

# Final Environmental Assessment for Phase II Air Cargo Facility Development

## Volume 2: Appendix L

Lakeland Linder International Airport  
Polk County, Florida

October 2021

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**APPENDIX L**  
**Supplemental Information**

**Appendix L.1      Public Hearing Flight Procedures  
Presentation and Transcript**

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## **APPENDIX L.1**

### **Public Hearing Flight Procedures Presentation and Transcript**

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**Fly Lakeland**  
Lakeland Linder  
International Airport

# LAL

## BY THE NUMBERS

### FlyLakeland

#### HISTORY



OPENED

# 1942

#### FORMER NAMES

**LAKELAND AIRPORT #2**

UNK - MAY 1941

**DRANE FIELD**

MAY 1941 - MAY 1942

**LAKELAND ARMY AIR FIELD**

MAY 1942 - NOVEMBER 1945

**DRANE FIELD**

NOVEMBER 1945 - 1960

**LAKELAND MUNICIPAL AIRPORT**

1960 - 1970s

**LAKELAND REGIONAL AIRPORT**

1970s - 1980s

**LAKELAND LINDER REGIONAL AIRPORT**

1980s - 2018

**LAKELAND LINDER INTERNATIONAL AIRPORT**

2019



#### ARMY AIR CORPS

DURING WWII LAL WAS USED BY THE ARMY AIR CORPS TO TRAIN B-17, B-24, B-26, P-51, P-40, AND A-20 AIRCREWS. AT THAT TIME THE AIR FIELD WAS COMPRISED OF **3,880 ACRES**.

#### ABOUT

OPERATIONS RUN  
**365•24/7**

CLASSIFIED AS  
**NATIONAL AIRPORT**  
BY THE FAA AND AN  
**INTERNATIONAL USER FEE AIRPORT**

BY U.S. CUSTOMS AND BORDER PROTECTION

AIR TRAFFIC CONTROL TOWER  
OPERATING



**365 DAYS A YEAR**

AIRCRAFT RESCUE AND FIREFIGHTING ON FIELD



**365•24/7**

ARFF INDEX B  
CAPABLE OF INDEX C

OVER **247**  
BASED AIRCRAFT

FAR PART 139  
**CLASS 1 AIRPORT**



CAPABLE OF ACCEPTING  
COMMERCIAL AIR SERVICE

ECONOMIC IMPACT  
OVER

# \$574 MILLION

#### OPERATIONS



TAKEOFFS AND LANDINGS

# 127,214

OPERATIONS

# 3,785

MILITARY

NATIONAL RANKING



# 112th

**BUSIEST AIRPORT IN THE UNITED STATES**

OUT OF

520 TOWERED AIRPORTS IN THE UNITED STATES

**16th BUSIEST CONTRACT TOWER IN THE UNITED STATES**

STATE RANKING



# 20th BUSIEST AIRPORT IN FLORIDA

HIGHER THAN PNS, SRQ, JAX, MLB, RSW, PGD, AND GNV - TPA RANKED 9TH

#### INFRASTRUCTURE

LONGEST RUNWAY

# 8500'

OR 1.6 MILES

**3 TOTAL RUNWAYS**

PERIMETER FENCING



OVER **81,300 LINEAR FEET OF FENCE LINES**. THAT'S OVER **15 MILES!**

FACILITIES  
TERMINALS AND HANGARS



OVER **1,000,000 SQ. FEET!**

TOTAL AREA



# 1,742 ACRES

LARGER THAN ALL FOUR WALT DISNEY WORLD THEME PARKS **COMBINED**



TOTAL TAXIWAYS

# 24

OVER **95,000 LINEAR FEET OF TAXIWAYS**. THAT'S OVER **18 MILES!**

## FlyLakeland

**LAKELAND LINDER INTERNATIONAL AIRPORT**

3900 DON EMERSON DR. • STE 210

LAKELAND, FLORIDA 33811

P 863-834-3298 • F 863-834-3274

FLYLAKELAND.COM



FEBRUARY 2019

## Over \$440 million has been invested on airport since 2010

- \$170MM coming from FAA and FDOT grants and airport funding
  - NOAA
  - 22 pavement projects
  - ATC tower
  - Station 7
  - ILS CAT III
  - PSC Aerospace
  - U.S. Customs Facility
- \$270MM invested by the private sector
  - Amazon
  - Three solar farms
  - New Hotel – Staybridge Suites
  - Central Florida Aerospace Academy
  - Ferrera Tooling



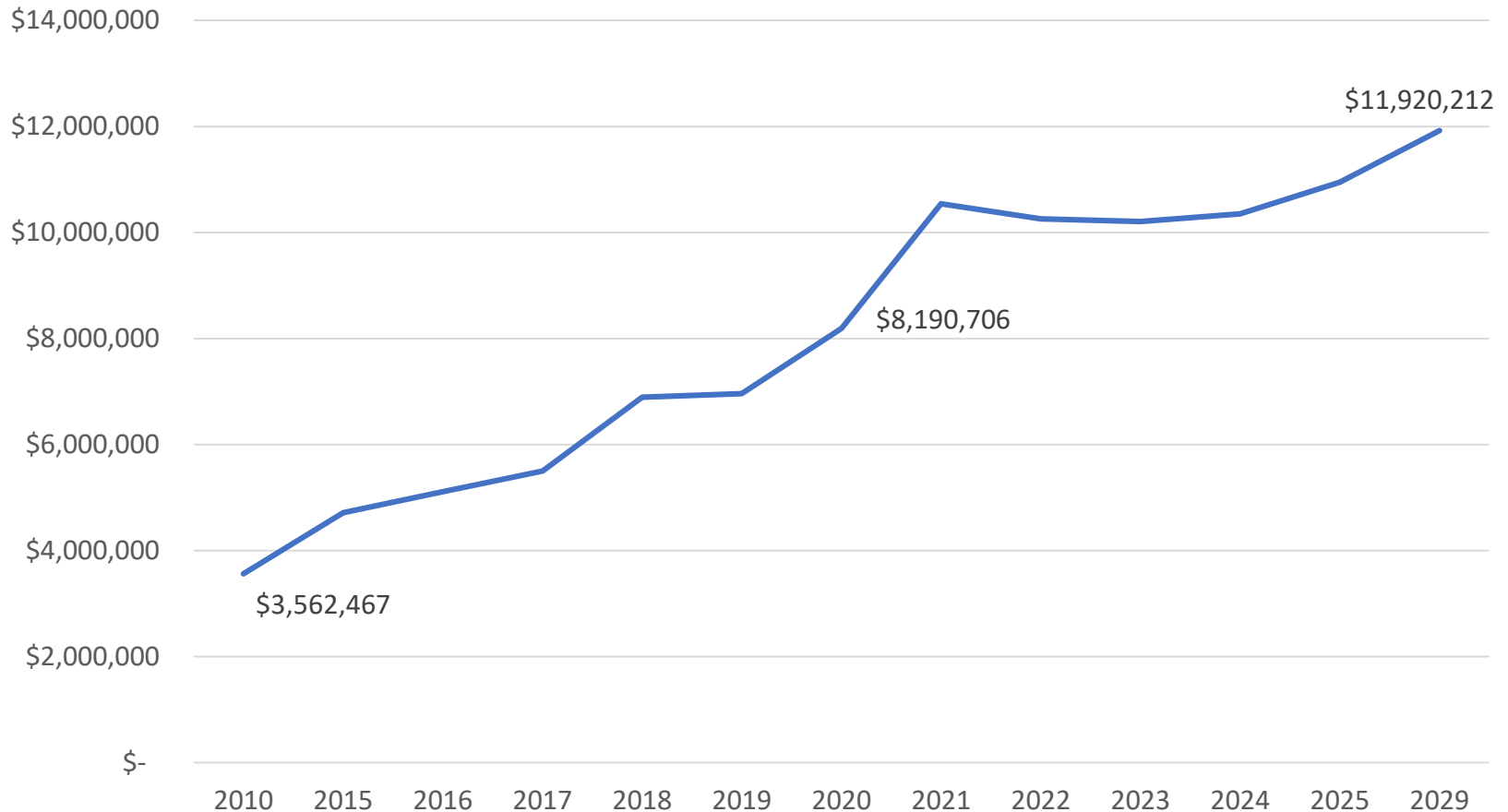
# Lakeland Linder International Airport

- Diversified tenant base with over 82 businesses and organizations located on airport, employing over 3,400 people
  - 8 A&P Shops
  - 5 Flight Schools
  - 2 Interior Shops
  - 2 Avionic Shops
  - 2 Hotels
  - 1 Paint Shop
  - 1 Aviation High School
  - 1 High School Flying Club
  - 2 College Programs
  - 1 Amazon Air
  - 1 NOAA
  - 1 Draken International



# Revenue Growth 2010-2029

- Annual revenues have increased by \$4.62MM over a ten year period



# Primary Data for Evaluation



- **On-Airport direct employment of 3,494**
  - Jobs located on airport property
- **For last three years, an average of \$77M in capital projects per year, accounting for 596 jobs**
  - Accounts for public and private investment, including runway extension and facility development
- **Approximately \$63M in visitor spending, resulting in 684 jobs**
  - Visitor spending includes impacts associated with out of state visitors, based on growth factors being applied to the 2019 FDOT Economic Impact Study

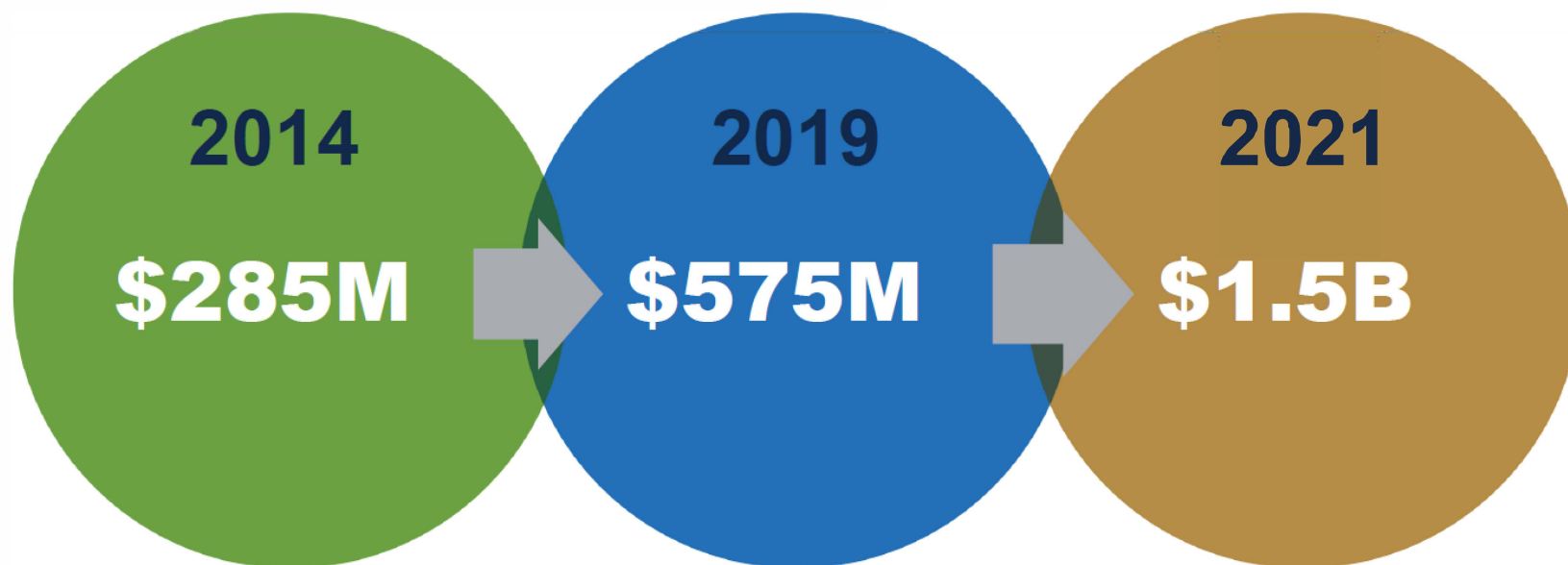
# LAL Impacts



Over 85% of total economic impacts are associated with on-airport activity. This is due to the extremely high number of on-airport employees and the significant construction projects that have recently been completed.



# Growth in Economic Impact at LAL



Since 2017, LAL has added over 1,700+ new employees and completed over \$300M in capital improvement projects



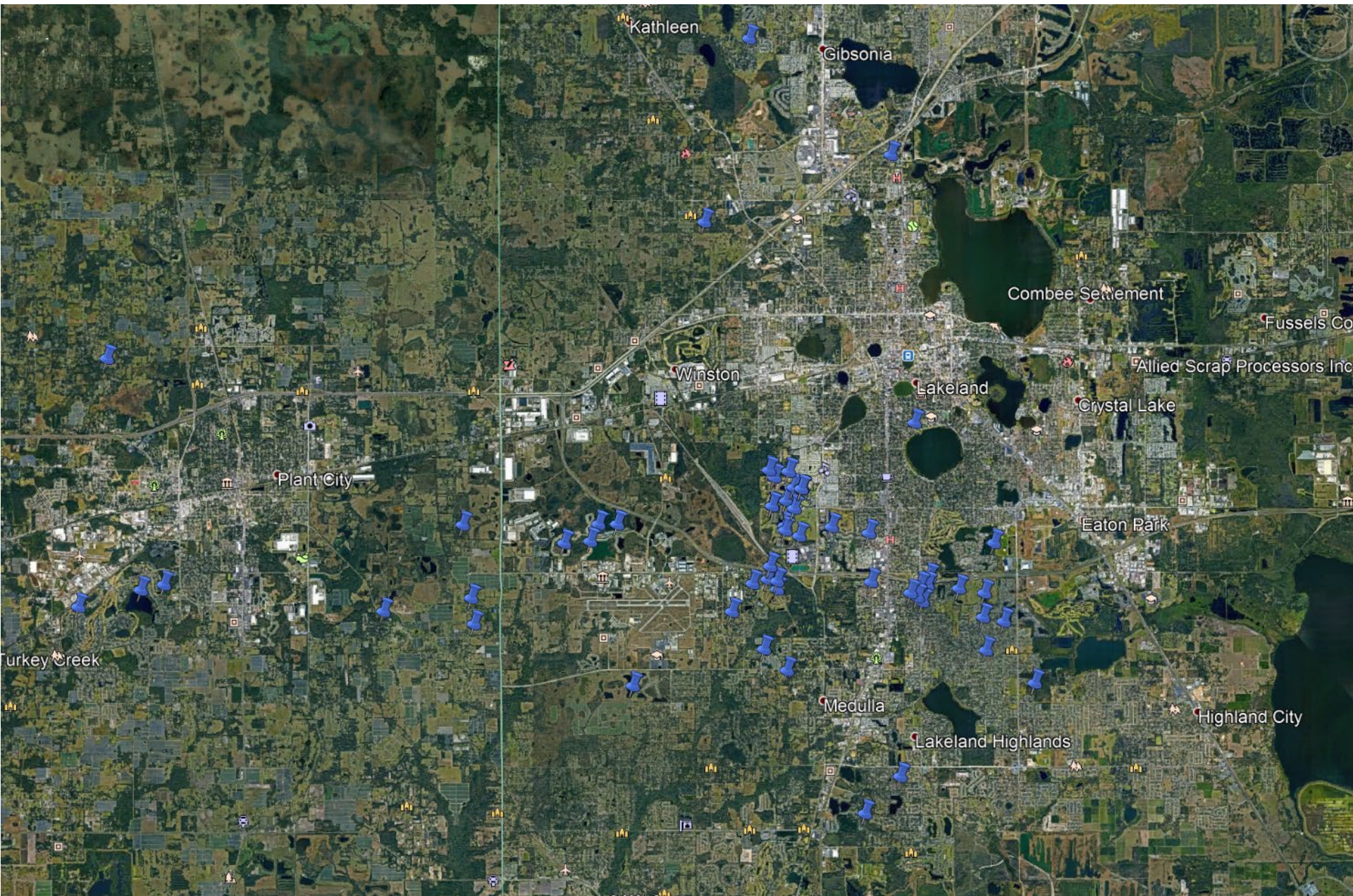






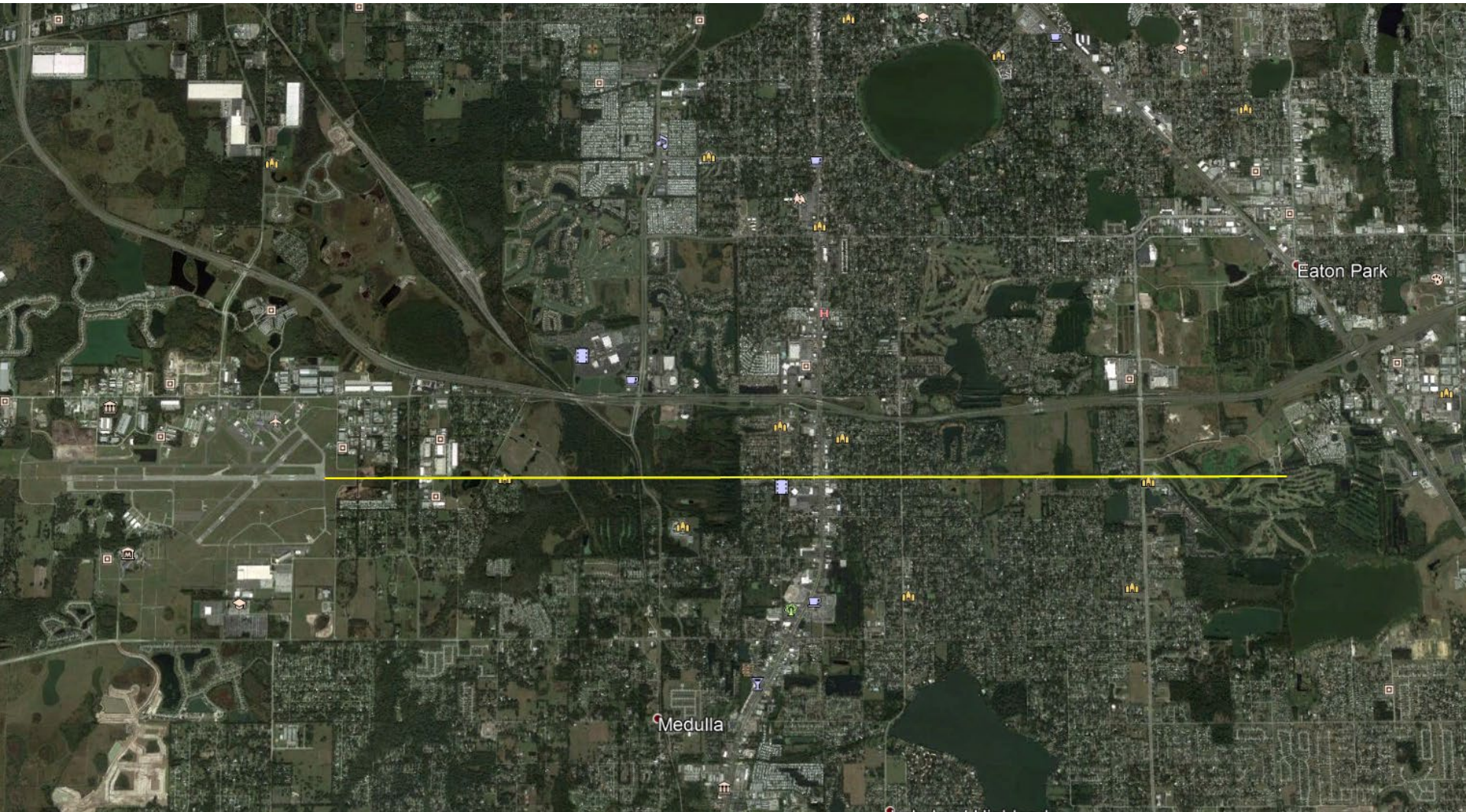


# Noise Complaints



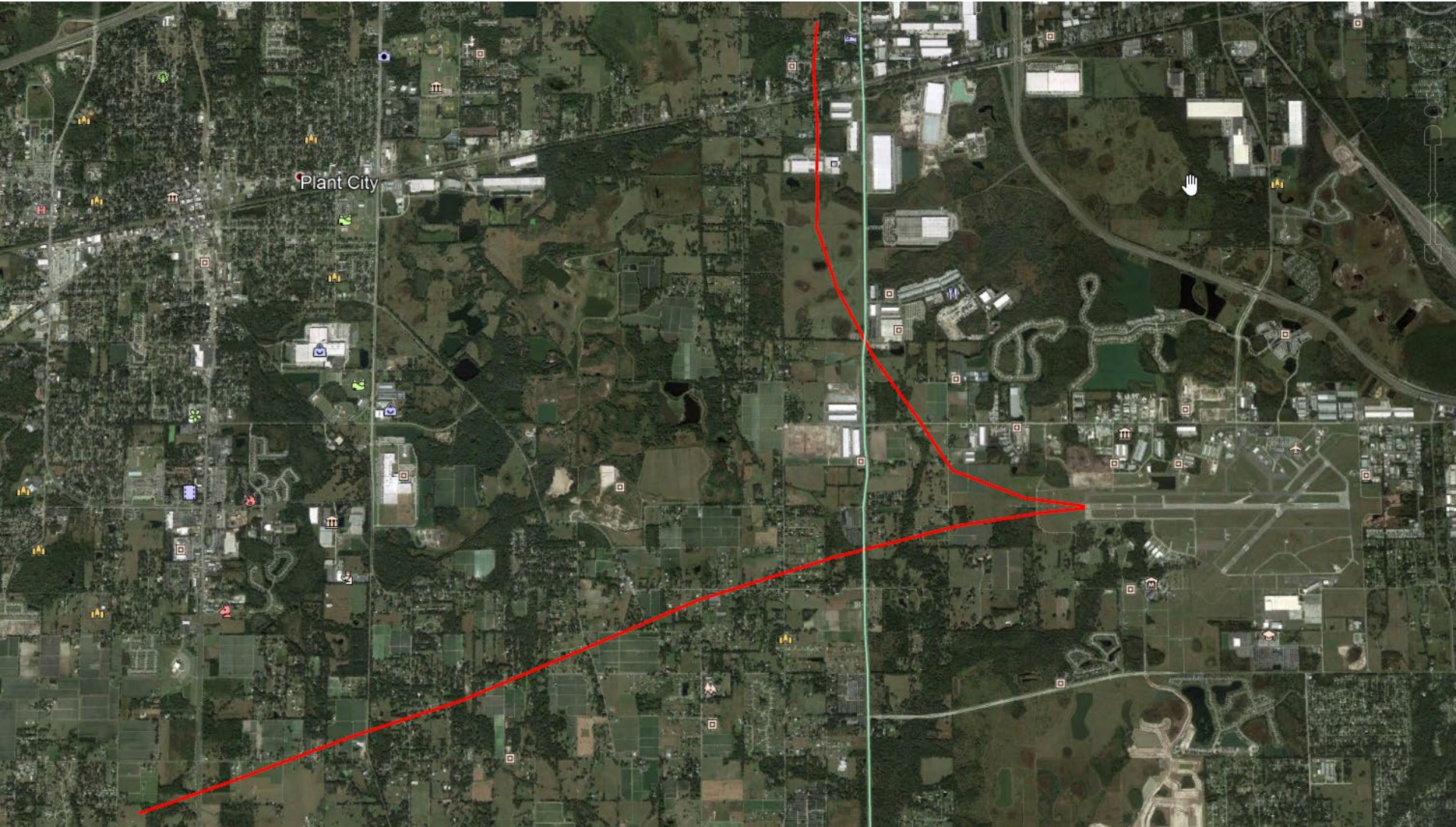


# Runway 27 Arrivals from the East



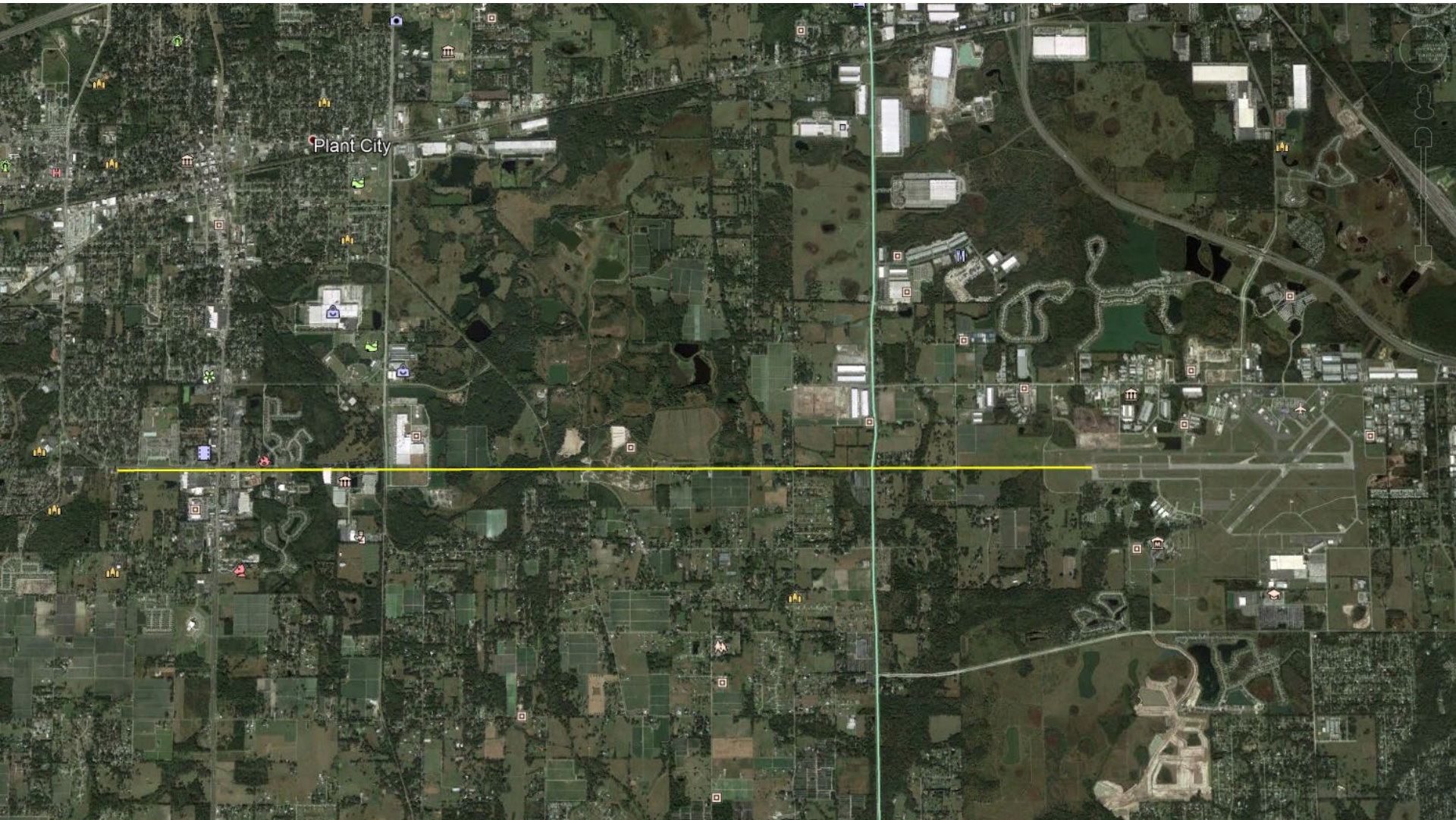


# Runway 27 Departures to the North and South



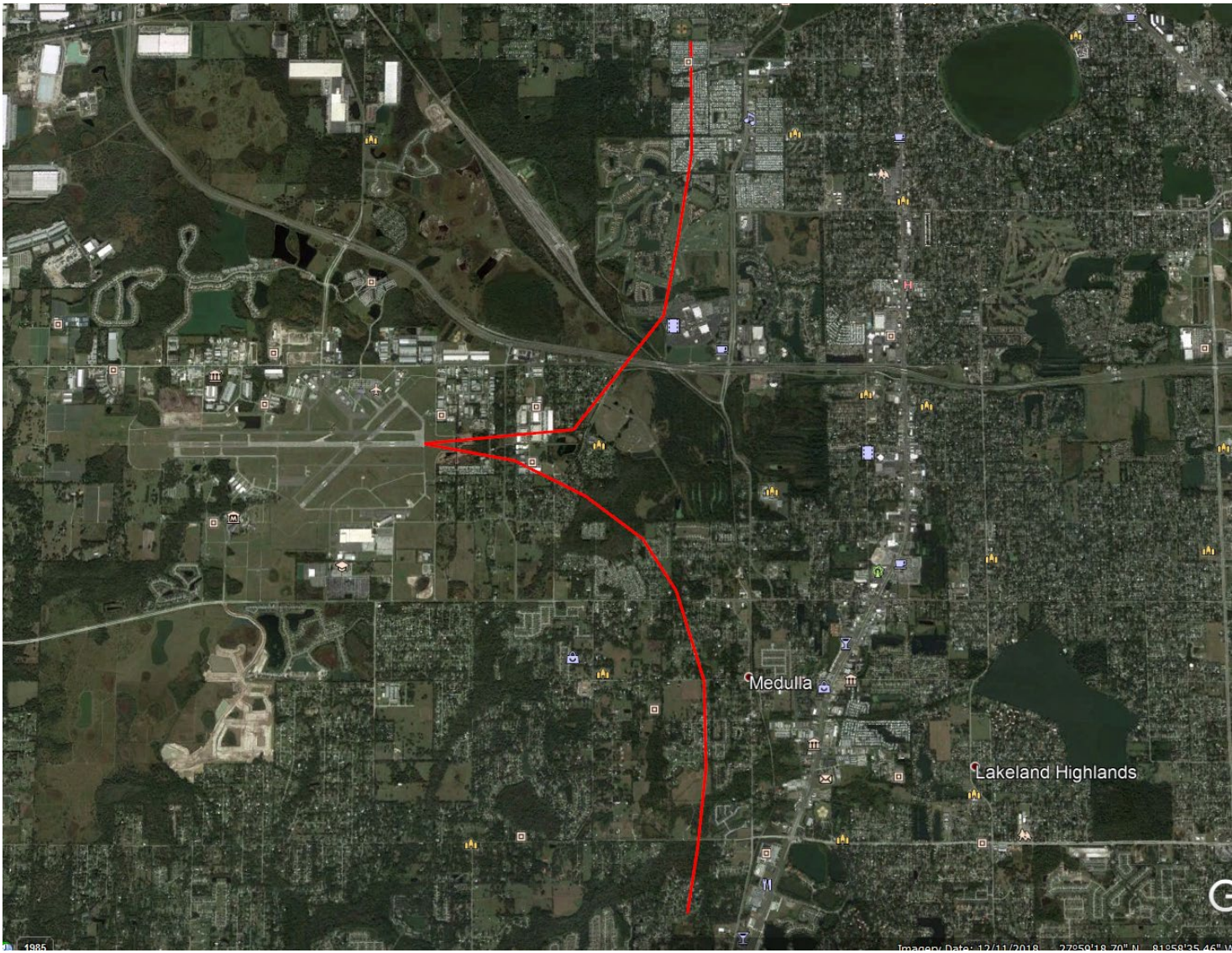


# Runway 9 Arrivals from the West





# Runway 9 Departures to the North and South

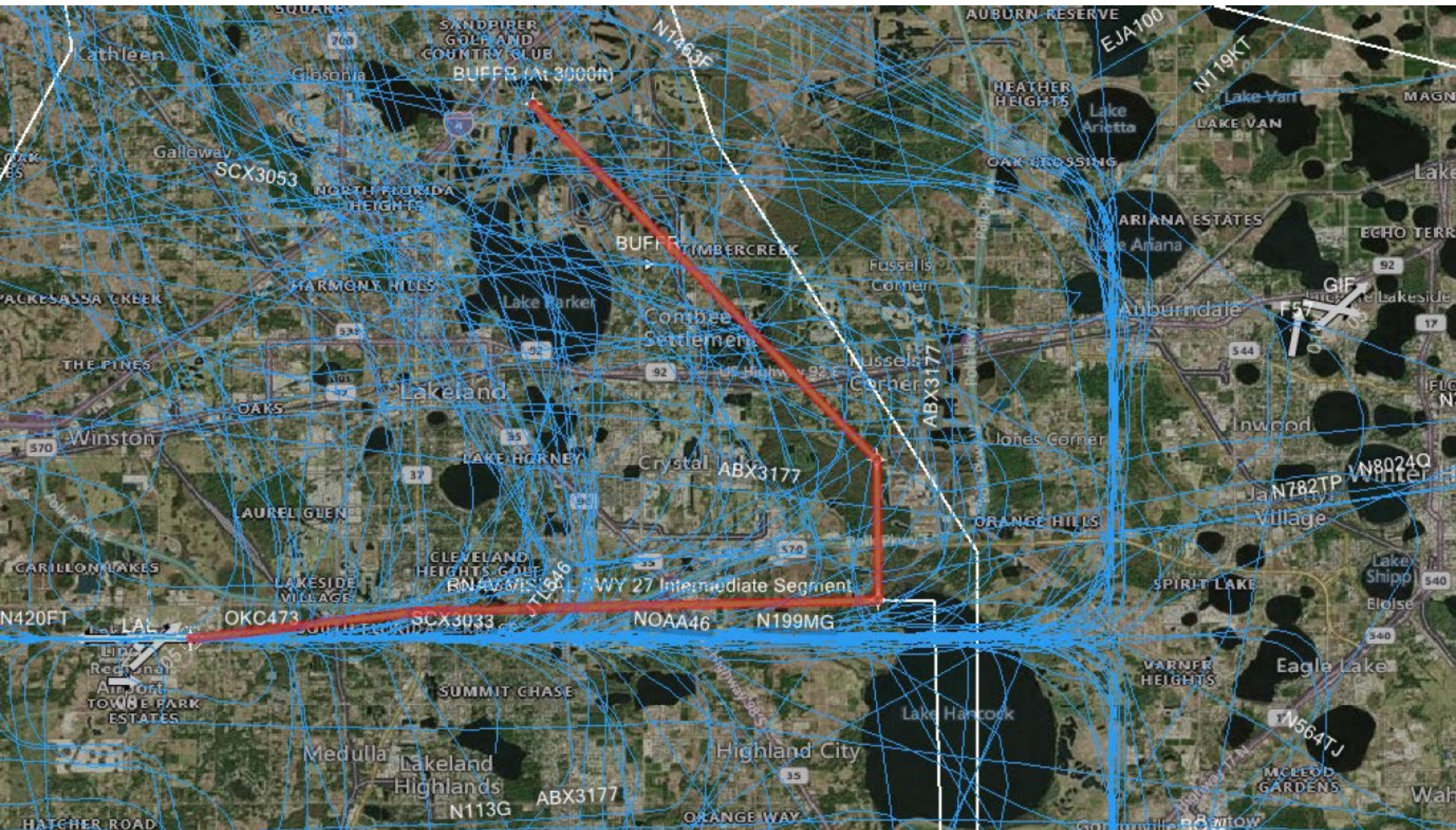






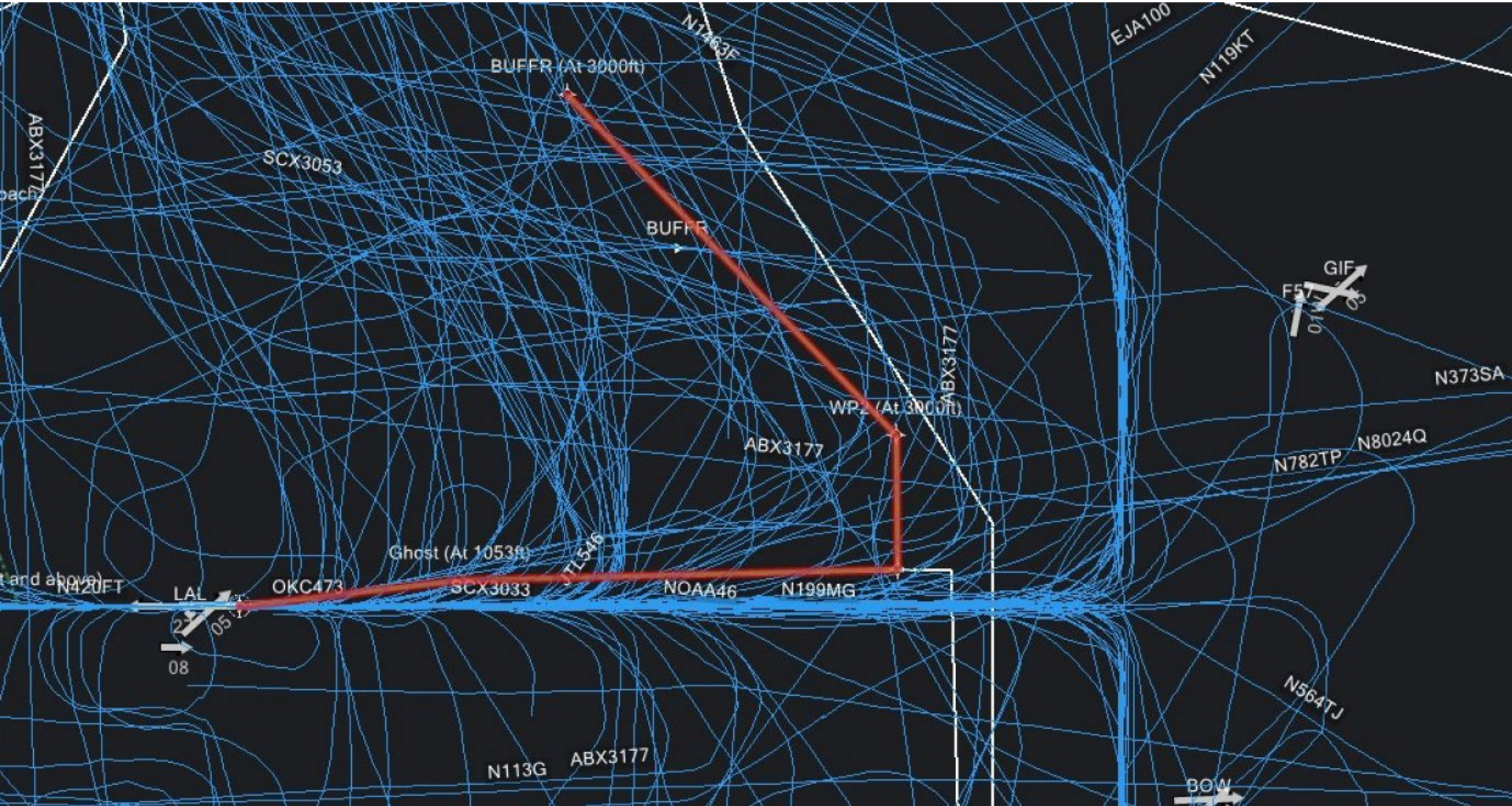


# Aircraft Arrival Tracks





# Aircraft Arrival Tracks



# Noise Mitigation Goals/Efforts

- **Formalized official Preferential Runway Use program between the hours of 2200-0700 (Runway 9 Arrivals and Runway 27 Departures).**
- **Regardless of the departure runway, initial altitude 3000' or higher. Design RNAV Standard Instrument Departure (SIDs).**
- **Runway 27 Instrument Approach - design instrument approaches to avoid noise sensitive areas and/or allow for flight idle descent of aircraft over noise sensitive areas.**
- **Runway 27 Visual Approach - intercept "Parkway Approach"**



1 airport.

2 The objective of these measures is to reduce  
3 noise for communities surrounding the airport and  
4 improve conditions for other areas experiencing  
5 noise from aircraft overflights.

6 Before opening tonight's hearing for public  
7 testimony the airport would like to brief you on the  
8 current status of these initiatives.

9 This concludes tonight's formal public hearing  
10 presentation. We would now like to introduce  
11 Mr. Gene Conrad, airport director to elaborate on  
12 some of the noise abatement initiatives currently  
13 underway and to make some concluding remarks.  
14 Afterward we'll open the hearing for public  
15 testimony.

16 MR. CONRAD: All right. Well, good evening --  
17 good evening. My name is Gene Conrad, and I'm the  
18 airport director for Lakeland Linder International  
19 Airport. And I just want to start by saying thank  
20 you to all of you for showing up, and we truly do  
21 appreciate the participation.

22 Obviously there's a lot of difficult questions,  
23 and there's a lot of answers that everybody are  
24 looking for, but I just wanted to briefly go over  
25 what specifically us as the airport and the city are

1 doing obviously to address the noise impacts.

2 Right?

3 So we just talked about and listened to our  
4 presentation reference the Draft Environmental  
5 Assessment. And when we look at the noise contours,  
6 you know, those are things that FAA looks at are  
7 close in impacts basically essentially on top of the  
8 airport. But we clearly know obviously with all the  
9 great participation tonight that there are impacts  
10 that are further away from the airport.

11 So what I wanted to be able to do tonight is  
12 just address those, tell you exactly what we're  
13 doing and what we're working on and what our  
14 timelines are to help mitigate as much as we can the  
15 noise and the impacts for these aircraft that are  
16 flying over the top of Lakeland.

17 First slide. I know probably some of this is  
18 hard to see. This is our handout. I just want to  
19 briefly talk about the airport and what has happened  
20 over the last decade there. Over 440 million  
21 dollars has been invested into the airport.

22 Obviously various pavement projects, Amazon's  
23 development, solar farms, new hangar development and  
24 NOAA for example the Hurricane Hunters has been a  
25 significant investment in our airport over the last

1 decade.

2 Also when you look at our operations, our  
3 operation is two -- 24/7 356 days a year. We have a  
4 crash fire rescue station on the airport, station 7.  
5 We have green trucks that go to the airfields, red  
6 trucks that go to the public side. We also have 260  
7 based aircraft on the airport.

8 Our large runway is 8,500 feet long, so it's a  
9 very capable facility and obviously we have a lot of  
10 operations. We are the 124th busiest airport in the  
11 United States. So there's 520 towered airports in  
12 the United States. We're about the 124th busiest,  
13 so a lot of activity already including obviously  
14 what Amazon is doing today.

15 Next slide. Also we have about over 82  
16 businesses and organizations that are located on the  
17 airport with over 3,000 people that are working on  
18 the facility in our buildings whether they're  
19 private buildings or city owned and airport operated  
20 facilities, so it's very busy out there.

21 We have eight A and P shops. Those are  
22 aircraft mechanic shops, five flight schools.  
23 Obviously, again, NOAA the Hurricane Hunters are  
24 there, Draken International. So when you see  
25 fighter jets flying over the top of Lakeland and

1 it's not Sun n Fun, that's Draken International.  
2 They have about 300 mechanics that work there. They  
3 do aggressor flying for the Department of Defense.

4 Again, NOAA which has been a great partner and  
5 they arrived back in 2017 and they have about 110  
6 folks that work there and nine based aircraft that  
7 go out and fly into our hurricanes and do other  
8 missions around the country.

9 Now, I know this is a little bit hard to see.  
10 Over here on the boards I'm going to be available  
11 afterwards after public comments as well. But we  
12 are tracking all of the noise complaints that are  
13 coming into the airport. So each one we are  
14 documenting, we are recording it, and then we are  
15 also -- what this slide represents is a pin so we  
16 can help identify where the largest noise impact is  
17 or the areas that are being impacted the most away  
18 from the airport.

19 Our biggest two when we look at our heat map  
20 and where the most impact is, one is obviously  
21 Grasslands where we're making that hard turn to the  
22 north, and the other is east, the 27 approach east  
23 of South Florida out to Lakeland Highlands when  
24 we're flying right over the top. So we're very  
25 aware of that, and I want to talk real quick about

1 what we're doing to mitigate some of that.

2 So this slide right here, again it's a little  
3 hard to see, we have the boards over here, but this  
4 is essentially the extended center line for the 27  
5 approach. So this is out to the east over the top  
6 of South Florida all the way out to Lakeland  
7 Highlands. This is the pattern that the aircraft  
8 are flying today. They don't fly exactly that line.  
9 I'll show you a slide here in a minute, but that's  
10 the general extended center line and the pattern  
11 that they're flying today for the 27 approach.

12 Next. Again, this is probably a little hard to  
13 see, but the board is over here. This is the 27  
14 departures, so you have departures that go to the  
15 north over essentially County Line Road and all the  
16 warehouses out on County Line Road, and then there  
17 are aircraft that turn to the south out to the west.  
18 This is our preferred departure pattern because  
19 there's obviously a lot less development out there.  
20 There are still homes and there's still impact, but  
21 flying out to the west is our preferred pattern.

22 This represents the runway 9 arrivals, so  
23 essentially they're flying over the top of Plant  
24 City. Our instrument landing system is on runway 9.  
25 And so when the winds are out of the east they are

1 flying this pattern straight into runway 9.

2 And then when they depart runway 9, again if  
3 you can see it when they make that hard 360 north  
4 turn over Grasslands, we're very aware of that. And  
5 also the south turn over areas that are close to  
6 South Florida and Ewell and Pipkin as well.

7 So our noise mitigation and goals and our  
8 efforts right now, what we're doing specifically, we  
9 have hired a consultant, ABCx2, to help us develop  
10 several new approaches and departure procedures in  
11 and out of the airport. The first bullet there  
12 represents our preferential runways use program that  
13 we have in place.

14 And hopefully especially my Grasslands friends  
15 have noticed that in the mornings up to a 7 knot  
16 tailwind we are departing to the west. I want to  
17 say probably in the last two-and-a-half, almost  
18 three months we've departed over Grasslands in the  
19 morning. That's just because the winds were up and  
20 the tailwinds were higher than 7 knots, so they had  
21 to depart in that direction. But generally since we  
22 put this in place the departures over Grasslands to  
23 the east have been reduced drastically.

24 Regardless of the departure runway --  
25 because I'm sure you've seen this in the Lakeland

1       Ledger -- you know our aircraft are held down to  
2       2,000 feet. We want to when these aircraft are  
3       departing to get up and high and out of here as  
4       quickly as possible. We have complex air space  
5       being between Tampa and Orlando. They never thought  
6       our airport would grow into what it is today, but  
7       they are paying attention now especially with our  
8       friends at Grasslands who sent a lot of e-mails to  
9       the FAA noise portal to get them to pay attention.  
10      They are doing that and they are helping us, but  
11      this does take time, and there's a process to go  
12      through and we are working on that now.

13             The second -- the third bullet up there is the  
14      runway 27 visual approach what we're calling the  
15      parkway approach. So it's the air traffic coming  
16      from the east into the airport into 27. Our goal is  
17      to get them to fly directly over the Polk Parkway,  
18      and when they get to South Florida to side step to  
19      the south a little bit to line up with 27 and come  
20      into the airport. So we're working on that. We've  
21      been on several calls over the last several weeks as  
22      well with the chief pilots for the various airlines  
23      that fly for Amazon to get this put in place and we  
24      are making positive movement to get this done and  
25      our goal right now is to have this in place before

1 the end of the year.

2 And then the last one is runway 9 departures,  
3 and essentially for that we're looking to reverse  
4 the Polk Parkway approach and have them fly the  
5 reverse pattern that I just described to you for the  
6 27 approach, and with that as well to get these  
7 aircraft again up to 3,000 feet as quickly as  
8 possible -- 3,000 feet is kind of the sweet spot for  
9 these aircraft to be up to. And they don't want to  
10 loiter at 2,000 feet, they don't want to make these  
11 hard turns over Lake Hollingsworth and various other  
12 areas. They want to fly in defined patterns and get  
13 in and out of here. They do not like -- the next  
14 slide put up real quick.

15 I know this is a little hard to see again. I  
16 have the boards over here. But all these blue  
17 lines, the fine blue lines, and that's the RNAV  
18 approach into 27, but all the other blue lines are  
19 the visual approach they're making right now all  
20 over the place. And we want to correct that, get  
21 them into what is the red line up there, what we're  
22 calling the Parkway approach, and get them into a  
23 defined pattern, and get them in and out of the  
24 airport.

25 This is just another representation, so at the



1 top of the red line they would be starting at 3,000  
2 feet there. Right now there are times they are over  
3 the top of Lakeland at 1,600, right, and we don't  
4 want that. We want them to be up higher. If they  
5 come all the way down to make their turn to the west  
6 to get into 27, they're going to be at 3,000 feet  
7 and then when they get to essentially South Florida  
8 they would be about 1,300 feet which is higher than  
9 they are today, probably a mile east of what is  
10 happening right now and east of South Florida.

11 So I don't know if that's a little hard to  
12 understand, but again our goal is to get them to fly  
13 directly over the Polk Parkway and then side step  
14 when they get to South Florida into runway 27.

15 And again, this is just another representation.  
16 Again, the blue lines and all these visual  
17 approaches that they're flying are different lines  
18 and they're all the over the place. We want to get  
19 them defined into that red line over the top of Polk  
20 Parkway.

21 And I know there's a lot of information. I  
22 know we're going to open up the public comments now,  
23 but I will be available if anybody after the public  
24 comment period wants to meet me over at the boards  
25 I'm happy to explain it further. And again, thank

1 you all for your time. I appreciate it. We are  
2 working diligently to mitigate as much as we can as  
3 quickly as we can, so thank you for your time.

4 MR. PURCELL: Thank you. I'll now call upon  
5 people who registered to speak. People will be  
6 called to speak in the order registrations were  
7 received. If you've not yet filled out a  
8 registration card, please do so now and return it to  
9 the sign-in table so we can get you into the cue.

10 I would like to remind everyone in attendance  
11 that this portion of the hearing is for public  
12 testimony only. We cannot answer questions or  
13 otherwise respond to issues that you raise in your  
14 comments this evening.

15 Please come to the microphone when your name is  
16 called and state your name, spell your name and give  
17 your address for the court reporter to note in the  
18 hearing transcript. If you represent an  
19 organization, municipality or other public body,  
20 please provide that information as well. Please  
21 speak clearly so that we can hear your comments and  
22 so the court reporter can easily record your  
23 statement.

24 To help ensure that everyone has a chance to  
25 speak every person will be allotted three minutes to

