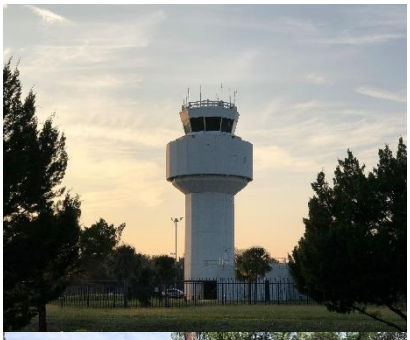

Vero Beach Regional Airport Master Plan

Executive Summary

Vero Beach, Florida

August 2024

VERO BEACH REGIONAL AIRPORT | HANSON

Acknowledgments

City of Vero Beach
The Honorable John E. Cotugno, Mayor
The Honorable Linda Moore, Vice Mayor
The Honorable Tracey Zudans, Councilmember
The Honorable John Carroll, Councilmember
The Honorable Taylor Dingle, Councilmember

Vero Beach Airport Commission
Carlos Halcomb, Chairman
Arthur Hodge, Vice Chairman
Carole Jean Jordan
Louis “Buck” Vocelle, Jr.
Joseph “Danny” Markford, Piper Representative
Philip Canal, Alternate
Dr. Stephen Kepley, Alternate

Vero Beach Airport
Todd Scher, Airport Director
William Howard, Assistant Airport Director
Brandon Dambeck, Airport Operations Manager

Airport Master Plan Update Prepared by
Hanson Professional Services Inc.
With Assistance From
Environmental Science Associates (ESA)
River Street Group LLC
NV5Geospacial

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Executive Summary

Introduction

The city of Vero Beach initiated an airport master plan update in July 2022 for the Vero Beach Regional Airport (VRB) to ensure the airport continues to safely and efficiently meet the needs of residents, users and businesses in the region. The airport master plan evaluates airport conditions and forecasts aviation activity, which is the basis for improvements to recommended facilities. The plan also analyzes development alternatives to determine the most cost-effective and environmentally sensitive way to advance recommended improvements. Short-, mid- and long-term development goals over the 20-year planning horizon are included in the update, along with an implementation plan with associated cost estimates and financial pro forma.

The city and airport management are using the master plan update to focus on key airport service areas, including commercial airline flights and corporate and general aviation. It also provides opportunities to identify potential sources of nonaeronautical revenues to aid in financially supporting airport operations.

A planning advisory committee (PAC) was established to inform and guide the master planning process. The PAC represents a diverse group of stakeholders, including local government representatives, airport tenants and users and business and local community organizations. Several of the PAC meetings were conducted as joint meetings with the airport commission.

The airport master plan update is a collaborative effort involving a wide range of other stakeholders and public involvement activities, ensuring a comprehensive, inclusive and informed approach to the master planning process.

The Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT) require updated airport master plans to maintain eligibility for federal and state airport funding programs. This update satisfies these requirements and will supersede the update conducted in 2016.

Constructed in 1929 and commissioned as Naval Air Station Vero Beach in 1942 to support the training of naval aviators for World War II, today, the airport serves as a vibrant transportation hub connecting the region to other areas of the state, the nation and the global economy. Encompassing more than 1,700 acres, the airport is home to 14 aviation-related businesses and more than 50 nonaeronautical tenants.

The airport serves as a vital economic stimulus for the region, with nearly $1 billion in annual impact, as detailed in FDOT's *2022 Florida Statewide Aviation Economic Impact Study.* The study also recognizes the airport supports more than 5,500 jobs, with a payroll exceeding $388 million.

This master plan update provides a solid foundation and blueprint for development, guiding the continued success of VRB. The 20-year plan projects a modest 2.5% rate of growth in based aircraft and a 4% average annual growth rate in airport operations. It identifies more than $147 million in additional infrastructure and facilities to safely and efficiently meet the forecasted demand in 2043.

Master Plan Elements

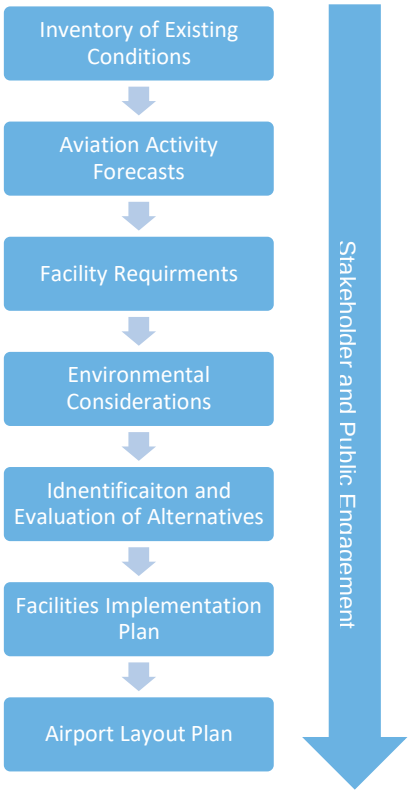
FAA Advisory Circular 150/5070-6B, Change 2: Airport Master Plans and FDOT's 2021–22 *Guidebook for Airport Master Planning* provides guidance and outlines requirements airport sponsors must follow in developing an

airport master plan. The city has followed these requirements and guidance in preparing the master planning documents.

This executive summary provides an overview of the results of the primary requirements of the airport's master plan update and project scope of work. These items include:

- Conducting meaningful stakeholder and public engagement throughout the planning process to gather feedback to inform the master planning efforts.
- Conducting an inventory of airport conditions and analyzing aviation industry trends that have or could impact the airport's operation since the last planning effort.
- Developing 20-year aviation activity forecasts for based aircraft, airport operations and commercial service enplanements.
- Projecting airport facility requirements to meet forecasted aviation activity and conformance with FAA design guidelines to ensure the continued safe operation of the airport.
- Analyzing alternatives to implement facility requirements in the most financially feasible and environmentally sensitive manner deemed practical.
- Using preferred alternatives for future projects, developing an implementation program and a five-year capital improvement plan.
- Developing an airport layout plan (ALP) drawing set that depicts recommended projects for implementation during the planning period to 2043.
- Preparing a recycling, reuse and waste reduction plan to identify ways to minimize municipal solid waste generation.
- Assessing local land use goals and ensuring compatibility with proposed airport development.

FIGURE 1: MASTER PLAN ELEMENTS



Stakeholder and Public Engagement

The stakeholder and public involvement program for the master plan included establishing a PAC composed of local agencies, community business leaders and airport tenants. The PAC convened at four milestone intervals to offer input and review project documentation. A project website was established to publicly post project deliverables and presentations from the PAC meetings and public workshops during the study process. It also featured a portal for soliciting comments and questions from interested parties and responses to those inquiries. Additionally, one in-person public information meeting was held. In-person interviews were conducted with key stakeholders and airport tenants, and a survey of current tenants was facilitated. Feedback from the stakeholders and the public was used to inform the master planning process and incorporated into the development of facility requirements and alternatives, where appropriate.

Airport Inventory

The airport inventory was conducted using field observations, interviews and a review of the drawings and documents on file with the FAA and airport management. The information collected during this phase of the project provides a baseline on which to build the facility requirements and preferred alternatives for development.

Significant inventory items include:

- **Runway 12R/30L:** 7,314'x100' – asphalt surface in excellent condition with medium-intensity lighting
- **Runway 4/22:** 4,974'x100' – asphalt surface in good condition with medium-intensity lighting
- **Runway 12L/30L:** 3,504'x75' – asphalt surface in fair condition with medium-intensity lighting
- **Taxiways and connectors:** Taxiway A – full-length parallel east of Runway 4/22; Taxiway B – partial parallel taxiway west of Runway 4; Taxiway C – full-length parallel taxiway south of Runway 12R/30L; Taxiway D – crossfield access to runways 12L, 30R and 22; Taxiway E – partial parallel taxiway north of Runway 12R/30L; and Taxiway F – full-length parallel taxiway to Runway 12L/30R
- **Visual navigational aids:** precision approach path indicators on all runways
- **Instrument approaches:** GPS with vertical guidance on runways 12R, 30L, 4 and 22 with descent minimums of 256, 200, 273 and 317 feet above ground level, respectively
- **Weather reporting station:** automated surface observing system (ASOS)
- **Air traffic control tower:** FAA-staffed, operating 7 a.m. to 9 p.m. daily
- **Aircraft rescue and firefighting (ARFF) station:** 12,000 sq. ft.
- **Fuel:** Three Jet-A and four 100LL fueling areas, one Autogas and one diesel fueling area for ground vehicles
- **Aeronautical businesses:** 15, including two fixed-base operators – Corporate Air and Sun Aviation; Piper Aircraft; and flight training schools – Paris Air and Skyborne Airline Academy Vero Beach
- **Aircraft storage facilities:** 22 corporate hangars, 19 corporate/box hangars and 55 T-hangars
- **Terminal building:** 24,000 sq. ft., accommodating commercial service flights and a restaurant
- **Terminal area parking:** 111 short-term and 133 long-term spaces
- **Nonaeronautical businesses:** 50+, including restaurants, retail and services
- **Utilities:** electric, water, sewer, natural gas and fiber

Environmental Considerations

An environmental overview was conducted to identify potential environmental impacts of the airport development alternatives studied in the master plan. The environmental overview is a screening tool to aid in bringing forward environmentally sensitive preferred alternatives for future airport development. As projects are justified for implementation, the information identified will help expedite future environmental assessment studies required under the National Environmental Policy Act and other state and local regulations.

Impact categories for air quality; biological resources including wildlife, federal- and state-listed species and essential fish habitat; U.S. Department of Transportation Act Section 4(f) lands, including public parks, recreation areas and wildlife and waterfowl refuges; hazardous materials and waste management; historical, archaeological and cultural resources; wetlands, other surface waters and floodplains; and noise and construction impacts were reviewed and included in the environmental overview.

The master plan report includes a detailed review of the impact categories. The environmental overview did not identify any impacts that could not reasonably be mitigated through construction best management practices, permitting or avoidance.

Aviation Activity Forecasts

Forecasts, which form the basis for future development needs at VRB, were prepared for the three primary airport activity indicators: based aircraft, annual aircraft operation and passenger enplanements. In developing the forecasts, previous activity forecasts, industry trends, local socioeconomic conditions and historical data were analyzed and applied to FAA- and FDOT-accepted forecasting methodologies.

Aviation activity forecasts for the 20-year planning horizon are presented below. The average annual growth rates for based aircraft, operations and air carrier operations are 2.3%, 4% and 2.5%, respectively.

TABLE 1: AVIATION ACTIVITY FORECASTS

Aviation Activity Forecast	Base Year 2022	2028	2033	2043
Based Aircraft	207	237	266	334
Local Operations	52,340	98,200	120,600	153,950
Itinerant Operations	81,462	120,100	147,300	153,950
Total Annual Operations	133,802	218,300	267,900	307,900
Air Carrier Operations	56	786	889	1,138
Passenger Enplanements	1,948	38,400	43,400	55,500

The aviation activity forecast was prepared before the start of commercial service operations by Breeze Airways. Based on data provided by VRB, from the start of commercial service operations in February 2023 to March 2024, the actual passenger enplanements are 74,848.

Air carrier operations and passenger enplanements are based on Breeze Airways' current service at VRB. This service offers six weekly flights to Connecticut's Bradley International Airport in Windsor Locks and New York's Westchester County Airport in West Harrison. These flights are operated on the 118-seat Embraer ERJ-195 and 126-seat Airbus 220-300.

It is important to note that these forecasts are realistic projections of demand that is anticipated to occur. justification for future construction of facilities will be based on actual documented demand.

Critical Aircraft Determinations

Airport planning criteria and design standards for various airfield elements are based on the critical design aircraft that makes regular use of the airport. Regular use is defined as at least 500 annual operations. The critical aircraft is the most demanding aircraft type or grouping of aircraft with similar physical and operational characteristics. The dimensional design standards for facilities on the airport, including runway length, runway/taxiway separation, safety areas, etc., allow the airport to meet the safety and operational requirements of the designated critical aircraft. The analysis determined that the Airbus 220-300, which is defined as a C-III aircraft by its runway design code (RDC), is the current critical aircraft. The future critical aircraft was determined to be a Gulfstream 650, which requires RDC D-III standards.

Facility Requirements

Facility requirements were prepared to meet FAA airport design standards and Title 14 Code of Federal Regulations Part 139 certification requirements using the FAA-approved aviation forecast, designated critical aircraft and information gathered from interviews conducted during the inventory phase. The significant facility requirements that were identified include:

Airfield Infrastructure

- Eliminate declared distances on runways 12R/30L and 4/22
- Eliminate overlapping runway safety areas on runway 4/22 and 12L/30R
- Extend Runway 22
- Mitigate direct apron-to-runway connectors
- Extend Taxiway B
- Realign Taxiway C
- Extend and widen Taxiway E
- Potentially relocate southern portion Taxiway A
- Add bypass taxiway at Runway 12R
- Redesignate taxiway end connectors
- Relocate ASOS, wind rose, segmented circle, and compass calibration pad
- Designate areas for future hangar construction
- Upgrade perimeter fence and security equipment

Terminal Building and Commercial Service Facilities

- Preserve space for terminal building expansion
- Add auto parking
- Improve pedestrian access

Roadways

- Improve Airport Boulevard
- Extend and improve airport service road

Support Facilities and Other

- Construct new ARFF station and acquire ARFF vehicle
- Construct airport operations facility
- Develop general aviation hangar facilities
- Add general aviation customer parking
- Improve airport business parks

Alternatives Analysis

An alternatives analysis was completed for the major projects identified in the facilities requirements phase. The analysis for each project included a technical feasibility review to ensure that the project would meet FAA standards. Additionally, each project was evaluated for operational performance, best planning practices and environmental and fiscal factors. A no-build alternative was also analyzed for each project. However, the no-build alternative did not allow the airport to meet the previously identified forecasted demand and user requirements. The development alternatives primarily focused on the airfield, facilities requiring airfield access and areas to support nonaeronautical development.

Recommended Development and Implementation Plan

The alternatives analyses of the facilities requirements resulted in the selection of a preferred alternative for recommended development during the 20-year planning period. The recommended development plan is based on technical, operational, financial, environmental, social and political feasibility and feedback from the PAC and public workshop. Seventy-one projects were identified, including capital projects to expand the commercial terminal building, extend Runway 4 and improve the airport's taxiway system to enhance safety and provide additional capacity; construction of additional hangars to address the growing waiting list of owners seeking storage for their aircraft; surface transportation projects to improve access to the airport and circulation within the airport; additional auto parking; and the development of nonaeronautical-use areas. Projects also include the rehabilitation of aging airfield pavement infrastructure, electrical systems and support facilities. A summary of the airfield improvements contained in the implementation plan is shown below, along with a prioritized project list and cost estimates for developments recommended in the short-, intermediate- and long-term planning horizons.

FIGURE 2: RECOMMENDED IMPROVEMENTS

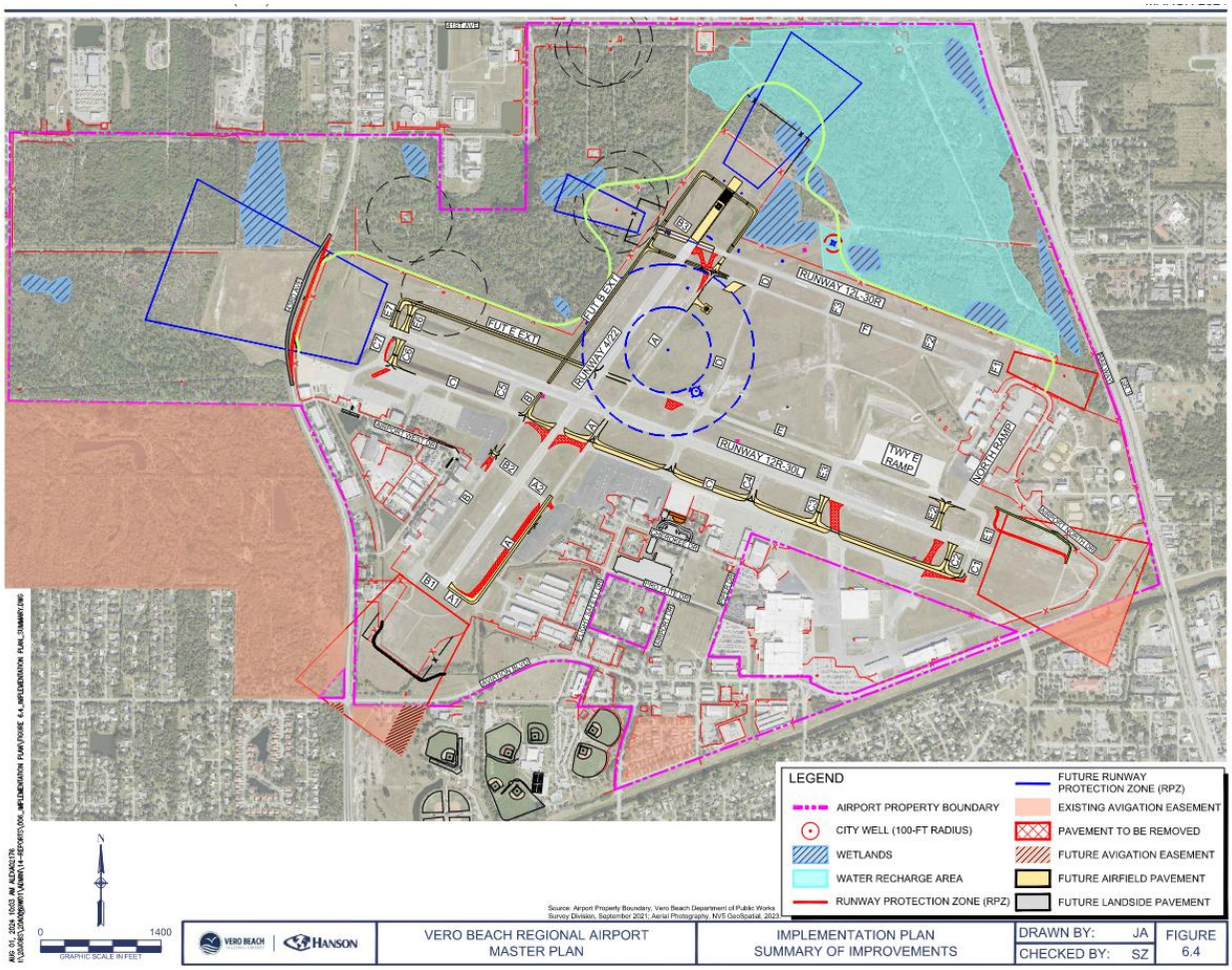


TABLE 2: SHORT-TERM CAPITAL IMPROVEMENT PROJECTS

#	Project	Year	Federal	State	Local	Total
Short-Term (1–5 Years) (2024–28)						
1	Redevelop Commercial Park (Phase 2)	2024	-	$235,000	$ 235,000	$470,000
2	Extend Taxiway B (EA & Design)	2024	-	$340,000	$80,000	$420,000
3	Complete Airport Master Plan Update	2024	$102,006	$5,667	$5,667	$113,340
4	Complete Storm Water Master Plan	2024	$65,597	$3,644	$3,644	$72,886
5	Rehabilitate Airport Terminal Construction Phase I	2024	-	$480,000	$120,000	$600,000
6	Rehabilitate Airport Terminal Construction Phase II	2024	$1,530,000	$565,000	$255,000	$2,350,000
7	Rehabilitate Taxiway B Construction	2024	$1,980,000	$110,000	$110,000	$2,200,000
8	Expand Terminal Parking Lot	2024	-	$1,000,000	$250,000	$1,250,000
	Yearly Total 2024		**$3,677,603**	**$2,739,311**	**$1,059,311**	**$7,476,226**
9	Acquire ARFF Vehicle	2025	-	$1,015,840	$253,960	$1,269,800
10	Replace Hangar Roof	2025	-	$800,000	$200,000	$1,000,000
11	Install Airport Utilities and Critical Infrastructure	2025	-	$500,000	$500,000	$1,000,000
12	Rehabilitate Taxiway A South of Runway 12R – Design	2025	$ 313,500	$8,300	$8,300	$330,000
13	Upgrade Airfield Electrical	2025	-	$1,440,000	$360,000	$1,800,000
14	Construct Connector Taxiway C6	2025	$1,125,000	$ 62,500	$62,500	$1,250,000
	Yearly Total 2025		**$1,501,000**	**$3,795,390**	**$1,353,510**	**$6,649,800**
15	Relocate Auto Parking to Expand Passenger Terminal Building	2026	$1,320,300	$34,750	$34,750	$1,389,800
16	Rehabilitate Taxiway A South of Runway 12R – Construction	2026	$1,947,500	$51,250	$ 51,250	$2,050,000
17	Extend Taxiway B (Construction)	2026	-	$2,960,000	$740,000	$3,700,000
18	Relocate ASOS, Wind Cone and Segmented Circle	2026	-	$280,000	$70,000	$350,000
	Yearly Total 2026		**$3,267,800**	**$3,326,000**	**$896,000**	**$7,489,800**
19	Improve Airport Business Park	2027	-	$800,000	$ 200,000	$1,000,000
	Yearly Total 2027		**$0**	**$800,000**	**$200,000**	**$1,000,000**
20	Extend/Mark/Light Taxiway E West of Runway 4 – Design & EA	2028	$1,260,000	$70,000	$70,000	$1,400,000
21	Extend Runway 4/22 and Runway 12L/30R, Phase 1 Environmental	2028	$360,000	$20,000	$20,000	$400,000
	Yearly Total 2028		**$1,620,000**	**$90,000**	**$90,000**	**$1,800,000**

Source: Hanson Professional Services Inc., 2024.

TABLE 3: INTERMEDIATE-TERM CAPITAL IMPROVEMENT PROJECTS

#	Project	Sponsor Year	Federal	State	Local	Total
Intermediate-Term (6–10 Years) (2029–33)						
22	Upgrade Vehicle Gates	2029	$1,020,000	$ 60,000	$60,000	$1,140,000
23	Extend Utilities to Open Northwest Development Area	2029	$1,000,000	$60,000	$60,000	$1,120,000
24	Expand Passenger Terminal Building (Design)	2029	$456,000	$10,000	$10,000	$476,000
25	Widen Taxiway E Between Taxiway D and Runway 4/22	2029	$270,000	$20,000	$20,000	$310,000
26	Relocate Compass Calibration Pad	2029	-	$480,000	$120,000	$600,000
27	Extend/Mark/Light Taxiway E West of Runway 4 – Construction	2029	$4,090,000	$230,000	$230,000	$4,550,000
Yearly Total 2029			**$6,836,000**	**$860,000**	**$500,000**	**$8,196,000**
28	Extend Runway 4/22, Phase 2	2030	$4,220,000	$230,000	$230,000	$4,680,000
29	Extend Taxiway A to New Runway 22 End	2030	$1,860,000	$100,000	$100,000	$2,060,000
30	Extend Runway 12L	2030	$1,640,000	$ 90,000	$90,000	$1,820,000
31	Relocate Taxiway C3	2030	$1,125,000	$ 62,500	$62,500	$1,250,000
32	Construct ARFF Station	2030	$3,600,000	$200,000	$200,000	$4,00,000
33	Acquire Avigation Easements Off Runway 4 End	2030	$530,000	$30,000	$30,000	$590,000
Yearly Total 2030			**$12,975,000**	**$712,500**	**$712,500**	**$14,400,000**
34	Rehabilitate T-Hangar Taxilanes	2031	$2,570,000	$140,000	$140,000	$2,850,000
35	Rehabilitate Airport Drainage System	2031	$1,900,000	$50,000	$50,000	$2,000,000
36	Upgrade Perimeter Fence on South Side of Airfield and Add Cameras	2031	$880,000	$50,000	$50,000	$980,000
37	Extend Taxiway F to New Runway 12L End	2031	$890,000	$50,000	$50,000	$990,000
38	Extend Taxiway B to New Runway 22 End	2031	$1,930,000	$ 110,000	$110,000	$2,150,000
39	Construct Parking Along Airport West Drive	2031	-	$255,000	$255,000	$510,000
Yearly Total 2031			**$8,170,000**	**$6550,000**	**$655,000**	**$9,480,000**
40	Rehabilitate Runway 12L/30R	2032	$5,400,000	$300,000	$300,000	$6,000,000
41	Rehabilitate Taxiway F	2032	$3,990,000	$230,000	$230,000	$4,450,000
42	Rehabilitate Existing Terminal Parking Lot	2032	-	$690,000	$170,000	$860,000
Yearly Total 2032			**$9,390,000**	**$1,220,000**	**$700,000**	**$11,310,000**
43	Expand passenger Terminal Building (Construction)	2033	$2,732,400	$150,000	$150,000	$3,032,400
44	Extend Perimeter Airport Service Road – West Wide	2033	-	$1,570,000	$390,000	$1,960,000
45	Relocate Taxiway C2	2033	$1,020,000	$60,000	$60,000	$1,140,000
46	Upgrade Electrical – Convert High-Mast Lighting to LED	2033	$410,000	$20,000	$20,000	$450,000
47	Improve Airport Boulevard – 43rd Avenue to Airport Drive	2033	-	$ 2,580,000	$640,000	$3,220,000
48	Improve Airport Business Park	2033	-	$250,000	$250,000	$500,000

Source: Hanson Professional Services Inc., 2024.

TABLE 4: LONG-TERM CAPITAL IMPROVEMENT PROJECTS

#	Project	Federal	State	Local	Total
Long-Term (10-Plus Years) (2034–43)					
49	Construct Additional Airport Operations Facility	-	$1,510,000	$1,510,000	$3,020,000
50	Acquire ARFF Vehicle	-	$850,000	$850,000	$1,700,000
51	Improve Airport Boulevard – 27th Avenue to 27th Street	-	-	$1,430,000	$2,860,000
52	Improve Airport Boulevard – 27th Street to SR 1	-	$1,290,000	$1,290,000	$ 2,580,000
53	Rehabilitate Runway 4/22	$12,400,000	$690,000	$690,000	$13,780,000
54	Realign Taxiway C and Rehabilitate Taxiway C West of Runway 4	$13,110,000	$730,000	$730,000	$14,570,000
55	Construct Taxiway E2 Connector	$1,000,000	$60,000	$ 60,000	$1,120,000
56	Taxiway A Partial Realignment	$3,740,000	$210,000	$210,000	$4,160,000
57	Relocate 43rd Avenue	-	$1,540,000	$1,540,000	$3,080,000
58	Install MALSR on Runway 12R	$1,910,000	$110,000	$110,000	$2,130,000
59	Realign Runway 4 Swale and Perimeter Fence	$1,170,000	$70,000	$70,000	$1,310,000
60	Extend Roads and Utilities to Open West Nonaeronautical Development	-	$ 2,400,000	$ 2,400,000	$4,800,000
61	Relocate Airport Service Road Around 30L (North Side)	-	-	$280,000	$560,000
62	Extend Perimeter Airport Service Road – North Side	-	-	$2,140,000	$4,280,000
63	Upgrade Electrical Vault	-	$730,000	$730,000	$1,460,000
64	Rehabilitate Midfield Service Road	-	$1,020,000	$1,020,000	$2,040,000
65	Rehabilitate Airport West Drive	-	$710,000	$710,000	$1,420,000
66	Rehabilitate Airport North Drive	-	$740,000	$740,000	$1,480,000
67	Rehabilitate Cherokee Drive	-	$280,000	$280,000	$560,000
68	Rehabilitate Flight Safety Drive	-	$330,000	$330,000	$660,000
69	Rehabilitate Pro Flight Drive	-	$280,000	$280,000	$560,000
70	Rehabilitate Piper Drive	-	$450,000	$450,000	$900,000
71	Improve Airport Business Park	-	$ 250,000	$250,000	$900,000
	Total for 2034-2043	**$33,330,000**	**$18,100,000**	**$18,100,000**	**$69,530,000**

Source: Hanson Professional Services Inc., 2024.

The estimated development costs to implement all projects identified in the master plan, as shown below, total approximately $150 million. The airport anticipates eligibility for more than $84 million in federal Airport Improvement Program funding, along with $36 million in state funding. The remaining $25 million will be funded by the city.

TABLE 5: SUMMARY OF ESTIMATED DEVELOPOMENT COSTS

Estimated Development Costs	Federal	State	Local	Total
Short-Term Development 2024–28	$10,003,903	$10,781,951	$3,630,071	$24,415,826
Intermediate-Term Development 2029–33	$41,533,400	$8,077,500	$4,077,500	$53,688,400
Long-Term Development 2034–43	$33,330,000	$18,100,000	$18,100,000	$69,530,000
Total Master Plan Development Cost	**$84,867,303**	**$36,959,451**	**$25,807,571**	**$147,634,226**

Source: Hanson Professional Services Inc., 2024.

A projected cash flow pro forma was prepared for the 20-year planning horizon for airport income and expenses. Net operating income for each year in the period yielded a positive cash flow, ranging from approximately $500,000 to $1.4 million annually. When including the local share of the capital outlay required to implement the projects identified in the master plan, the pro forma shows a negative cash flow that averages approximately $562,000 annually, primarily in the long-term years, when there are more planned projects only eligible for state-local funding. This will require the city to monitor the airport's cash flow and seek additional grant funds, develop additional revenue sources or provide supplemental funding, as necessary, to fully implement the master plan recommendations.

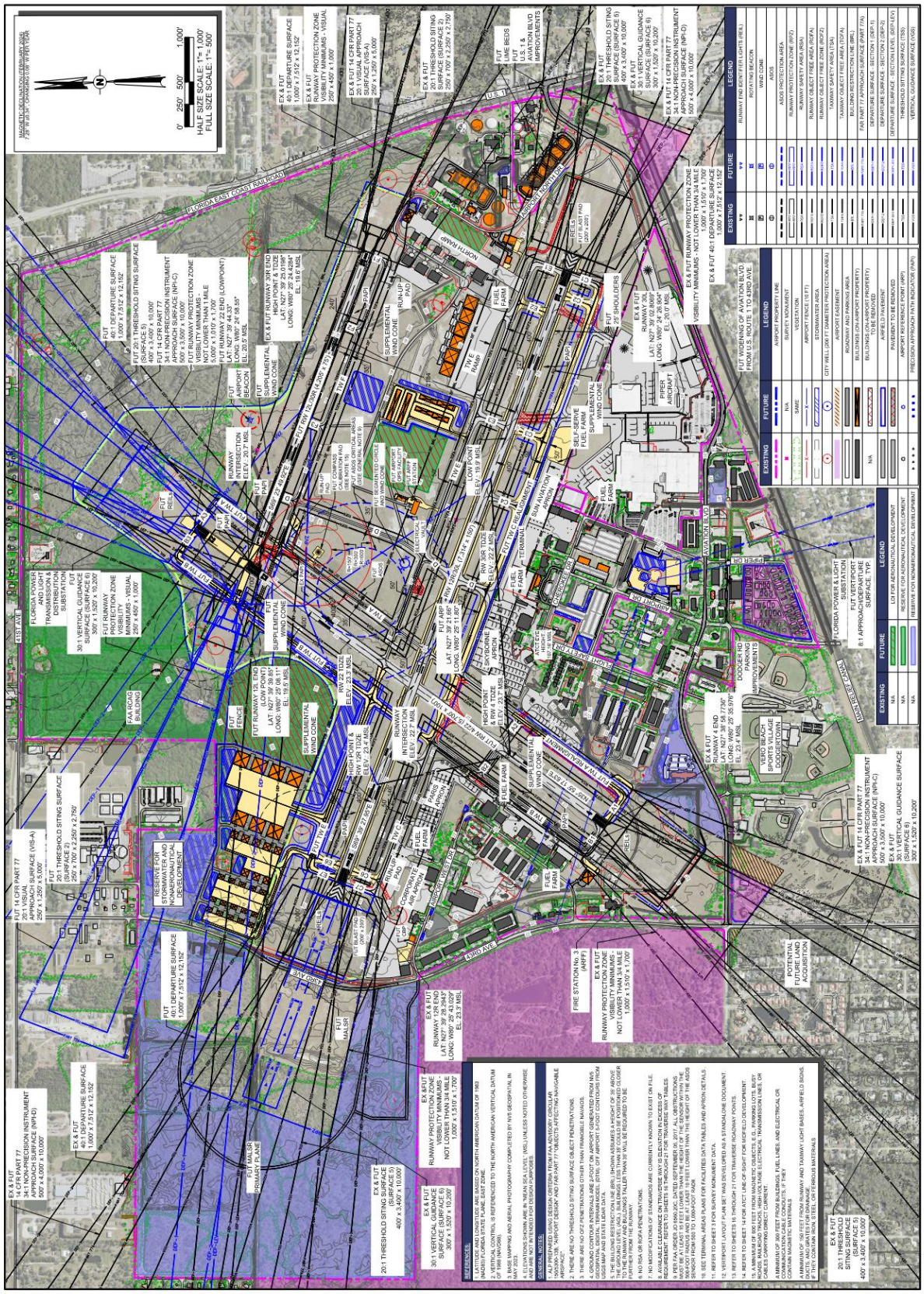
Airport Layout Plan Drawing Set

An ALP drawing set has been developed to graphically depict the existing airfield conditions, recommended projects and facility requirements for the airport's future development, as detailed in the master plan update. It identifies the areas of the airfield and airport environment that should be preserved to accommodate short- and long-term development and clearly outlines the current FAA design standards determined by the existing and future critical aircraft.

The ALP is reviewed by various lines of business within the FAA to ensure any proposed development will not adversely impact the safety, utility or efficiency of the airport or the surrounding airspace. When reviewing proposed development around the airport, the FAA will also use the ALP to protect the airspace from potential encroachment.

The VRB ALP drawing set includes more than 34 sheets showing the existing and proposed facilities at the airport, as well as the airport within the surrounding community. The ALP also includes terminal area drawings, vertiport layout, airspace drawings and obstruction data tables for each of the six runway ends**,** airport land use drawings and an airport property map. In addition, a separate Exhibit "A" property map, containing sheets, and a vertiport layout plan with six sheets have been prepared to support the ALP.

FIGURE 3: FUTURE AIRPORT LAYOUT DRAWING



Next Steps

The completed airport master plan update provides a new baseline by which to periodically monitor actual aviation activity versus the growth in activity forecasted for the 20-year planning horizon. The city of Vero Beach will monitor aviation activity levels and new local, state and federal regulations for their impact on the development depicted in the airport master plan update. Additionally, the city will closely monitor the announcement of new federal and state aviation-related funding opportunities to supplement the financial feasibility of advancing future development projects. Monitoring technology advancements and emerging trends in the aviation industry will also be critical in gauging the prioritization and implementation of airport development during the next 20 years.

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Address of Airport and logo at a minimum

Vero Beach Airport
3400 Cherokee Drive
Vero Beach, FL 32960
(772) 978-4930
www.verobeachairport.com