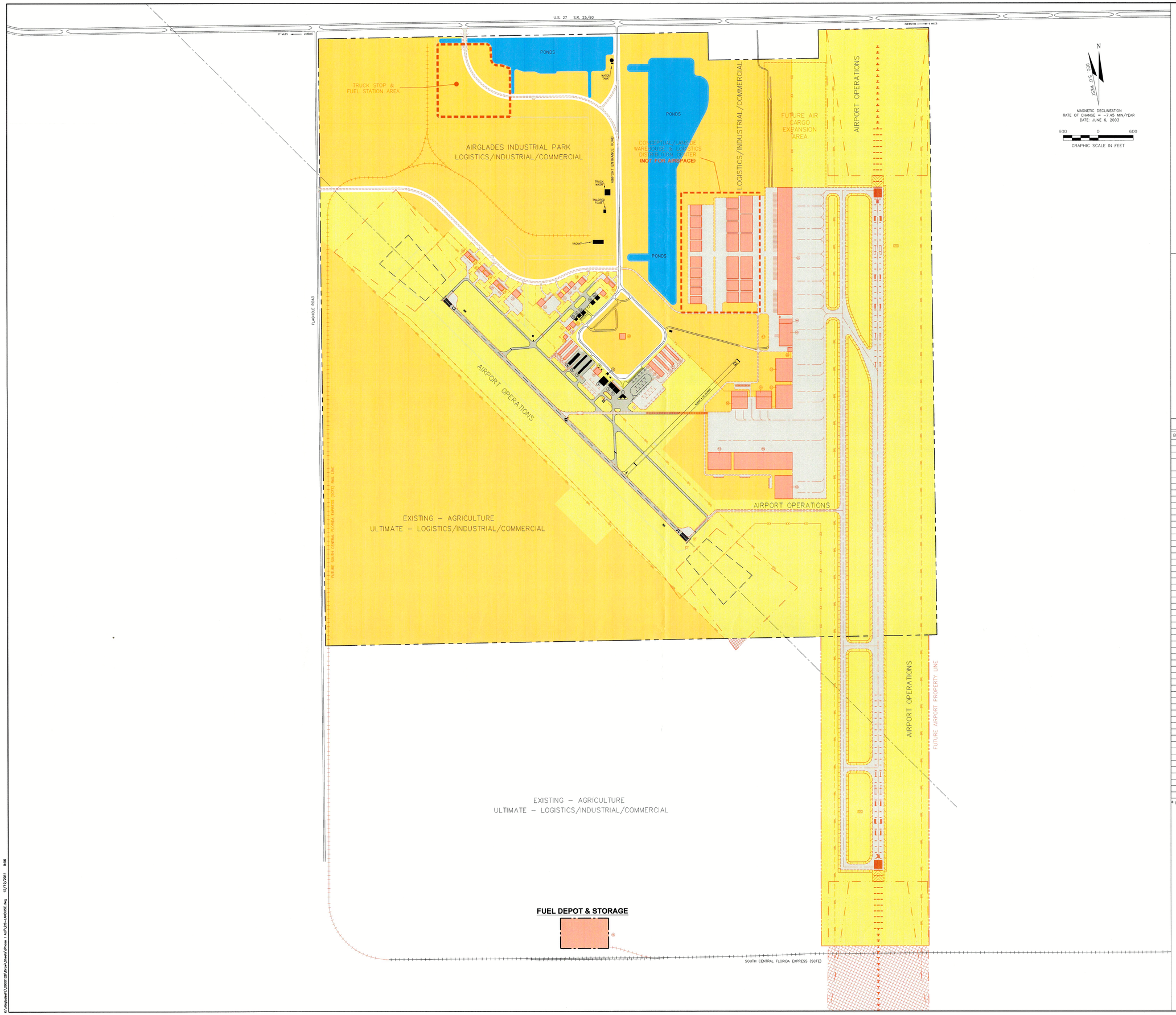
ULTIMATE INNER APPROACH SURFACE PLAN & PROFILE RUNWAY 36

AIRGLADES AIRPORT

HENDRY COUNTY, FLORIDA

DESIGNED: DRG
DRAWN: BWN
DATE: 12/2011
CHECKED: DRG/BLJ
PROJECT MANAGER: BLJ
SHEET NO. 10 OF 14

X:\Airglades\13800139\Drw\Sheets\Phase I ALP\ULTIMATE-Airframe_36ARP.dwg 12/06/2011 8:31



LEGEND

- AIRPORT OPERATIONS
- LOGISTICS/INDUSTRIAL/COMMERCIAL
- EXISTING AIRFIELD PAVEMENT
- EXISTING BUILDINGS
- FUTURE AIRFIELD PAVEMENT
- FUTURE PAVEMENT REMOVAL
- FUTURE BUILDINGS
- FUTURE AVIGATION EASEMENT
- EXISTING AIRPORT PROPERTY LINE
- FUTURE AIRPORT PROPERTY LINE

NOTES:

1. HENDRY COUNTY HAS IN PLACE LAND USE AND AIRPORT HEIGHT ZONING ORDINACES. IT IS PLANNED THAT THE ORDINANCES WILL BE UPDATED TO REFLECT CHANGES MADE IN THIS ALP.
2. HENDRY COUNTY HAS IN PLACE LAND USE AND ZONING ORDINANCES THAT REGULATE LAND DEVELOPMENT AND USES. (ORD. NO. 2006-13, MAY 9, 2006.)
3. STORMWATER PONDS TO ACCOMMODATE PROPOSED IMPROVEMENTS ARE NOT DEPICTED. THE LOCATION AND SIZE OF THESE PONDS WILL BE DETERMINED AT THE DESIGN STAGE.
4. LOGISTICS/INDUSTRIAL/COMMERCIAL DEVELOPMENT WOULD GENERALLY INCLUDE USES RELATED TO STORAGE, TRANSFER, AND PACKAGING OF GOODS AND MERCHANDISE. USES MAY INCLUDE LOGISTICS CENTERS, WAREHOUSING, DISTRIBUTION CENTERS, GENERAL INDUSTRIAL DEVELOPMENTS AND COMMERCIAL/RETAIL USES. HENDRY COUNTY'S EXISTING LAND USE AND ZONING ORDINANCES WILL BE REVISED, IF NECESSARY, AT A LATER TIME, TO ENSURE COMPATIBLE LAND USE DEVELOPMENT ASSOCIATED WITH AIRGLADES AIRPORT.

BUILDING INVENTORY

BLDG. NO.	BUILDING USE	ELEV. (MSL)*
1	TERMINAL BUILDING	37.0
2	MAINTENANCE HANGAR	46.5
3	MAINTENANCE/STORAGE HANGAR	46.5
4	MAINTENANCE/STORAGE HANGAR (125' x 125')	47.0
5	ELECTRICAL VAULT	28.5
6	PORTABLE BUILDING	31.0
7	10 UNIT T-HANGAR	40.5
8	10 UNIT T-HANGAR	40.5
9	10 UNIT T-HANGAR	40.5
10	HANGAR	39.5
11	HANGAR	41.5
12	HANGAR	41.5
13	HANGAR	41.5
14	HANGAR	41.5
15	FUTURE CORPORATE HANGAR (80'x80')	–
16	FUTURE OFFICE (100'x60')	–
17	FUTURE HANGAR (80'x80')	–
18	FUTURE CORPORATE HANGAR (100'x100')	–
19	FUTURE CORPORATE HANGAR (80'x80')	–
20	FUTURE CORPORATE HANGAR (80'x80')	–
21	FUTURE CORPORATE HANGAR (80'x80')	–
22	FUTURE HANGAR W/OFFICE (120'x100')	–
23	FUTURE HANGAR W/OFFICE (120'x100')	–
24	FUTURE OFFICE (100'x60')	–
25	FUTURE HANGAR (80'x80')	–
26	FUTURE OFFICE (100'x60')	–
27	FUTURE HANGAR (80'x80')	–
28	FUTURE OFFICE (100'x60')	–
29	FUTURE HANGAR (80'x80')	–
30	FUTURE CORPORATE HANGAR (80'x80')	–
31	FUTURE CORPORATE HANGAR (60'x60')	–
32	FUTURE MAINTENANCE BUILDING (75'x75')	–
33	FUTURE 10 UNIT T-HANGAR	–
34	FUTURE 10 UNIT T-HANGAR	–
35	FUTURE MAINTENANCE HANGAR (100'x100')	–
36	FUTURE CORPORATE HANGAR (80'x80')	–
37	FUTURE CORPORATE HANGAR (80'x80')	–
38	FUTURE CORPORATE HANGAR (80'x80')	–
39	FUTURE CORPORATE HANGAR (80'x80')	–
40	FUTURE 10 UNIT T-HANGAR	–
41	FUTURE 10 UNIT T-HANGAR	–
42	FUTURE 10 UNIT T-HANGAR	–
43	FUTURE DEDICATED PERISHABLE CARGO CENTER	–
44	FUTURE GROUND SUPPORT EQUIPMENT (GSE) STORAGE	–
45	FUTURE MAINTENANCE, REPAIR & OVERHAUL (MRO) FACILITY	–
46	FUTURE AIRCRAFT RESCUE & FIREFIGHTING (ARFF) FACILITY	–
47	FUTURE FUEL STORAGE	–
48	FUTURE FUEL STORAGE AREA	–
49	FUTURE AIR TRAFFIC CONTROL TOWER	–
50	FUTURE AIRCRAFT CONVERSION AND MODIFICATION CENTER (ACMC)	–
51	FUTURE MD-80 EXPANSION	–
52	FUTURE BUILDING	–
53	FUTURE BUILDING	–
54	FUTURE PAINT SHOP	–
55	FUTURE MRO FACILITY	–
56	FUTURE BUILDING	–

* BUILDING ELEVATIONS ARE ESTIMATED. ELEVATION ESTIMATES BASED ON NAVD 88.

NO.	REVISIONS	BY	APP.	DATE
1	Addition of Runway 18/36 (Depicted in Tables as Red)	DRG		2/11

2009 Approved Airport Layout Plan
Prepared by:
URS Corporation
100 West Cypress
Suite 1500
Tampa, Florida 33602
(813) 224-8580
JULY 2009

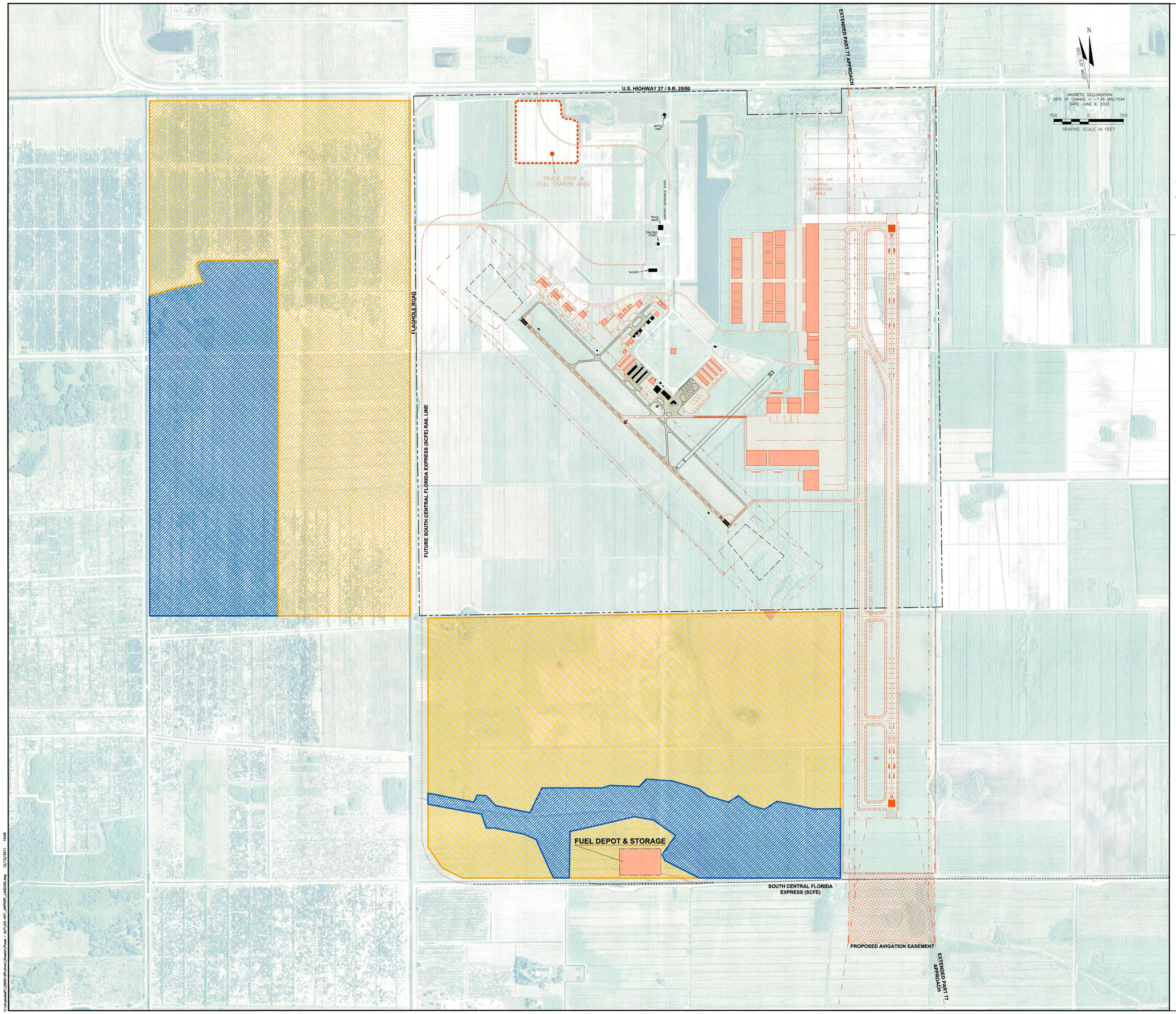
Airport Layout Plan (ALP) Update
Prepared by:
CMT
Cathedral Mansions Three, Inc.
Suite 1
Miami, Florida 33137
DECEMBER 2011

ON AIRPORT LAND USE PLAN

AIRGLADES AIRPORT
HENDRY COUNTY, FLORIDA

DESIGNED: DRG
DRAWN: BWN
CHECKED: DRG/BLJ
PROJECT MANAGER: BLJ
DATE: 12/2011
SHEET NO. 11 OF 14

I:\Airglades\12063128\Dwg\Sheets\Phase 1 ALP\ON-LAND.dwg 12/13/2011 8:56



LEGEND

- LOGISTICS/INDUSTRIAL/COMMERCIAL (SEE NOTES)
- OPEN SPACE (SEE NOTES)
- EXISTING AIRFIELD PAVEMENT
- EXISTING BUILDINGS
- FUTURE AIRFIELD PAVEMENT
- FUTURE BUILDINGS
- FUTURE AVIGATION EASEMENT
- EXISTING AIRPORT PROPERTY LINE
- FUTURE AIRPORT PROPERTY LINE

NOTES:

1. HENDRY COUNTY HAS IN PLACE LAND USE AND AIRPORT HEIGHT ZONING ORDINACES.IT IS PLANNED THAT THE ORDINANCES WILL BE UPDATED TO REFLECT CHANGES MADE IN THIS ALP.
2. HENDRY COUNTY HAS IN PLACE LAND USE AND ZONING ORDINANCES THAT REGULATE LAND DEVELOPMENT AND USES. (ORD. NO. 2006-13, MAY 9, 2006.)
3. STORMWATER PONDS TO ACCOMMODATE PROPOSED IMPROVEMENTS ARE NOT DEPICTED. THE LOCATION AND SIZE OF THESE PONDS WILL BE DETERMINED AT THE DESIGN STAGE
4. LOGISTICS/INDUSTRIAL/COMMERCIAL OFF AIRPORT DEVELOPMENT WOULD GENERALLY INCLUDE USES RELATED TO STORAGE, TRANSFER, AND PACKAGING OF GOODS AND MERCHANDISE. USES MAY INCLUDE LOGISTICS CENTERS, WAREHOUSING, DISTRIBUTION CENTERS, GENERAL INDUSTRIAL DEVELOPMENTS AND COMMERCIAL/RETAIL USES. HENDRY COUNTY'S EXISTING LAND USE AND ZONING ORDINANCES WILL BE REVISED, IF NECESSARY, AT A LATER TIME, TO ENSURE COMPATIBLE LAND USE DEVELOPMENT ASSOCIATED WITH AIRGLADES AIRPORT.
5. DURING THE PREPARATION OF AN ENVIRONMENTAL ASSESSMENT (NATIONAL ENVIRONMENTAL POLICY ACT – NEPA) A MORE DETAILED ANALYSIS OF ANTICIPATED OR PROJECTED OFF-AIRPORT ACTIVITIES WILL BE CONSIDERED. THIS WILL BE SPECIFICALLY UNDERTAKEN DURING THE ASSESSMENT OF SECONDARY (INDUCED) IMPACTS AND CUMULATIVE IMPACTS.
6. IN THE GENERALIZED LAND USE AREA INDICATED AS LOGISTICS / INDUSTRIAL / COMMERCIAL, IT IS CUSTOMARY TO HAVE IMPREVIOUS SURFACE AREA THAT INCLUDES SUCH THINGS AS BUILDINGS, PARKING AREAS, OUTDOOR STORAGE AND STAGING AREAS AND ACCESS ROADWAYS. THESE GENERALLY COMPRISE 50-75% OF THE LAND USE AREA.
7. GENERALLY PLANNING LEVEL CONSIDERATIONS SUGGEST THAT 15-20% OF THE LOGISTICS/INDUSTRIAL/COMMERCIAL AREA IS TRADITIONALLY ALLOCATED FOR STORM WATER MANAGEMENT PURPOSES.
8. OPEN SPACE/GREEN SPACE (E.G. LAKES AND OTHER WATER FEATURES, LANDSCAPE AREAS, NATIVE HABITAT AND AGRICULTURE) SHALL BE CONSISTENT WITH THE HENDRY COUNTY COMPREHENSIVE PLAN.
9. OFF-AIRPORT LANDS WILL BE DEVELOPED BY OTHERS

NO.	REVISIONS	BY	APP.	DATE
1	Addition of Runway 18/36 (Depicted in Tables as Red)	DRG		2/11

2009 Approved Airport Layout Plan
Prepared by:
URS
URS Corporation
Southern Region
200 S.E. 1st Avenue
Fort Lauderdale, Florida 33301
JULY 2009

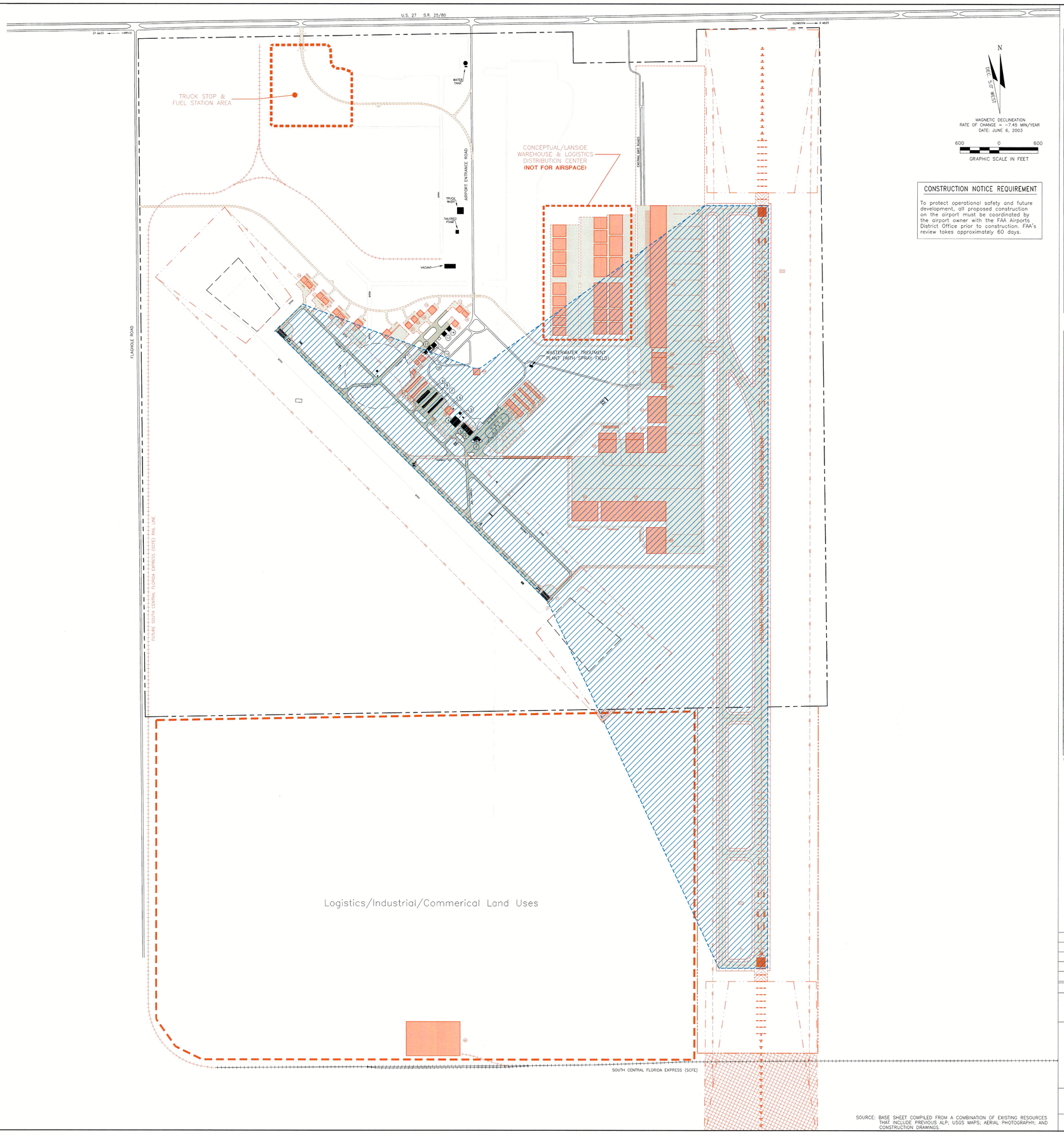
Airport Layout Plan (ALP) Update
Prepared by:
DMT
DAVID MARTIN & TALLAS, INC.
CONSULTING ENGINEERS
DECEMBER 2011

OFF AIRPORT LAND USE PLAN

AIRGLADES AIRPORT
HENDRY COUNTY, FLORIDA

DESIGNED:	DRG	CHECKED:	DRG/BLJ
DRAWN:	BWN	PROJECT MANAGER:	BLJ
DATE:	12/2011	SHEET NO.	12 OF 14

I:\Projects\12000128\Dwg\Sheets\Phase I ALP\OS-OFF_AIRPORT_LANDUSE.dwg 12/12/2011 10:06



N

USE 5°W. WEST

MAGNETIC DECLINEATION
RATE OF CHANGE = -7.45 MIN/YEAR
DATE: JUNE 6, 2003

600 0 600

GRAPHIC SCALE IN FEET

CONSTRUCTION NOTICE REQUIREMENT

To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA's review takes approximately 60 days.

LEGEND

ITEM	EXISTING	PROPOSED
AIRPORT PROPERTY LINE		
AIRFIELD PAVEMENT		
BUILDINGS		
LINE OF SIGHT AREA	N/A	
ROADS & PARKING		
SECURITY FENCE		
RUNWAY SAFETY AREA	RSA	(RSA)
RUNWAY OBJECT FREE AREA	ROFA	(ROFA)
OBSTACLE FREE ZONE	OFZ	(OFZ)
BUILDING RESTRICT. LINE	BRL	(BRL)
LEASE LINE	N/A	
BUILDING FACILITY ID	2	2
PAPI		
REIL		
THRESHOLD LIGHTS		
AIRPORT REFERENCE POINT		
AIRPORT BEACON		
WIND SOCK		

BUILDING INVENTORY

BLDG. NO.	BUILDING USE	ELEV. (MSL)*
1	TERMINAL BUILDING	37.0
2	MAINTENANCE HANGAR	46.5
3	MAINTENANCE/STORAGE HANGAR	46.5
4	MAINTENANCE/STORAGE HANGAR (125' x 125')	47.0
5	ELECTRICAL VAULT	28.5
6	PORTABLE BUILDING	31.0
7	10 UNIT T-HANGAR	40.5
8	10 UNIT T-HANGAR	40.5
9	10 UNIT T-HANGAR	40.5
10	HANGAR	39.5
11	HANGAR	41.5
12	HANGAR	41.5
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29	FUTURE HANGAR (80'x80')	–
30	FUTURE CORPORATE HANGAR (80'x80')	–
31	FUTURE CORPORATE HANGAR (60'x60')	–
32	FUTURE MAINTENANCE BUILDING (75'x75')	–
33	FUTURE 10 UNIT T-HANGAR	–
34	FUTURE 10 UNIT T-HANGAR	–
35	FUTURE MAINTENANCE HANGAR (100'x100')	–
36	FUTURE CORPORATE HANGAR (80'x80')	–
37	FUTURE CORPORATE HANGAR (80'x80')	–
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39	FUTURE CORPORATE HANGAR (80'x80')	–
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42	FUTURE 10 UNIT T-HANGAR	–
43	FUTURE DEDICATED PERISHABLE CARGO CENTER	–
44	FUTURE GROUND SUPPORT EQUIPMENT (GSE) STORAGE	–
45	FUTURE MAINTENANCE, REPAIR & OVERHAUL (MRO) FACILITY	–
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47	FUTURE FUEL STORAGE	–
48	FUTURE FUEL STORAGE AREA	–
49	FUTURE AIR TRAFFIC CONTROL TOWER	–
50	FUTURE AIRCRAFT CONVERSION AND MODIFICATION CENTER (ACMC)	–
51	FUTURE MD-80 EXPANSION	–
52	FUTURE BUILDING	–
53	FUTURE BUILDING	–
54	FUTURE PAINT SHOP	–
55	FUTURE MRO FACILITY	–
56	FUTURE BUILDING	–

* BUILDING ELEVATIONS ARE ESTIMATED. ELEVATION ESTIMATES BASED ON NAVD 88.

NO.	REVISIONS	BY	APP.	DATE
1	Addition of Runway 18/36 (Depicted in Tables as Red)	DRG		2/11

2009 Approved Airport Layout Plan
Prepared by
URS
URS Corporation
Southern Region
Corporate Headquarters
1625 N. Waldron Street
Wichita, Kansas 67203
JULY 2009

Airport Layout Plan (ALP) Update
Prepared by
CMT
CHA, MOTT MACDONALD & TALLAH, INC.
2239 NW 23RD AVE.
GAINESVILLE, FL 32605
DECEMBER 2011

AIRPORT LAYOUT PLAN UPDATE

LINE OF SIGHT

AIRGLADES AIRPORT (2IS)

HENDRY COUNTY, FLORIDA

DESIGNED:	DRG	CHECKED:	DRG/BLJ
DRAWN:	BWN	PROJECT MANAGER:	BLJ
DATE:	12/2011	SHEET NO.	13 OF 14

SOURCE: BASE SHEET COMPILED FROM A COMBINATION OF EXISTING RESOURCES THAT INCLUDE PREVIOUS ALP; USGS MAPS; AERIAL PHOTOGRAPHY; AND CONSTRUCTION DRAWINGS.

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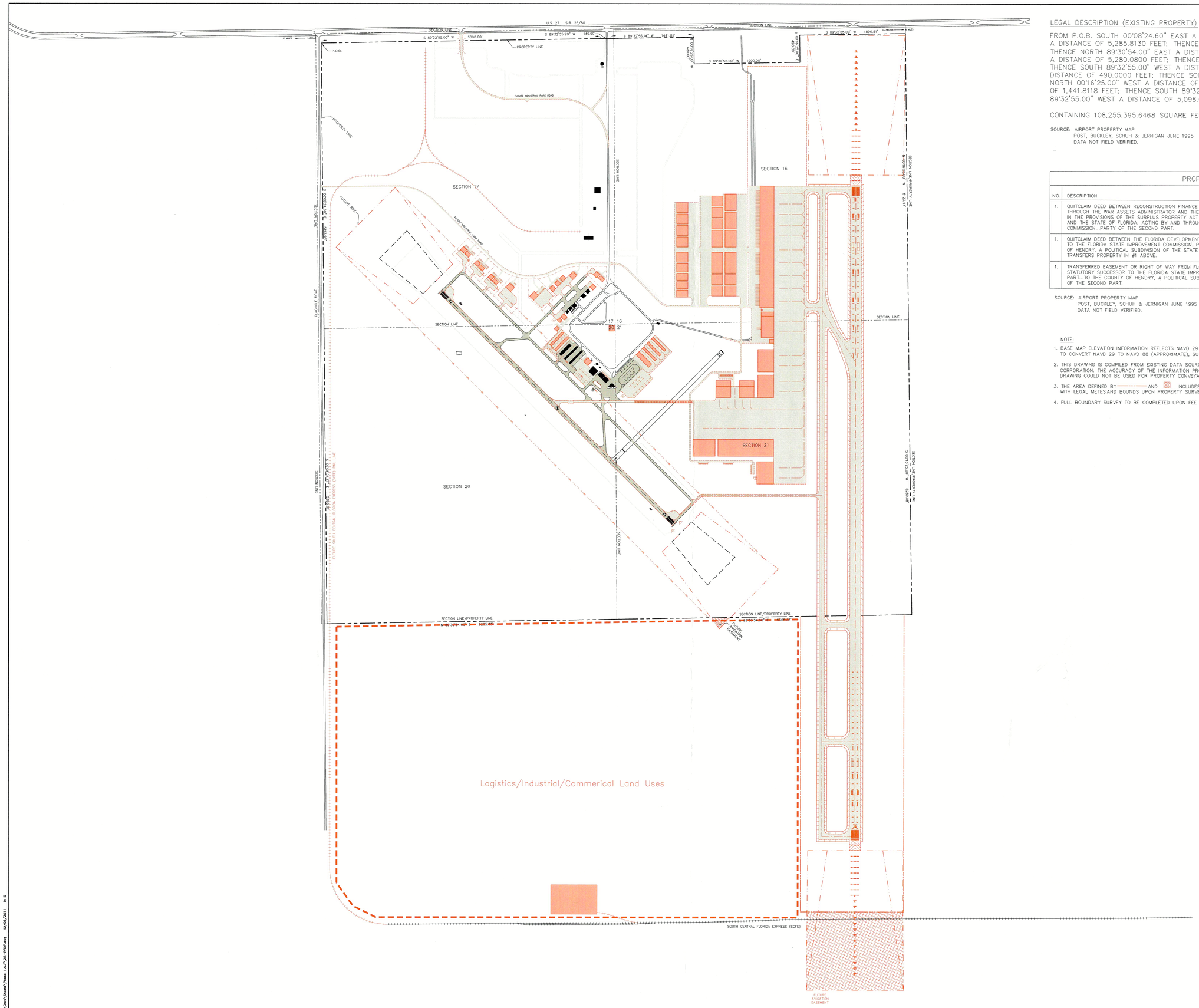

LEGAL DESCRIPTION (EXISTING PROPERTY)

FROM P.O.B. SOUTH 00°08'24.60" EAST A DISTANCE OF 5,113.9814 FEET; THENCE SOUTH 00°08'24.17" EAST A DISTANCE OF 5,285.8130 FEET; THENCE NORTH 89°30'54.00" EAST A DISTANCE OF 5,205.3300 FEET; THENCE NORTH 89°30'54.00" EAST A DISTANCE OF 5,305.3300 FEET; THENCE NORTH 00°16'25.00" WEST A DISTANCE OF 5,280.0800 FEET; THENCE NORTH 00°16'25.00" WEST A DISTANCE OF 5,123.4435 FEET; THENCE SOUTH 89°32'55.00" WEST A DISTANCE OF 1896.5096 FEET; THENCE SOUTH 00°16'25.00" EAST A DISTANCE OF 490.0000 FEET; THENCE SOUTH 89°32'55.00" WEST A DISTANCE OF 1,900.000 FEET; THENCE NORTH 00°16'25.00" WEST A DISTANCE OF 480.0000 FEET; THENCE SOUTH 89°32'55.14" WEST A DISTANCE OF 1,441.8118 FEET; THENCE SOUTH 89°32'55.99" WEST A DISTANCE OF 149.9948 FEET; THENCE SOUTH 89°32'55.00" WEST A DISTANCE OF 5,098.0900 FEET TO THE P.O.B.

CONTAINING 108,255,395.6468 SQUARE FEET, MORE OR LESS.

SOURCE: AIRPORT PROPERTY MAP
POST, BUCKLEY, SCHUH & JERNIGAN JUNE 1995
DATA NOT FIELD VERIFIED.

PROPERTY ACQUISITION HISTORY

NO.	DESCRIPTION	DEED BOOK/PAGE	DATE	FED. AID PROJ. NO.
1.	QUITCLAIM DEED BETWEEN RECONSTRUCTION FINANCE CORPORATION...ACTING BY AND THROUGH THE WAR ASSETS ADMINISTRATOR AND THE POWERS AND AUTHORITY CONTAINED IN THE PROVISIONS OF THE SURPLUS PROPERTY ACT OF 1944...PARTY OF THE FIRST PART AND THE STATE OF FLORIDA, ACTING BY AND THROUGH THE FLORIDA STATE IMPROVEMENT COMMISSION...PARTY OF THE SECOND PART.	BOOK 24, PAGES 240 THROUGH 246	AUGUST 24, 1948	N/A
1.	QUITCLAIM DEED BETWEEN THE FLORIDA DEVELOPMENT COMMISSION, THE STATUTORY SUCCESSOR TO THE FLORIDA STATE IMPROVEMENT COMMISSION...PARTY OF THE FIRST PART...TO THE COUNTY OF HENDRY, A POLITICAL SUBDIVISION OF THE STATE OF FLORIDA...PART OF THE SECOND PART. TRANSFERS PROPERTY IN #1 ABOVE.	BOOK 60, PAGES 647 THROUGH 650	FEBRUARY 7, 1962	N/A
1.	TRANSFERRED EASEMENT OR RIGHT OF WAY FROM FLORIDA DEVELOPMENT COMMISSION, THE STATUTORY SUCCESSOR TO THE FLORIDA STATE IMPROVEMENT COMMISSION...PARTY OF THE FIRST PART...TO THE COUNTY OF HENDRY, A POLITICAL SUBDIVISION OF THE STATE OF FLORIDA...PARTY OF THE SECOND PART.	BOOK 56, PAGES 58 THROUGH 64	FEBRUARY 1, 1963	N/A

SOURCE: AIRPORT PROPERTY MAP
POST, BUCKLEY, SCHUH & JERNIGAN JUNE 1995
DATA NOT FIELD VERIFIED.

NOTE:

1. BASE MAP ELEVATION INFORMATION REFLECTS NAVD 29 DATUM. WHERE NOTED, RUNWAY ELEVATION DATA IS IN NAVD 88. TO CONVERT NAVD 29 TO NAVD 88 (APPROXIMATE), SUBTRACT 1.275 FROM NAVD 29 VALUE
2. THIS DRAWING IS COMPILED FROM EXISTING DATA SOURCES. THE PROPERTY HAS NOT BEEN SURVEYED BY URS OR CMT CORPORATION. THE ACCURACY OF THE INFORMATION PROVIDED TO URS/CMT HAS NOT BEEN VERIFIED. AS SUCH THIS DRAWING COULD NOT BE USED FOR PROPERTY CONVEYANCE OR OTHER LEGAL PURPOSES.
3. THE AREA DEFINED BY ——·——·—— AND ▨ INCLUDES FEE AND AVIGATION EASEMENT ACQUISITION WHICH WILL BE DEFINED WITH LEGAL METES AND BOUNDS UPON PROPERTY SURVEYS TO BE COMPLETED AT A LATER DATE.
4. FULL BOUNDARY SURVEY TO BE COMPLETED UPON FEE SIMPLE ACQUISITION.

N
DECLIN 0°0' WEST

MAGNETIC DECLINEATION
RATE OF CHANGE = -7.45 MIN/YEAR
DATE: JUNE 6, 2003

600 0 600
GRAPHIC SCALE IN FEET

AIRPORT SPONSOR APPROVAL

THIS AIRPORT DRAWING IS APPROVED BY:

(SIGNATURE) _____ DATE: 12/16/2011

NAME: JUDY CENNINGTON-KORF

TITLE: COUNTY ADMINISTRATOR

1.	Addition of Runway 18/36 (Depicted in Tables as Red)	DRG	2/11

2009 Approved Airport Layout Plan
Prepared by:
URS CORPORATION
CONSULTING ENGINEERS
CERTIFICATE OF AUTHORIZATION
No. 00-00-00-00-00
JULY 2009

Airport Layout Plan (ALP) Update
Prepared by:
CMT
CRAWFORD, MURPHY & TILLY, INC.
BOCA RATON, FL
CERTIFICATE OF AUTHORIZATION
DECEMBER 2011

AIRPORT PROPERTY MAP

AIRGLADES AIRPORT
HENDRY COUNTY, FLORIDA

DESIGNED: DRG
DRAWN: BWN
CHECKED: DRG/BLJ
PROJECT MANAGER: BLJ
DATE: 12/2011
SHEET NO. 14 OF 14

X:\Airgrpsw01\U0001UR\Dwgs\Sheets\Phase 1 ALP\35-PROP.dwg 12/06/2011 8:19

Hatim, Abdul

From: Beacham, Terry
Sent: Friday, April 27, 2012 10:47 AM
To: Hatim, Abdul
Subject: RE: Revised Airglades ALP Update Review

Would it be acceptable for Hendry County to commit to these comments in the form of a letter rather than revising the documents and having to resubmit them to the FAA?

From: Hatim, Abdul
Sent: Monday, February 20, 2012 2:00 PM
To: Beacham, Terry; Smith, Kristi
Subject: FW: Revised Airglades ALP Update Review

Terry,
Please see attached comments on the Airglades Airport ALP. Please contact Jason if you have any questions regarding the comments.
Thank,

Abdul Hatim
Aviation Program Development Manager
FDOT Aviation Office
605 Suwannee Street, MS 46
Tallahassee, FL 32399-0450
Phone: (850) 414-4504
Fax: (850) 414-4508
Email: abdul.hatim@dot.state.fl.us
Buckle Up and Drive/Fly Safe

From: Myers, Jason
Sent: Thursday, February 16, 2012 7:48 AM
To: Hatim, Abdul
Subject: FW: Revised Airglades ALP Update Review

Abdul,

Here are my comments for the referenced subject. If you have questions or need additional information, please see me.

Thanks,

Jason

Jason Myers
Airport Inspection and Safety Manager
Florida Department of Transportation
605 Suwannee Street, MS 46
Tallahassee, FL 32399-0450
Telephone: 850-414-4515

From: Roberts, David
Sent: Thursday, February 16, 2012 7:04 AM

Myers, Jason
Subject: RE: Revised Airglades ALP Update Review

Jason,
That is fine. You may forward to Abdul.
Dave

David A. Roberts
Aviation Operations Administrator
Aviation Operations
Aviation Office
Florida Department of Transportation
605 Suwannee Street, MS 46
Tallahassee, FL 32399-0450

Office Phone: 850-414-4507
Office Fax: 850-414-4508

Web Page: http://www.dot.state.fl.us/aviation
Web Page: http://www.florida-aviation-database.com

From: Myers, Jason
Sent: Tuesday, February 14, 2012 8:51 AM
To: Roberts, David
Subject: Revised Airglades ALP Update Review

Dave,

I have added a comment to the referenced subject. Please review and advise.

Thanks,

Jason

Jason Myers
Airport Inspection and Safety Manager
Florida Department of Transportation
605 Suwannee Street, MS 46
Tallahassee, FL 32399-0450
Telephone: 850-414-4515

Airglades Airport
ALP Update Review

1. Comment: In Notes, please include Florida Administrative Code Chapter 14-60 as planning purpose document to adhere to.

2. Comment: For Runway 18/36, please ensure transitional surfaces will be clear per Chapter 14:60, FAC.

3. Comment: For Runways 13/31 and 18/36, please ensure runway hold position markings are located per Chapter 14:60, FAC.

4. Comment: For Runway 18/36, please ensure runway markings adhere to Chapter 14:60, FAC.

5. Comment: For Runway 13/31 future plans for ILS, please ensure all existing or future hangars are located outside the transitional surface or have an aeronautical study conducted to confirm compliance with state requirements

6. Please refer to Florida Administrative Code Chapter 14-60 for all other applicable requirements.

HENDRY COUNTY
Board of County Commissioners
P.O. Box 2340
LaBelle, Florida 33975-2340

Judi Kennington-Korf
County
Administrator

Mark F. Lapp
County
Attorney

Barbara Butler
Clerk

DISTRICT ONE
DEC 29 2011
MODAL DEVELOPMENT

December 28, 2011
2011-531

Mr. Terry Beacham
Modal Development Administrator
Florida Department of Transportation District One
801 North Broadway Avenue
Bartow, FL 33830

SUBJECT: AIRGLADES AIRPORT (21S) AIRPORT LAYOUT PLAN UPDATE

Dear Mr. Beacham:

On August 31, 2010, the Hendry County Board of County Commissioners filed a preliminary application for Airglades Airport with the Federal Aviation Administration (FAA) Airport Privatization Pilot Program. As noticed in the Federal Register, Vol. 75, No 213, on November 4, 2010, the FAA has accepted the preliminary application for review.

As part of our commitment and teamwork with the selected private operator, Florida Cargo Fresh, Inc., Hendry County submitted an update to the current approved Airport Layout Plan (ALP) for Airglades Airport that depicted the airport development proposed by Hendry County under the privatization initiative. Since that submittal, FAA provided some comments and Hendry County revised the ALP accordingly and also added a proposed aircraft conversion and modification center.

Enclosed are two (2) copies of the revised Airglades Airport ALP and two (2) copies of the revised Narrative Report that provides additional information on the proposed improvements and development. These revised documents were approved by the Hendry County Board of County Commissioners on December 13, 2011. We respectfully request that your office coordinate the review on behalf of Hendry County and forward the ALP and Narrative report to the State Aviation Office for approval.

Based on discussions with the FAA Orlando Airports District Office, it is our understanding that this type of development shown on the ALP is for conceptual planning purposes and that the development of the final ALP (completed in a Phase II ALP Update) prior to construction will conform to the standards of Advisory Circulars:

- AC 150/5300-16A, *General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey*
- AC 150/3500-17B, *General Guidance and Specifications for Aeronautical Survey Airport Imagery Acquisition and Submission to the National Geodetic Survey*
- AC 150/5300-18B, *General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards*

Thank you in advance for your review of these documents. If you have any questions or need any additional information, please contact the County Engineer, Shane Parker at (863) 675-5220.

Sincerely,

Mark Lapp
Acting County Administrator

Enclosures
cc: Shane Parker, County Engineer
Judi Kennington-Korf, County Administrator

Hendry County Board of County Commissioners

Airglades Airport (2IS)
Airport Layout Plan Update
Narrative Summary Report

December 13, 2011

I. OVERVIEW, BACKGROUND AND PURPOSE FOR UPDATE

This report provides narrative associated with the accompanying Hendry County Airglades Airport Layout Plan (ALP) update.

The ALP has been revised to reflect changes in the planned infrastructure development associated with the Airglades Airport preliminary application submitted for the Federal Aviation Administration (FAA) Airport Privatization Pilot Program (APPP). Hendry County's preliminary application for inclusion of Airglades Airport into the APPP was formally accepted by the FAA on October 18, 2010.

The approved preliminary application provides a detailed explanation of Hendry County's goals and objectives for the development of Airglades Airport which is reflected in this ALP update effort.

The development concept for Airglades Airport as envisioned under the APPP requires an expanded capital improvement program of landside and airside facilities to support air cargo and associated operations, as well as airport property expansion for future projected facility needs and to meet appropriate FAA standards. The development concept includes five major elements which are depicted on the current ALP update and are discussed in further detail in the following sections:

- Air Cargo Warehousing and Trans-shipment Development Facilities
- Aircraft Maintenance, Repair, and Overhaul (MRO) Facilities
- Aircraft Conversion & Modification Center (ACMC)
- New Runway and Parallel Taxiway System
    - Future Critical Aircraft –Boeing 747-400F
    - Ultimate Critical Aircraft – Airbus 380F/Boeing 747-800F
- Airport Land Acquisition / Use Arrangements

This ALP update is for planning and airspace determination purposes only. The final location, size, boundaries, and configuration of cargo related facilities shown on this ALP update will be determined by logistical needs; the development of suitably detailed mapping, reports, and design plans; environmental considerations; permitting requirements; airspace analyses; and regulatory requirements. As requested by the FAA, the final ALP prior to construction will meet FAA Advisory Circular (AC) 150/5300-16A,

-17B, and -18B standards including new aerial imagery, mapping, geodetic control, obstruction collection, and feature attribute data.

II. DEVELOPMENT ELEMENTS

1. LANDSIDE DEVELOPMENT

Air Cargo Warehousing and Trans-shipment Development (W&TD) Facilities

This element consists of planned landside facilities for air cargo operations, including those needed for perishable cargo warehousing, queuing, logistics, and distribution; truck-transfer facilities, parking areas, and internal roadways; U.S. Customs and other required inspection facilities; administrative/office facilities; facilities for the transport, transfer, or storage of aircraft and motor vehicle fuels, including aircraft and motor vehicle fueling facilities; and aircraft apron and access taxilanes/taxiways.

Aircraft Maintenance, Repair, and Overhaul (MRO) Facilities

Aircraft MRO facilities are required to provide aircraft services needed to attract, maintain, and support air cargo operations. This element includes an enclosed aircraft hangar to accommodate two widebody aircraft similar to the Boeing 767-300F for airframe and/or power plant services; administrative/office facilities; facilities for the transport, transfer, or storage of aircraft and motor vehicle fuels, including aircraft and motor vehicle fueling facilities; and aircraft apron and access taxilanes/taxiways.

The administrative/office facilities, aircraft fueling and fuel storage facilities, and aircraft apron and access taxilanes needed for landside operations may be common-use facilities shared by the Air Cargo W&TD Facilities or the Aircraft MRO Facilities. In this case, these common-use facilities would be located in proximity to the W&TD and/or MRO facilities. Another option could be to develop these elements separately for the W&TD and MRO facilities.

Note that for the purposes of this report, aircraft apron and taxilanes/taxiways have been defined as part of the Landside Development elements.

Aircraft Conversion & Modification Center (ACMC) Facilities

Prior to development of the above-described MRO facilities associated with the proposed perishable cargo facility, one of South Florida's largest aviation services providers has expressed interest in creating a unique, one-of-a-kind Aircraft Conversion & Modification Center (ACMC) at Airglades Airport. This would be a new business venture - converting aircraft which have been predominately used as passenger aircraft to cargo aircraft.

existing runway strengthening, and aircraft staging areas. All of this development would necessitate activities to occur under an "Interim" condition utilizing the existing Airglades Airport (Runway 13/31 configuration).

The interest of this premier Aviation Services Provider in establishing the ACMC prior to the full development of the Perishable Cargo Trans-Shipment Complex clearly indicates the demand for such facilities in this area. Since the development of the ACMC is anticipated to occur prior to the full development of Runway 18/36 special considerations would be required. Even though the ACMC will generate a very low number of operations on a monthly basis, coordination will take place with the Orlando ADO and/or the Regional Office of FAA to address any possible requirements for Modifications of Standards in accordance with FAA Order 5300.1F, *Modifications to Agency Airport Design, Construction, and Equipment Standards.* Any such action will be the subject of a separate and distinct submittal prior to any work related to the ACMC.

2. AIRSIDE DEVELOPMENT

New Runway and Parallel Taxiway System

A new runway will be required of sufficient length to support cargo aircraft, along with a full length parallel taxiway system. The following factors were taken into consideration when siting infrastructure associated with the new runway and taxiway:

- Air Cargo Infrastructure Design Aircraft
  - Initial Development – Boeing 747-400F (FAA Airport Design Group: D-V)
  - Ultimate Development – Airbus 380F / Boeing 747-800F (FAA Airport Design Group: D-VI)

- Air Cargo Infrastructure Requirements
  - Dedicated Perishable Processing and Distribution Center
  - Aircraft Maintenance, Repair, and Overhaul (MRO) Facility
  - Aircraft Apron – 10 Widebody Aircraft Parking Positions
  - Ground Service Equipment Storage
  - Aviation and Vehicle Fuel Storage & Delivery Facilities
- Wind Coverage for Widebody Aircraft (Over 95% per FAA Policy)
  - 20-Knot Crosswind Component
  - Runway 18/36 Orientation
    - All Weather – 99.88%
    - IFR – 99.64%
- Airspace and Obstruction Considerations
- Runway Protection Zone (RPZ) Protection

- Acquire fee simple ownership or avigation easement for RPZ's to prevent incompatible land use development and protect airspace arrival and departure corridors
- Minimize total acreage, parcels, and number of property owners associated with acquisition of fee simple property interest

- Separation of General Aviation (GA) & Air Cargo Operations
  - Minimize operational impacts in order to retain/enhance public GA functions
  - Minimize security implications to GA operations due to Air Cargo activities
  - Retain existing GA infrastructure (Runway 13-31, aircraft storage, aircraft apron, etc.)

The proposed location and orientation of the air cargo facility (Runway 18-36) was selected as the preferred development plan based upon the design considerations mentioned above. The proposed Air Cargo Infrastructure Development program was designed to 1) accommodate the critical design aircraft, 2) provide adequate wind coverage, 3) minimize disruption to existing general aviation operations, 3) acquire fee simple property from one owner, 4) accommodate the Runway Protection Zones on airport property (with limited avigation easements on privately owned lands), 5) provide adequate capacity for air cargo facilities, and 6) provide a secure location for the trans-shipment of air cargo.

Runway 18-36 has been configured in order to meet FAA design criteria for Group V (initial) and Group VI (ultimate) aircraft and to provide adequate runway length for air cargo operations to destinations in Central and South America. The initial facility configuration utilizes a runway length of 10,000' for the Boeing 747-400F critical aircraft while the ultimate facility configuration utilizes a runway length of 11,700' for the Airbus 380F / Boeing 747-800F.

3. AIRPORT EXPANSION

Land Acquisition for Runway and Taxiway Construction

The RPZ limits are constrained on the northern end of the proposed runway site and alignment by an existing highway (US 27/SR80). As a result, the northern RPZ and approximately 5,000 feet of the new runway can be constructed on existing airport property.

Approximately 226 acres of land will need to be acquired in fee simple to the south of the current airport property line to construct the remaining 5,000 feet of the planned initial runway requirement including the southern RPZ. In addition, the proposed property acquisition accommodates the ultimate facility configuration of 11,700', with the required RPZ to be located under an avigation easement.

Preliminary, informal discussions with the owners of the property needed for the runway and taxiway extension to the south have taken place. The property may potentially be acquired outright as airport property by Hendry County, or rights to its use and control may be procured under some other cooperative public-private arrangement suitable to the County, the property owners, and the FAA. Alternately, if Airglades Airport becomes privatized under the FAA APPP, the private airport operator may acquire the property or enter into a cooperative arrangement for its use.

Land for Future Facility Development

The air cargo operation planned at Airglades Airport is anticipated to experience significant growth over time, producing demand for additional landside facilities to serve the logistical needs of the airport users. Certain properties located to the west and south of the current airport property line are shown as future airport logistics / industrial / commercial use. Any proposed development adjacent to Airglades Airport will be reviewed for compatible use prior to approval of development by Hendry County.

Potential uses of the subject properties are similar to those contemplated for the landside development proposed on the existing airport property. These include facilities for air cargo operations, including those needed for perishable cargo warehousing, queuing, logistics, and distribution; truck-transfer facilities, parking areas, and internal roadways; inspection facilities; administrative/office facilities; and facilities for the transport, transfer, or storage of aircraft and motor vehicle fuel.

Portions of these properties contemplated for future airport use are currently served by rail, and additional rail facilities may be developed on these properties to directly serve or support airport operations; to support or interface with cargo operations; support the transport/transfer of aircraft and motor vehicle fuel, or to support cargo distribution.

As such, the development for these properties will be airport-compatible land uses consistent with state and federal regulations and guidance, and be reviewed by Hendry County and Airport staff prior to the issuance of development approvals.

Airport-wide Foreign Trade Zone (FTZ)

Hendry County will pursue designation of Airglades Airport as a Foreign Trade Zone (FTZ), including designation of any areas of future airport expansion obtained either through outright acquisition or cooperative arrangements.

4. FINAL SUMMARY

This report summarizes the development elements associated with the accompanying Hendry County Airglades Airport Layout Plan update and, as applicable, shown on the [illegible] The report is an integral part of the Airport Layout Plan update. Once approved by [illegible] dry County, the ALP and report amend and supplement the

December 2004 Airglades Airport Master Plan approved by FAA and adopted by Hendry County.

Federal Aviation Administration

Fact Sheet – What is the Airport Privatization Pilot Program?

For Immediate Release

February 3, 2012
Contact: Marcia Alexander-Adams
Phone: (202) 267-3488

The airport privatization pilot program is designed to allow airports to generate access to sources of private capital for airport improvement and development. The 1996 Reauthorization Act, Title 49 United States Code §47134, authorized the Federal Aviation Administration (FAA), to establish the pilot program. This program permits up to five public airport sponsors to sell or lease an airport with certain restrictions, and to exempt the sponsor from certain federal requirements that could otherwise make privatization impractical. These restrictions permit an airport operator to sell a general aviation airport, but limit commercial service airport operators to leasing arrangements. Most commercial service airports in the United States are owned and operated by local or state governments. Public-use general aviation airports are both publicly and privately owned.

AIRPORTS IN THE PRIVATIZATION PROGRAM

Chicago Midway Airport(MDW)
Chicago Midway Airport (MDW), a large air carrier hub airport, owned and operated by the city of Chicago, handles more than 17 million passengers and 253,000 aircraft operations (calendar year 2008). The City also owns and operates Chicago O'Hare International Airport.
Status: The FAA expects to receive a revised preliminary application including a revised timetable and a distribution ready copy of a request for qualifications or interest from the city of Chicago by March 30, 2012.

Hendry County Airglades Airport(2IS)
AirgladesAirport, a general aviation reliever airport in Clewiston, Florida, is located 80 miles from Miami International Airport. The airport is owned and operated by Hendry County. The airport has a 5,603-foot runway, a general aviation terminal and hangars. Hendry County's preliminary application was approved by the FAA on October 18, 2010.
Status: The airport sponsor is negotiating an agreement with a private operator.

Luís Muñoz Marín International Airport (SJU)
Luís Muñoz Marín International Airport, a medium-hub airport is owned and operated by the Puerto Rico Ports Authority. In 2008, the airport had 4.6 million passenger boardings. The FAA approved the Authority's preliminary application for the Luís Muñoz Marín International Airport on December 22, 2009.
Status: The airport sponsor published a Request for Qualifications in July 2011 and prequalified six potential bidders to submit proposals. The Puerto Rico Ports Authority expects to select an operator during the first quarter of 2012.

Gwinnett County Briscoe Field Airport(LZU)
Briscoe Field, a general aviation reliever airport in Lawrenceville, Georgia, is located 37 miles northeast of Atlanta, Georgia. The airport is owned by Gwinnett County. LZU had 83,458 aircraft operations and 236-based aircraft for the most recent 12-month reporting period ending March 2009. Gwinnett County's preliminary application was approved by the FAA on May 26, 2010.
Status: The airport sponsor must submit a revised timetable for completing the program.

AIRPORT INFORMATION IN THE DOCKET

To review information on the airports submitted to the docket go to: www.regulations.gov (http://www.regulations.gov/) .
Chicago Midway, Docket Number FAA-2006-25867
Airglades, Docket Number FAA-2008-1168
Luís Muñoz Marín International, Docket Number FAA-2009-1144
Briscoe Field, Docket Number FAA-2010-0473

AIRPORT PRIVATIZATION FACTS

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

Application process. A public airport sponsor and the private operator selected to purchase or lease an airport may request participation in the pilot program by filing an application for exemption under Title 49 United States Code §47134(a).

A public sponsor may submit a preliminary application for FAA review and approval. It must contain summary narratives identifying the objectives of the privatization initiative, a description of the process and a realistic timetable for completing the program, current airport financial statements, and a distribution ready copy of the request for proposal. The FAA has 30 days to review the preliminary application.
When the FAA approves the preliminary application, the applicant is guaranteed one of the five slots in the program.
The airport sponsor may select a private operator, negotiate an agreement, and submit a final application to the FAA. There is no timeline for the FAA to complete its review of the final application.
After the FAA reviews and approves the final application and lease agreement, it publishes a notice in the *Federal Register* for a 60-day public review and comment period.
The FAA completes its review, prepares its Findings and Record of Decision (ROD), addresses the public comments in the ROD, and publishes the agency decision.
If the FAA approves the ROD, it monitors the legal settlement and transfer of the airport from public owner and sponsor to the new private operator and sponsor.

Number and category of airports. The legislation authorized five airports to participate in the program. At least one must be a general aviation airport and no more than one large hub air carrier airport may participate. Under the pilot program, general aviation airports may be leased or sold, but an air carrier airport may only be leased.

Exemption from federal requirement. The 1996 Reauthorization Act permits the FAA to exempt an airport sponsor from certain requirements that could otherwise make privatization unattractive. First, the public airport sponsor may receive an exemption to use the lease or sale proceeds for non-airport purposes. Generally, all proceeds from the lease or sale of airport land must be used for the capital or operating costs of the airport. This exemption requires the approval of 65 percent of the air carriers at the airport (by number of carriers and by landed weight). The FAA also can exempt a public sponsor from an obligation to repay federal grants and return property acquired with federal assistance upon the lease or sale of the airport.

Conditions for granting exemptions. The FAA approval is based upon a number of conditions listed in Title 49 United States Code § 47134. These include the private operator's ability to assume the public operator's grant obligations, and ensure continued access to the airport on reasonable terms. The private operator must operate the airport safely, maintain and improve the airport, provide security, mitigate noise and environmental impacts, and abide by existing collective bargaining agreements. The public operator must provide a plan for continued operation of the airport in case of bankruptcy of the private operator.

Federal assistance. The private operator of an air carrier airport may receive Airport Improvement Program (AIP) grants, collect Passenger Facility Charges, and charge reasonable fees. Airport rates and charges that exceed the Consumer Price Index require approval of 65 percent of air carriers. Private operators of general aviation airports can receive AIP discretionary grants.

Federal oversight. Airports in the pilot program must comply with Title 14 Code of Federal Regulations Part 139 and with Transportation Security Administration requirements for airport security.

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