

Saint Johns County Airport Authority

Board Meeting Agenda

Northeast Florida Regional Airport (UST/KSGJ)

Airport Conference Center, Monday, January 13, 2025, 4:00 pm

- **Call to Order**
- **Pledge of Allegiance**
- **Roll Call**
- **Elections**
- **Minutes Approval**
 - 11-18-24 Board Meeting
 - 12-09-24 Board Meeting
- **Agenda approval**
- **Business Partner Updates**
 - Ms. Ann Taylor, St. Johns County Commission
 - Mr. Vinny Beyers, Atlantic Aviation
 - Mr. Jose Riera, SAAPA Liaison
 - Mr. Nate McKendrick, Northrup Grumman
 - Mr. Reid Deputy, AOPA
- **Agenda Items:**
 1. **East Area Development Plan: Staff Analysis and Resolution 2025-01**

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STAFF ANALYSIS

ST JOHN'S COUNTY AIRPORT AUTHORITY
RESOLUTION 2025-01 (*ex-2024-13*)

DATE: January 6, 2025

Revised: _____

SUBJ: East Area Development Plan ("Development Plan") for the Northeast Florida Regional Airport ("Airport")

- I. **SUMMARY:** Until the very recent past, meaningful opportunities to add new aeronautical facilities to the Airport's East Area have been constrained by: 1) the current location of Hawkeye View Lane; and 2) the absence of adequate utility infrastructure in the East Area; and 3) the presence of protected wetlands. With the recent acquisition of adjacent property that will support the relocation of Hawkeye View Lane, the recent acquisition of a substantial tranche of Upland Freshwater Mitigation Credits needed for environmental impact mitigation, and Florida Department of Transportation (FDOT) funding to support the relocation of Hawkeye View Lane, the Airport Authority is now transitioning into the active execution phase of East Area Development.

While the *goals* for the development of the Airport's east side are broadly established by the Airport's existing Airport Layout Plan ("ALP") document, a more detailed *plan of execution* is not. The East Area Development Plan (the "Development Plan") establishes the framework for the development of new aeronautical facilities on the east side of Runway 13/31. The Development Plan reflects choices and priorities in the way the Airport Authority's limited resources will be used in the execution of the East Side's development, consistent with regulatory compliance, market conditions, and the Airport Authority's long term financial health.

The proposed Development Plan results from the Airport Authority Staff's consultations with existing tenants and users, prospective tenants and users, airport facility appraisers, existing and potential funding sources, and engineering consultants.

- II. **PRESENT SITUATION:** The Airport is an FAA designated General Aviation (National) airport with Class D towered airspace, an 8,001 x 150 ft primary runway, and an Instrument Landing System (ILS) precision approach navigational aid providing CAT I approach procedures. These features cause the Airport to continue to be in high demand by operators of turbine powered multi-engine aircraft seeking hangar facilities. The Airport does not presently have the facilities to meet this demand or the means to capture the higher value revenue streams that result from this aviation market segment.

The Airport's ALP (Airport Layout Plan) is an FAA mandated planning document required for public use airports. An FAA approved ALP establishes the current and future permissible

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uses of an airport's land resources. The Airport Authority's current ALP was approved in August of 2020, concurrent with the Airport Authority's most recent Master Plan development cycle. The ALP and Master Plan identify three undeveloped areas on the East Side of the Airport. From north to south these are: 1) an area accommodating most of the re-location of Hawkeye View Lane and planned for approximately twelve (12) 10,000 square foot hangars; 2) an area that could accommodate a full service FBO facility with fuel sales; and 3) an area that could accommodate a major MRO facility (Maintenance, Repair, and Overhaul). See *NEFRA Master Plan*, pg. 5-68; *ALP Diagram 4A*, published at [Airport Master Plan | FlyNF.com](https://www.flynf.com)¹. (The Development Plan refers to these as Areas A, B, and C, respectively.)

Three critical path items are required to support East Area development: 1) the relocation of Hawkeye View Lane; 2) a loop of utility infrastructure to support new facilities there; and 3) Upland Freshwater Mitigation Credits. Currently, the Airport Authority owns 4.89 Upland Freshwater Mitigation Credits. Land requiring mitigation credits is scored using the The Uniform Mitigation Assessment Method ("UMAM"). See, *F.A.C. 62-345*. The Airport Authority has previously submitted Environmental Resource Permit Applications for East Side development, one covering Areas A and B, and a second covering Area C. Areas A and B have been preliminarily UMAM scored as requiring approximately 7.5 mitigation credits. Area C has been UMAM scored by the by the Saint Johns River Water Management District ("SJRWMD") as requiring approximately 5 mitigation credits for development.

At present, there are no additional mitigation credits available in SJRWMD Watershed Basin where the East Area is located, but more may become available in the future. Preliminary engineering estimates are that the Airport Authority's existing 4.89 credits should be adequate to cover the relocation of Hawkeye View Lane, infrastructure improvements, and some portion of the hangar facilities contemplated for Area A. Infrastructure development may require the expenditure of some portion of the existing mitigation credits in locations beyond Area A. A more precise estimate of necessary mitigation credits for full build-out is needed.

East Side facility projects contemplated by the Development Plan will require the approval of the FAA, including environmental approval. When a project conforms to the Airport's existing and approved ALP, and appropriately addresses environmental impact compliance, FAA approval is more likely to occur.

Phase 1 FDOT funding for the relocation of Hawkeye View Lane becomes available in the summer of 2025. If necessary approvals are obtained, and if bid specifications can be prepared in advance, bids may be awarded in time to commence actual construction in that time frame (2025 – 2026).

Substantial interest in East Area development has already been expressed by numerous third parties for a wide variety of uses. There is a timely need for the Airport Authority to establish priorities for how its limited resources will be used in the development of the East Area.

The East Area Development Plan establishes those priorities and clearly articulates them to the Airport's stakeholders.

¹ <https://www.flynf.com/p44-Airport-Master-Plan.aspx>

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III. THE EAST AREA DEVELOPMENT PLAN

- A. Scope: The scope of the Development Plan is to broadly establish a chronological sequence for the areas to be developed, to establish priorities for the allocation of the Airport Authority's financial and other resources necessary to support development, to establish priorities for the uses of the land, and to establish priorities for the role the Airport Authority will have in the development of the East Area's facilities.

Specific funding sources for development are not within the scope of the Development Plan, for two primary reasons. First, there is a wide range of potential funding sources available to the Airport Authority for East Area development, both public and private. Each improvement or specific aeronautical facility may dictate a tailored funding source and tailored funding approach. Second, the Airport Authority's clear articulation of a development plan will itself substantially facilitate the successful access to a variety of funding sources.

The Development Plan does not change the internal policy requirement that (with the exception of T-Hangars and lettered Box-Hangars,) all land leases and facility leases must be approved by the Board of Directors of the Airport Authority.

- B. The Development Plan's Features: An attachment to the Development Plan identifies the three functional areas of the East Area as Areas A, B, and C. The attachment also portrays the conceptual relocation of Hawkeye View Lane. Broadly, the Development plan prioritizes the allocation of resources in the following order: 1) the relocation of Hawkeye View Lane; 2) the development of East Area infrastructure and utilities necessary for aeronautical facilities; 3) Area A and the development of large hangar facilities; 4) Area B and the addition of a full service FBO facility; and 5) Area C, most likely for a future MRO facility. These features are consistent with the Airport Authority's current ALP and Master Plan. Some of these features could also be developed concurrently.

1. Hawkeye View Lane Relocation

Because the relocation of Hawkeye View Lane is a necessary predicate that essentially unlocks all of the East Area for development, the Development Plan establishes this project as having the highest priority of support for financial resources and mitigation credit expenditures.

Under the Development Plan, the relocated Hawkeye View Lane will terminate at the same boundary line as does the existing Hawkeye View Lane: the Northrup Grumman North 40 Leasehold. Extending Hawkeye View Lane to Area C would require the road to traverse the existing Northrup Grumman parking facility, and as there does not currently exist the necessary mitigation credits to develop Area C, this component of Hawkeye View

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Lane will be deferred in the absence of a specific, dedicated funding source for this extension.

The Development Plan authorizes the Executive Director to develop proposals that could accelerate the commencement of construction of the Hawkeye View Lane relocation. This may include the pre-engineering and bidding process in anticipation of FDOT construction funding scheduled for the Summer/Fall of 2025. The routing of relocated Hawkeye View Lane will be done in a way that minimizes any vacant land available for aeronautical development, consistent with any deed restrictions.

2. East Area Infrastructure and Utilities Loop

Enhanced utility infrastructure to support fire suppression, electrical, digital, storm water, grading, and sanitation infrastructure is also a prerequisite to the development of East Area aeronautical facilities. It is recognized that there will likely be substantial efficiencies achieved by building out utility and infrastructure concurrent with the relocation of Hawkeye View Lane, and the Development Plan seeks to capture those efficiencies to the greatest extent possible. It may also be the case that the most cost-efficient approach to East Area utility and infrastructure development may favor a comprehensive build out of all necessary infrastructure requirements for the East Area at once as opposed to the serial development of necessary East Area infrastructure. The Development Plan contemplates flexibility in the approach. Otherwise, to the extent there may be conflict between the two components, the Development Plan establishes infrastructure development as having the highest priority of support for financial resources and mitigation credits second only to the relocation of Hawkeye View Lane itself.

3. Estimates of Mitigation Credit Consumption by Hawkeye View Lane Relocation and Infrastructure Utility Loop

The Development Plan tasks the Executive Director with developing an engineering estimate for the number of mitigation credits likely to be required for the relocation of Hawkeye View Lane and the development of necessary utility infrastructure for the East Area. The purpose of the estimate is to determine the amount of credits that may be available for the further development of aeronautical facilities in Area A and elsewhere in the East Area based upon the current amount of credits held by the Airport Authority.

4. Areas A, B, and C

After the relocation of Hawkeye View Lane and necessary Utility Infrastructure improvements, the Development Plan addresses the types of aeronautical facility improvements for each of the Areas A, B, and C, as well as the sequence of development. The types of improvements and sequence of development is primarily driven by the current

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availability of mitigation credits and market demand for large hangar use. Market demand for large hangar use is not expected to abate over the near term of this development period.

(a) Area A

Consistent with the ALP and the Master Plan, **Area A** is associated with a development goal of approximately twelve (12) large hangars that would be approximately 10,000 square feet in size. This is also consistent with current market demand experienced by the Airport Authority. The Development Plan tasks the Executive Director with developing a more precise layout plan depicting the optimized footprint for large hangar development in **Area A** and to calculate the likely square footage of hangar space that could be sustained by **Area A**. Currently, the most pressing market demand is for hangars to support corporate aviation aircraft operated in support of their owners. These aircraft tend to be larger, cabin-class, turbine powered multi-engine aircraft. The Development Plan defines an “owner of corporate aviation aircraft” as a business entity (or group of entities related through common ownership and control) that uses an owned aircraft for purposes distinct from the business entity’s primary business activity.

While the use of a hangar in Area A by a commercial Special Aviation Service Operation (“SASO”)² is not specifically precluded by the Development Plan, the Development Plan does expressly prioritize the goal of increasing the number of larger, cabin-class, turbine powered multi-engine aircraft based at the Airport because of their potential for enhanced revenue streams and economic impacts.

(b) Area B

Consistent with the ALP and the Master Plan, the intended use of **Area B** is for the future development of a full-service FBO facility with fuel sales. Recent experience by the Airport Authority is that the present level of operations and fuel sales at the Airport are not likely to sustain a second FBO where the second FBO is premised on the capitalized costs of development of new facilities built in the East Area. (This experience informs the prioritization of first increasing the number of larger, cabin-class, turbine powered multi-engine aircraft based at the Airport.) Additionally, the current number of mitigation credits held by the Airport Authority is not likely to sustain the development of a large, full service FBO facility in **Area B** after addressing the higher priorities consisting of the relocation of

² **Specialized Aviation Service Operations** (SASO’s), are sometimes known as single service providers or special FBO’s. “Examples of these specialized services may include aircraft flying clubs, flight training, aircraft airframe and powerplant repair/maintenance, aircraft charter, air taxi or air ambulance, aircraft sales, avionics, instrument or propeller services, or other specialized commercial flight support businesses. Airport sponsors generally do not allow fuel sales alone as a SASO, but usually require that fuel sales be bundled with other services.” See, FAA Advisory Circular 150/5190-8: *Minimum Standards for Commercial Aeronautical Activities*, December 7, 2023.

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Hawkeye View Lane, an infrastructure utility loop, and additional large hangars being developed in **Area A**. The Airport Authority anticipates that its development of a new, full service FBO facility in **Area B** will result from a competitive bidding process to occur at a time when market demand supports such development. Accordingly, the Development Plan places **Area B** in a lower resource allocation priority than the relocation of Hawkeye View Lane, an infrastructure utility loop, and additional large hangars being developed in **Area A**.

(c) Area C

Consistent with the ALP and the Master Plan, the intended use of **Area C** is for the development of either a single, contiguous, industrial scale MRO facility or a constellation of smaller MRO facilities. The highest and best use of **Area C** may evolve over the duration of the development time frame. Because there does not currently exist the necessary mitigation credits to develop **Area C**, and development of **Area C** will necessarily require the modification of Northrup Grumman's existing parking facility on its North 40 leasehold, the Development Plan places **Area C** in a lower resource allocation priority than the relocation of Hawkeye View Lane, an infrastructure utility loop, additional large hangars being developed in **Area A**, and a full service FBO facility in Area B.

5. The Airport Authority's Development Role in Aeronautical Facilities

FAA Grant Assurance 24 mandates that the Airport Authority will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the existing circumstances.

FAA Grant Assurance 25 mandates that all revenues generated by the airport will be expended by it for the capital or operating costs of the airport.

Collectively, these contractual obligations with the FAA require the Airport Authority to maintain long-term financial health.

The Airport Authority has spent many years investing in all of the necessary components to arrive at the threshold of East Area development. This effort includes engineering planning, land acquisition, and mitigation credit investments. To the greatest degree possible, the recoupment of the Airport Authority's substantial investment in East Area development should be reflected in its fees and rental structures applicable to the East Area.

The decision whether to develop and rent a particular aeronautical facility versus granting a long-term land lease to a third-party as the facility developer is best made on a case-by-case basis, depending upon the effective ROI that can be achieved. The East Area Development Plan provides this flexibility. To the greatest extent possible, consistent with the cost of funding sources and prudent financial management, the Airport Authority will first attempt to be the owner and developer of aeronautical facilities on the East Area in order to capture higher value revenues and enhance the Airport Authority's long-term self-sustainability and financial health.

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6. Flexibility and Modifications

A purpose of the Development Plan is to articulate – to the Airport’s current, future, and potential stakeholders – the Airport Authority’s intended approach to the East Area’s development.

The proposed East Side Development Plan contemplates that future circumstances may dictate mid-course adjustments or specific variances to the framework of the Development Plan. Because the Development Plan does not alter existing Airport Authority policy that (with the exception of T-Hangars and lettered Box-Hangars,) all land leases and facility leases must be approved by the Board of Directors. Adjustments and specific variances to the Development Plan may be proposed by the Executive Director. Additionally, the Development Plan, either in whole or in part, may be modified by the Airport Authority’s Board of Directors.

Courtney K. Pittman
Interim Executive Director

Engineering Review: _____

Legal Review: _____

Attachments: 1) East Area Development Diagram

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Draft



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Resolution 2025-01

East Area Development Plan

WHEREAS, The St. Johns County Airport Authority (“Airport Authority”) owns and operates the Northeast Florida Regional Airport as a Public Use Airport. Pursuant to the compliance requirements established by 49 U.S. Code § 47107(16), the Airport Authority periodically updates its published *Airport Master Plan* and associated *Airport Layout Plan (“ALP”)*; and

WHEREAS, between calendar years 2017 and 2020 the Airport Authority established a Master Plan Advisory Committee (“MPAC”) and undertook the comprehensive process to develop and publish an updated *Airport Master Plan* and associated *Airport Layout Plan*; and

WHEREAS, the Federal Aviation Administration (“FAA”) reviewed the updated *Airport Layout Plan (“ALP”)* under the standards established by FAA Advisory Circular (AC) 150/5070-6 *Airport Master Plans* and 150/5300-13A, *Airport Design* and issued its conditional approval of the ALP; and

WHEREAS, the Florida Department of Transportation (“FDOT”) reviewed the updated ALP under the standards established by FDOT’s *Guidebook for Airport Master Planning* and issued a determination that the updated ALP was consistent with the FDOT *Guidebook for Airport Master Planning* and are compatible with the *Florida Aviation System Plan (EASP)*; and

WHEREAS, the Airport Authority is entering into the operational phase of *executing* the features of the approved ALP in the area between Runway 13/31 and the Tolomato River (the “East Area”) and has made a comprehensive assessment of the relevant circumstances surrounding East Area development; and

WHEREAS, by this Resolution the Airport Authority desires to: 1) to establish priorities for the allocation of the Airport Authority’s financial and other resources necessary to support East Area development; 2) to establish priorities for the uses of the land in the East Area; and 3) to establish priorities for the role the Airport Authority will have in the development of the East Area’s facilities;

NOW THEREFORE, be it resolved, as follows:

East Area Development Plan

Background

1. Attached to this Resolution as Exhibit “1” is a diagram of the East Area that correlates to Sheet 7 of the Airport Authority’s current ALP. The specific locations and extent of the proposed facilities depicted on Exhibit “1” are notional, including the notional locations roadways, taxiways,

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taxilanes, aprons, retention ponds, and hangars. The Master Plan provides narrative context to the depiction of the proposed facilities.

2. Exhibit 1 also depicts the notional relocation of Hawkeye View Lane. The relocation of Hawkeye View Lane will permit taxiway access to the largest segments of undeveloped land in the East Area. Three Areas of undeveloped land are identified on Exhibit "1": **Area A** is designated and for the development of large hangars, a resource that is substantially lacking at the Airport; **Area B** is designated for the future site of a full-service Fixed Base Operator ("FBO") facility; and **Area C** is designated for the future site of a large scale or heavy industrial Maintenance, Repair and Overhaul facility ("MRO"). The development criteria for each of the Areas are described below.

3. As a necessary condition to the development of additional aeronautical facilities on the East Area, there will be needed: 1) utility infrastructure (fire suppression, electrical, digital, storm water, grading, sanitation, etc.); and 2) environmental impact mitigation credits. Approximately 12.5 upland freshwater mitigation credits will be needed to develop all of the East Area in the manner contemplated by the ALP. The Airport Authority currently owns 4.89 upland freshwater mitigation credits. While additional mitigation credits are not currently available in the marketplace, additional mitigation credits may become available in the future.

Development Priorities

The Relocation of Hawkeye View Lane

4. The relocation of Hawkeye View Lane is the lynchpin that unlocks the rational development of additional aeronautical facilities in the East Area. This relocation project is established as the highest priority for the Airport Authority's financial resources and mitigation credit expenditures. During this development cycle, the relocated Hawkeye View Lane will terminate at the Northrup Grumman North 40 Leasehold. Extending Hawkeye View Lane to Area C will be deferred unless existing funding is adequate or specific additional funding for an extension is obtained. The route of relocated Hawkeye View Lane will be established in such a way as to maximize the use of undeveloped land in the East Area, consistent with deed restrictions. The Executive Director may develop proposals to accelerate the commencement of construction of Hawkeye View Lane's relocation, including the development of bid specifications and invitations to bid prior to the start dates of FDOT construction funding (Summer/Fall of 2025).

East Area Infrastructure and Utilities Loop

5. As necessary as the relocation of Hawkeye View Lane is to the successful development of additional aeronautical facilities in the East Area, so too is the establishment of utilities infrastructure, including fire suppression, electrical, digital, storm water retention, sanitation, grading, etc. It is very likely that significant efficiencies would be achieved if much of this infrastructure were developed concurrently with the relocation of Hawkeye View Lane. While the scope of infrastructure coverage created during this development cycle may, if necessary, be less than the entirety of the East Area, the plan should contemplate eventual coverage of all of the

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facilities contemplated by the ALP. Accordingly, Infrastructure and Utilities for the East Area is established as the highest priority for the Airport Authority's financial resources and mitigation credit expenditures, second only to the relocation of Hawkeye View Lane itself, should there be the necessity to make an election between these two predicate projects.

Estimates of Mitigation Credit Consumption by Hawkeye View Lane Relocation and Infrastructure Utility Loop

6. In order to make the most informed decisions about the scope of aeronautical facilities within the East Area during this development cycle, the Executive Director is tasked with developing an engineering estimate of the number of mitigation credits likely to be required for the relocation of Hawkeye View Lane and the development of necessary utility infrastructure for the East Area.

Areas A, B, and C

7. Subordinate to the relocation of Hawkeye View Lane and Infrastructure development, and for the reasons set forth below, this Development Plan prioritizes the types and sequences of development of new aeronautical facilities in the East Area in the following order: Area A (with large hangars,) followed by Area B (with a full service FBO facility,) followed by Area C (industrial or constellation of MRO facilities.) This prioritization is informed by the current availability of Upland Freshwater Mitigation Credits, the market demand for new aeronautical facilities, current funding sources, and the requirement that the Airport Authority remain as financially self-sustaining as possible. This prioritization is consistent with the ALP and Master Plan.

Area A

8. With the Airport Authority's recently completed land purchase on the East Area, the Interim Executive Director is tasked with commissioning an updated and more detailed conceptual site plan for **Area A** which depicts the arrangement of the maximum number of large hangar facilities that could be built within **Area A**, and which estimates the total square footage of available large hangar space that could be developed in **Area A**. To the extent practicable, the site plan should estimate the number of mitigation credits attributable to each of the proposed hangar facilities, with a goal of maximizing the utilization of available mitigation credits in a way that results in the greatest hangar capacity.

9. The limited availability of corporate aviation hangar facilities is the most substantial market imbalance that currently exists at the Airport. Due to their substantial positive economic impact on the Airport Authority's ability to be as self-sustaining as possible, and secondary impact on high value job creation, the development of large hangars that the Airport Authority has available to operate and rent to owners of corporate aviation aircraft (primarily cabin-class, turbine powered, multi-engine aircraft) is a specific business development goal of the Airport Authority.

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While a commercial Special Aviation Service Operation (SASO)¹ is not categorically precluded in Area A, this Development Plan is meant to support the Airport Authority's goal of increasing the number of corporate aviation aircraft that are based at the Airport.

10. To the greatest degree practicable, consistent with the availability of funding sources and the prudent fiscal stewardship of the Airport Authority's finances, the Airport Authority will itself be the presumptive developer and owner of large hangar facilities to be built in **Area A**. Benefits to the long-term fiscal health of the Airport Authority from large hangars operated by the Airport Authority itself include increased rental income, increased fuel flowage revenue on more frequently utilized and larger business aircraft, and an increased customer base to support additional high-value aeronautical jobs and service providers at the Airport. Any proposal to the Board of Directors for the Airport Authority to develop and own a specific large hangar facility on Area A will be accompanied by a written business plan evaluating the potential risks and benefits of such an undertaking.

11. Where a large hangar development business plan or its predicted Return on Investment (ROI) makes it imprudent for the Airport Authority itself to be the developer and owner of a new large hangar facility, or the corporate aircraft owner has a preference otherwise, this East Side Development Plan does not preclude the granting of land leases for large hangar facility development by private sector parties who are themselves owners of corporate aviation aircraft. For the purposes of this East Side Development Plan, an "owner of corporate aviation aircraft" means a business entity (or group of entities related through common ownership and control) that uses an owned aircraft for purposes distinct from the business entity's primary business activity.

12. The Executive Director continues to be authorized to receive qualified statements of interest to utilize or develop corporate hangar facilities from owners of corporate aviation aircraft, and to evaluate the proposals utilizing the procedures established by the Airport Authority's published Lease Policy and Procedures Manual.

Area B

13. The intended use of **Area B** is for the future development of a full-service FBO facility with fuel sales.

14. Empirical evidence and the recent experience of the Airport Authority suggests that market conditions may not presently exist to sustain construction of new aeronautical facilities for a second FBO franchisee until additional corporate aviation aircraft are based at the Airport. For

¹ **Specialized Aviation Service Operations** (SASO's), are sometimes known as single service providers or special FBO's. "Examples of these specialized services may include aircraft flying clubs, flight training, aircraft airframe and powerplant repair/maintenance, aircraft charter, air taxi or air ambulance, aircraft sales, avionics, instrument or propeller services, or other specialized commercial flight support businesses. Airport sponsors generally do not allow fuel sales alone as a SASO, but usually require that fuel sales be bundled with other services." See, FAA Advisory Circular 150/5190-8: *Minimum Standards for Commercial Aeronautical Activities*, December 7, 2023.

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this reason, and to the extent that limited development resources must be allocated, **Area A** will continue to receive a higher priority for aeronautical facility development. It is anticipated that a well-publicized and competitive bidding process will be utilized for either the development or the operation (or both development and operation) of an FBO facility in **Area B** when market conditions favor such development and additional mitigation credits become available.

Area C

15. Under the current East Area development plan, **Area C** is reserved for the development of either a single, contiguous, industrial scale MRO facility or a constellation of smaller MRO facilities.

16. The specific highest and best use of **Area C** is likely to evolve as **Area A** and **Area B** develop. Access to **Area C** will require the modification of the adjacent leasehold (the Northrup Grumman North 40 parcel) and will require the expenditure of a substantial amount of wetland mitigation credits that do not presently exist. For these reasons, and absent the emergence of an immediate need for a single, contiguous, industrial scale MRO facility, **Area C** will be developed sequentially after **Area A** and **Area B**.

Modifications and Approval

17. For good cause shown, the acting Executive Director may propose a modification or variance to this East Side Development Plan. The Airport Authority Board of Directors may, at their discretion, modify it in whole or in part.

18. The development activities contemplated by this East Side Development Plan are subject to review and approval by the FAA and other regulatory agencies for Grant Assurance and regulatory compliance and may be modified in response to that review.

19. Chairperson, Reba Ludlow, and Secretary/Treasurer, Dennis Clarke, are authorized to witness and execute this Resolution on behalf of the St. Johns County Airport Authority.

WITNESSETH: Adopted the 13th day of January, 2025 in Regular Session by the St. Johns County Airport Authority.

WITNESS:

Printed Name: Board Chairman

Printed Name: Secretary/Treasurer

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- Board Comments
- Public comments

2. Modern Aero T-Hangar Appeal

- Board Comments
- Public Comments

3. Rivkin Hangar Lease Extension (continued on next page)

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SECOND AMENDMENT TO HANGAR LEASE

THIS SECOND AMENDMENT, made effective December 30, 2024, between **ST. JOHNS COUNTY AIRPORT AUTHORITY**, a political subdivision of the State of Florida, whose principal address is 4796 US Highway 1 North, St. Augustine, Florida 32095 (hereinafter referred to as "Authority") and **RIVKIN AIRCRAFT CORPORATION**, whose principal address is 245 Hawkeye View Lane, St Augustine, FL 32095 (hereinafter referred to as "Tenant").

WITNESSETH:

WHEREAS, Tenant and Authority entered into that certain Hangar Lease Agreement dated December 17, 2018 for 245 Hawkeye View Lane Hangar Facility (hereinafter referred to as the "Lease") for the Land and Facilities as described therein, having a street address of 245 Hawkeye View Lane, Saint Augustine, Florida 32095; and

WHEREAS, Tenant and Authority entered into that certain First Amendment To Hangar Lease dated November 10, 2020 (the First Amendment); and

WHEREAS, Tenant and Authority have agreed to extend the term of the Lease (as amended by the First Amendment) for one year;

NOW THEREFORE, for and in consideration of the mutual benefits and burdens set forth in this Amendment, Authority and Tenant hereby amend, modify and change the Lease (as amended by the First Amendment) by the following terms:

1. **Lease Term:** - The lease term is amended and extended to expire December 31, 2025.
2. **All Other Terms Unchanged:** the original Lease (as amended by the First Amendment) remains in full force and effect, subject to any logical alterations impacted by this extension of the lease term.

IN WITNESS WHEREOF, the parties hereto have signed and sealed this Lease to be effective as of the day and year first above written.

Signed, sealed and delivered
in the presence of:

"Authority"
ST. JOHNS COUNTY
AIRPORT AUTHORITY

By: _____
Name: Courtney K. Pittman
Its: Interim Executive Director

"Tenant"
RIVKIN AIRCRAFT CORPORATION

By: _____
Name: Gerald Rivkin
Its: President

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- Board Comments
- Public Comments

4. Solano Hangar Construction Project

Introduction

The Airport Authority staff is currently conducting research and planning for the potential construction of a hangar to be leased to Mr. Solano under a hangar lease agreement. This initiative aligns with the Authority's ongoing commitment to optimizing airport operations and financial growth.

Background

The Airport Authority has a successful history of constructing and leasing large hangars, such as those for Infinity and Ring Power. These projects have demonstrated significant financial benefits for the Authority and the community by providing steady revenue streams and supporting the airport's role as a vital economic engine.

Current Progress

- **Land Appraisal:** An appraisal of the proposed land was conducted prior to the holidays, and we are awaiting the results to determine its value and potential.
- **Funding Options:** Staff is actively exploring a range of funding methods for the project, including:
 - Line of credit
 - Construction loans
 - Bonding
 - Grants

Next Steps

Once all necessary data is gathered, including the appraisal results and funding options, staff will compile a comprehensive report and present it to the Board of Directors for consideration and approval.

Saint Johns County Airport Authority

Board Meeting Agenda

Northeast Florida Regional Airport (UST/KSGJ)

Airport Conference Center, Monday, January 13, 2025, 4:00 pm

Conclusion

The Solano Hangar Construction Project represents an opportunity for the Airport Authority to further enhance its infrastructure and financial stability. The staff remains committed to thorough research and prudent planning to ensure the project's success and alignment with the Authority's strategic goals.



- Board Comments
- Public Comments

5. Rooms to Go Ground Lease Update

- Board Comments
- Public Comments

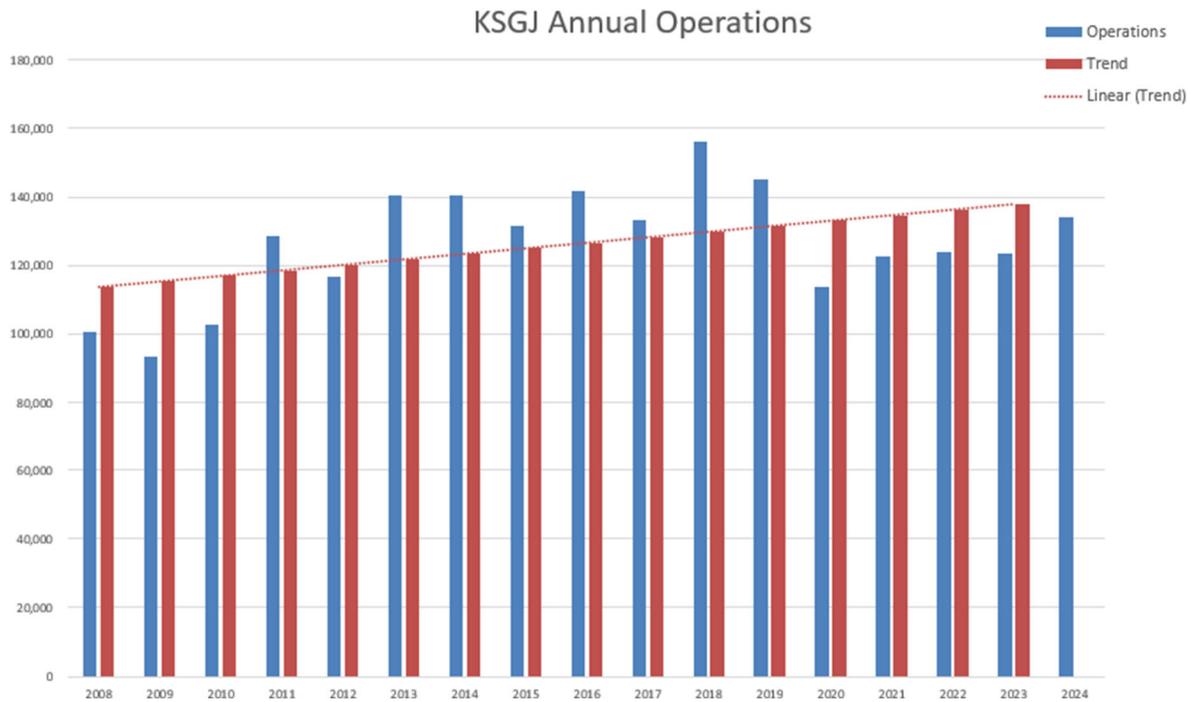
Saint Johns County Airport Authority

Board Meeting Agenda

Northeast Florida Regional Airport (UST/KSGJ)

Airport Conference Center, Monday, January 13, 2025, 4:00 pm

- Staff Reports
 - Mr. Courtney Pittman, Interim Executive Director
 - St. Augustine Airport name change presentation to Florida House of Representatives at Legislative Delegation Meeting
 - Operations and Fuel



Month	Operations			Jet A Gallons			100LL Gallons			Self LL Gallons		
	This YR	Last YR	Change	This YR	Last YR	Change	This YR	Last YR	Change	This YR	Last YR	Change
Jan-24	11,610	8,295	40.0%	151,364	165,888	-8.8%	8,192	8,174	0.2%	16,499	18,146	-9.1%
Feb-24	11,845	8,875	33.5%	159,028	139,248	14.2%	7,941	8,148	-2.5%	20,488	14,958	37.0%
Mar-24	11,066	9,118	21.4%	187,510	182,496	2.7%	8,294	7,916	4.8%	20,717	13,731	50.9%
Apr-24	11,817	11,756	0.5%	176,151	166,364	5.9%	7,929	7,932	0.0%	27,590	15,524	77.7%
May-24	11,458	12,712	-9.9%	170,693	182,061	-6.2%	10,599	7,906	34.1%	18,489	16,965	9.0%
Jun-24	10,857	10,360	4.8%	142,616	126,451	12.8%	6,784	7,816	-13.2%	17,654	14,807	19.2%
Jul-24	12,250	10,502	16.6%	168,059	141,884	18.4%	8,971	7,884	13.8%	16,683	15,532	7.4%
Aug-24	10,134	11,480	-11.7%	121,230	145,590	-16.7%	6,885	5,123	34.4%	15,560	18,582	-16.3%
Sep-24	8,485	9,305	-8.8%	147,734	126,176	17.1%	6,626	7,796	-15.0%	11,965	10,998	8.8%
Oct-24	10,013	12,015	-16.7%	142,007	178,498	-20.4%	7,984	9,970	-19.9%	15,442	13,298	16.1%
Nov-24	14,425	9,832	46.7%	163,301	168,518	-3.1%	9,213	8,766	5.1%	15,246	13,075	16.6%
Dec-24	10,149	9,257	9.6%	168,890	153,420	10.1%	9,157	8,581	6.7%	9,924	13,914	-28.7%

Saint Johns County Airport Authority

Board Meeting Agenda

Northeast Florida Regional Airport (UST/KSGJ)

Airport Conference Center, Monday, January 13, 2025, 4:00 pm

- Mr. Jeremiah Blocker, General Counsel
- Mr. Chad Roberts, Aviation Attorney
- Board member Comments and Reports
 - Ms. Reba Ludlow
 - Ms. Michelle Cash Chapman
 - Mr. Dennis Clarke
 - Ms. Jennifer Liotta
 - Mr. Len Tucker
- Public Comments – General
 - Three minutes per speaker at the discretion of the Chair
 - Address matters that reasonably may need the attention of the Authority
 - No personal, impertinent, or slanderous remarks or boisterous behavior
 - Address Authority as a body, not individual members or staff
 - Refrain from making a demand for an immediate response from the Authority
- Next meeting
 - Regular Meeting, Tuesday, February 4, 2025, 4:00 pm, Airport Conference Center
- Adjournment