

<p>GAINESVILLE-ALACHUA COUNTY REGIONAL AIRPORT AUTHORITY</p> <p>Thursday, March 26 2009 - 4:00 p.m.</p> <p>Gainesville Regional Airport</p> <p>Airline Terminal – Board Room</p> <p>Monthly Meeting</p> <p>AGENDA</p>

➔ *Please be courteous and turn off all cellular phones and beepers.* ➔

CALL TO ORDER BY THE CHAIR

INVOCATION

PLEDGE OF ALLEGIANCE

ROLL CALL

DETERMINATION OF A QUORUM

APPROVAL OF MEETING HIGHLIGHTS

The Airport Authority will review and approve the GACRAA monthly meeting Highlights of February 26, 2009.

Recommendation: Motion to approve the meeting Highlights of February, 2009 and authorize the Chair and Secretary/Treasurer to execute the documents on behalf of the Airport Authority.

ADOPTION OF AGENDA

CITIZENS INPUT – NON-AGENDA ITEMS

AIRPORT AUTHORITY INPUT – NON-AGENDA ITEMS

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GAINESVILLE-ALACHUA COUNTY REGIONAL AIRPORT AUTHORITY

**Thursday, February 26, 2009 –4:00 p.m.
Airport Passenger Terminal – Board Room
Monthly Meeting
Highlights**

Call to Order by the Chair: Chair Kinnon Thomas called the meeting to order at 4:00 p.m.

Invocation: Mr. Ian Fletcher delivered the invocation.

Pledge of Allegiance: Chair Thomas led the Pledge of Allegiance.

Authority Members Present at Roll Call: Billy Brashear, William Breeze, Ian Fletcher, Win Phillips, Remzey Samarra, Kinnon Thomas and Janet Woods were present.

Peter Johnson arrived at 4:03 p.m.

Mark Goldstein arrived at 4:14 p.m.

Ex-officio member Brent Christensen was absent.

City of Gainesville liaison Erik Bredfeldt was absent.

Determination of a Quorum: It was determined that a quorum was present at roll call.

Approval of Meeting Highlights for January 22, 2009 and February 18, 2009

Mr. Breeze moved approval of the monthly meeting highlights for January 22, 2009 and the special meeting highlights of February 18, 2009. Dr. Brashear seconded the motion. Motion passed.

Adoption of the Agenda

Dr. Brashear moved to adopt the agenda. Dr. Phillips seconded the motion. Motion passed.

Citizens' Input – Non-agenda Items – None

Tenant Report

Mr. Bill Pokorny, University Air Center, announced that UAC will host 18-20 T-45 U.S. Navy trainer jets on Wednesday, March 11.

Airport Authority Input – Non-agenda Items

Mr. Breeze asked for an update regarding the status of the Eclipse Aviation bankruptcy case.

Mr. Penksa stated that all Eclipse Aviation employees have been terminated at the Gainesville facility. He reported that staff is pursuing contact with the former local Eclipse Aviation managers so that arrangements can be made to secure the hangar. He noted that staff has met with a few real estate firms that operate globally and that an RFQ will be developed to secure services to market the facility. Mr. Penksa reported that staff has also contacted the Gainesville Chamber of Commerce, Enterprise Florida

and state legislators to obtain assistance in finding a new tenant. He noted that the FAA would prefer installing an aeronautical service provider in the facility.

Consent Agenda - None

Airport Business:

Information Items:

Mr. Penksa reported that Mr. Don Stanley, Attorney for the Authority, has contacted TSA regarding past due rent owed to the Authority for the storage of hurricane preparedness supplies. Staff has also pursued payment via normal channels and anticipates receiving payment in February or early March.

Mr. Penksa reported that staff is still waiting for RD Air Services to provide comments on a proposed Concession Agreement for the "Flying Tiger Café" which will be located in one of the new RD Air Services hangars.

Mr. Penksa reported that staff will meet with FDOT representatives on February 27 to discuss options for further study of cleanup of the former horseshow grounds in preparation for construction of the new access road. Staff also wishes to discuss minor design changes to the west-bound lane near the terminal to accommodate proposed expansion of the rental car service center and rental car ready return lot in this area.

Mr. Penksa reported that staff's consultant has identified a suitable location available from a private developer for placement of the conservation easement required by the St. Johns River Water Management District (SJRWMD) to mitigate wetland clearing issues associated with work done in the early 1990's (Taxiway A Extension) and mid-1980's (tree clearing in the approach to Runway 29) respectively. Staff requests Board support to complete an appraisal of the proposed easement and continue negotiations on the property. City staff also continues to look for a suitable property for joint purchase with GACRAA. This option appears unlikely given the required time for completion imposed by the SJRWMD. Mr. Penksa stated that the SJRWMD called earlier in the day to inform him that a newly identified property that the City is interested in purchasing would satisfy the mitigation requirement.

Mr. Penksa reported that the Airport's consultant met with Airport staff and local car operators on 2/23/09 to discuss the rental car service facility project requirements. Several concepts will be developed after data collection is completed. A first step meeting with the city will follow to discuss city requirements and site permitting.

Mr. Penksa reported that the City Commission approved an extension of the proposed Hatchet Creek development to a later DCA approval cycle. However, the developer has another plan for 700-800 units in a smaller development on the same property. He noted that the City Commission recently approved an expenditure of approximately \$1.2 million to upgrade the greens at Ironwood Golf Course which is surrounded by the developer's property.

Mr. Samarra noted the potential impact an age-restricted residential development would have on the long-term success of the Ironwood Golf Course and the City Commission's willingness to approve the proposed expenditure to upgrade the greens in light of the current economic climate.

Mr. Goldstein recommended that GACRAA Board members continue to advance the Authority's position regarding airport noise /land-use issues with City Commissioners.

Other members of the Board recognized the perception that the long-term success of the golf course may depend on the proposed Hatchet Creek development and agreed that another round of educational meetings with City Commissioners may be beneficial.

Mr. Penksa reported that staff contacted the FAA on February 20 to determine the status of the Part 150 Noise Study. As of February 20, the FAA reported that it anticipates completing its review in two weeks and publishing the revised Noise Exposure Maps in the Federal Register in March.

Mr. Penksa reported that the new Tailwind food and beverage concession plans to begin operations on April 1, 2009 in the airline terminal. The concessionaire has a local on-site manager who has been coordinating start-up activities. All permits for the sterile area build-out and installation of equipment has been secured. New electric service to the sterile gate area counter has been installed. Concessionaire's equipment has been arriving on site. Construction of the build out and installation of equipment is expected to begin on March 9th.

Mr. Penksa reported that the General Aviation Apron Rehabilitation project is in the design phase. He stated that soil testing revealed contamination; additional testing will be done to determine the source of the contamination.

Mr. Penksa reported that the FAA is hesitant to fund the Taxiway A Pavement Rehabilitation because the Airport Layout Plan depicts a future (20 years out) relocation of the Taxiway. The ALP will be updated to reflect the current location so that the pavement project can go forward.

Mr. Penksa reported that a Wildlife Hazard Study will be conducted to develop a Wildlife Management Plan for the Airport. Staff will obtain proposals for the work and will apply for discretionary FAA grant funding for the project.

Mr. Penksa reported that staff will apply for FAA funding from the Federal Stimulus Package for an Airport Wildlife/Security Fence project. Areas to be "fenced-out" include wetland and deer habitat areas.

Mr. Penksa reported that that the Taxiway A-1 and B Rehabilitation project will soon be completed.

Mr. Penksa reviewed the Air Traffic Volume and Load Factor Reports. He noted that Delta Connection will add two (2) regional jet flights in March.

Ms. Danisovszky reported that TV20 visited the Airport earlier in the day to film a story about how the airlines turn a flight in twenty (20) minutes.

Mr. Penksa announced that Mr. Ken Williams was named Station Manager of the Year by Atlantic Southeast Airlines (ASA). He noted that staff is watching ASA closely; he reported that ASA recently lost seven (7) Delta Connection stations to Pinnacle Airlines.

Mr. Penksa reported that American Airlines received the Airport's air service development proposal but indicated that it was interested in a \$2 - \$3 million revenue guarantee to offer service between Gainesville and Miami. The Airport's proposal offered substantially less than the sought-after amount.

Finance Report

Mr. Matt Lyons, CFO/Business Manager, reviewed the Finance Report for the period ending January 31, 2009. He reported the following results:

Revenue	January Year-to-Date Actual (4 mos.)	January Year-to-Date Budget (4 mos.)	Variance Over / (Under)
Total Operating Revenue	\$1,477,147.66	\$1,457,087.90	\$20,059.76
Expenses	January Year-to-Date Actual	January Year-to-Date Budget	Over / (Under)
Total Expenses	\$1,105,830.74	\$1,173,365.03	(\$67,534.29)
Income (Loss) Before Depreciation and Interest	<u>\$371,316.92</u>	<u>\$283,722.87</u>	<u>\$87,594.05</u>
Interest (Capitalized and Expensed)	<u>\$156,661.54</u>	<u>\$182,195.44</u>	<u>(\$25,533.90)</u>
Income (Loss) Before Depreciation	<u>\$214,655.38</u>	<u>\$101,527.43</u>	<u>\$113,127.95</u>

Mr. Goldstein requested that future financial reports include a detailed breakout of the Administration Department expenses.

Mr. Penksa reported that FAA will lease only part of the former AFSS building; another electric meter is being installed to accommodate the FAA's leasehold.

Dr. Phillips moved to accept the Finance Report. Mr. Breeze seconded the motion. Motion passed.

Mr. Goldstein and Mr. Phillips commended staff for its good fiscal management of the airport.

Acceptance of FDOT JPA# 42607619401 – New Hangar Doors for Building GA-22 – Resolution 09-008

Mr. Penksa reported that FDOT offered to fund up to fifty percent (50%) of the eligible costs for the design, purchase and installation of new hangar doors; the remaining fifty percent (50%) will be funded by GACRAA.

Dr. Phillips moved to adopt Resolution 09-008 accepting a Joint Participation Agreement (JPA) from FDOT and authorizing execution by the CEO on behalf of GACRAA for the design, purchase and installation of new doors for the former DayJet Hangar (Building GA-22). Mr. Breeze seconded the motion. A roll call vote followed: Dr. Phillips – aye, Mr. Samarra – aye, Ms. Woods – aye, Dr. Brashear – aye, Mr. Breeze – aye, Mr. Fletcher – aye, Mr. Goldstein – aye, Mr. Johnson – aye and Mr. Thomas – aye. Motion was adopted 9-0.

Acceptance of FDOT JPA # 40451839401 – Design for Taxiway A Rehabilitation – Resolution 09-009

Dr. Phillips moved to adopt Resolution 09-009 accepting a Joint Participation Agreement (JPA) from FDOT and authorizing execution by the CEO on behalf of GACRAA for the design for the rehabilitation of Taxiway A. Mr. Fletcher seconded the motion. A roll call vote followed: Mr. Samarra – aye, Ms. Woods – aye, Dr. Brashear – aye, Mr. Breeze – aye, Mr. Fletcher – aye, Mr. Goldstein – aye, Mr. Johnson – aye, Dr. Phillips – aye and Mr. Thomas – aye. Motion was adopted 9-0.

RFP for Solar Photovoltaic Generating System

In response to inquiries from solar array operators, staff has identified three (3) sites on Airport property that would be suitable for the installation of solar photovoltaic generating systems. The sites selected by

staff should not interfere with navigation or aircraft operations and are not designated for aviation development in the Airport Master Plan. The use of the land and suitability for solar must be approved by FAA. Staff believes the installation of solar arrays would provide a new revenue stream for the Airport with minimal expense. Staff has prepared a RFP package for the solicitation of one (1) or more operator(s) to design, construct, own and operate a solar photovoltaic generating system(s) for a suggested maximum twenty (20) year term.

Mr. Goldstein moved to approve an RFP package as described in agenda packet summary, subject to review of legal counsel, and to direct staff to proceed with the advertisement and solicitation of proposals. Dr. Phillips seconded the motion. Motion passed.

RFP for Rental Car Concessions

In June of 2004, the Gainesville-Alachua County Regional Airport Authority entered into five (5) year concession agreements with Avis Rent A Car System, Inc., Budget Rent A Car System, Inc., Enterprise Leasing Company, The Hertz Corporation and Vanguard Car Rental USA, Inc. These agreements expire May 31, 2009. Staff has prepared a new RFP package for the solicitation for five (5) operators, each for a five (5)-year period beginning June 1, 2009 and ending May 31, 2014.

Dr. Phillips moved to approve the RFP package as described in agenda packet summary, subject to review of legal counsel, and to direct staff to proceed with the advertisement and solicitation of proposals. Mr. Breeze seconded the motion. Motion passed.

Tenant Reports

Mr. Ron Dudley, Gator Aviation Services, reported that the company is still considering a second set of hangar doors, but a decision has not been finalized.

Mr. Dudley reported that University Air Center’s new jet parking scheme has made a dramatic difference; jet blast is considerably less and employee sickness due to fumes has been reduced by approximately ninety-five percent (95%). He noted that the new parking arrangement has been enormously helpful to Gator Aviation Services.

Mr. Scott Branham, RD Air Services, reported that business in February has been slow; this has made it possible to take a jet out of service for an interior renovation.

Airport Authority Attendance

No issues to report at this time.

Airport Authority Comments - None

Adjournment

There being no further business, Chair Thomas adjourned the meeting at 5:15 p.m.

GACRAA Monthly Meeting

Chair

Date

Secretary/Treasurer

Date

AIRPORT BUSINESS

1. Information Items

➔ Project Summary

1. Transportation Security Administration Hurricane Preparedness

Gainesville Regional Airport has been chosen to house emergency supplies such as food, water, generators and trailers required to support TSA staff at airports affected by hurricane damage. The inland location is strategic for distribution, with some protection afforded through distance from the Atlantic Ocean and Gulf of Mexico. Materials will be staged at GNV, standing ready for dispatch anywhere in the southeastern United States. Materials have begun to arrive, many of them housed at Florida Food Service, and staff will develop a lease amendment to accommodate this new TSA activity.

On June 16, Narissa Charles from the Division of Homeland Security informed us that the emergency supplies currently stored at GNV and Florida Food Service will be moved to Orlando where they can be stored free of charge. Frank Stagl believes the move will occur prior to the end of September.

Payment of fees due will be in a lump sum after the move is complete. This allows DHS to generate a purchase order as opposed to generating a contract which has proven to be problematic.

As of July 30, 2008 the supplies will have been in storage for 23 months. At \$3,000 per month the total due as of July 30 will be \$69,000. TSA has paid \$6,000 of that fee, leaving \$63,000. The amount due Florida Food is \$49,680. The Airport will receive the remaining \$19,320.

TSA expected week of 3/16 that all required paperwork to create purchase order will be completed by week of 3/23 and once purchase order is complete, TSA can begin payment of the outstanding balance.

2. RFP # 07-002 Corporate Hangar Area Development

The Board accepted a proposal from RD Air Services, LLC to develop approximately 2.75 acres of property as a Corporate Hangar site to include ramp and taxi lanes. RD's construction site plan has been approved by the City and approved by GACRAA at its June 27 meeting.

Hangar doors have been installed. Paving of taxiway, apron and parking lot is complete. Security fencing has been installed. Landscaping is underway and interior finishes are being completed.

The project is essentially complete. Staff has received a copy of the certificate of completion and as-built drawings for our records. RD has also requested the right to operate a small restaurant/coffee shop in their facility. This service is not covered in their lease agreement and is not listed in the Airport's Minimum Standards documents. The proposal needs to be evaluated by the Board for further action.

GACRAA approved negotiating a short-term agreement with RD Air Services for the operation of a small restaurant. Payments to GACRAA will be 3% of gross sales. Staff has developed a draft lease for further review by RD Air Services and GACRAA's attorney. Staff recently met with RD Air Services to discuss the lease terms and no major obstacles are expected. The new restaurant will be called "Flying Tiger Café". Staff has submitted the latest draft of the Concession Agreement to RD Air and is waiting return for further comments or an executed agreement. As of 3/23/09, staff is still waiting for final comments on the concession agreement to be returned.

3. New Entrance Road between Airline Terminal and Waldo Road

An earmark was received in the USDOT Highway Reauthorization Bill. \$950,000 in additional funding for this project was also announced as FDOT Growth Management funding. A member of the Delegation has expressed an interest in putting a sign with Airline logos on Waldo Road. A task order for design was approved by the Board and an FDOT grant agreement has been accepted. The Airport needs to develop additional airside land to meet future general aviation needs. The FAA's Orlando ADO is of the opinion that the project does not qualify for AIP or PFC funding. The federal grant does not require any local match, but is insufficient to complete the project. More federal funds will be needed to complete the project without a large local share. FDOT has notified staff that construction of a partial road using 100% of the available federal funds with no state or local match is acceptable. The partial road will provide access to approximately 33 acres of airport land for future aeronautical development as well as a connection to the proposed county commerce park. The City Plan Board, in its approval of rezoning the current fairgrounds site for use as a business park, is in favor of utilizing access from Waldo Road via the proposed Airport Entrance Road. GACRAA has approved moving forward with the project to use up the federal funds available at 100% of project costs. The available funds will pay for approximately 1,700 feet of two-lane roadway. The road will not connect with the terminal loop road until additional federal funds are made available. Staff will pursue additional federal funding at the appropriate time in hopes of completing the road. Design work is scheduled to be completed by 6/2/2008 with bidding scheduled to occur on 8/14/2008. Construction of Phase I is scheduled to be substantially complete in June of 2009. Airport staff recommends pursuing

additional Federal Highway funds to complete Phase II of the road with little or no local match. The amount needed to complete Phase II is estimated at \$3,295,751. GACRAA approved staff's recommendation to pursue additional federal funding at its public meeting on February 28, 2008.

The U.S. Army Corps of Engineers has advised staff that the former horseshow grounds was used as a practice bombing range during WWII. There is a possibility that hazardous ordnance may exist below the surface and must be disposed of. This will impact the schedule of the road construction. Staff is awaiting additional information including plans from the Army regarding eventual clean-up. The Army has initially indicated that it may be many years before they can complete the clean-up. GACRAA has the option to take ownership of the contamination and perform its own cleanup. Staff will investigate the available options.

The City has sent a public records request to the Army for information related to the site. Airport staff met with the City and County representatives regarding future use of the site and cleanup options. A joint effort to enlist the support of our legislative delegation was discussed.

Staff has obtained a proposal from URS, Inc. for a preliminary assessment to determine the likelihood of unexploded ordnance. The scope of work for the investigation is similar to what the Army Corps of Engineers would perform and URS has experience performing this type of work for the Army Corps of Engineers. Staff is evaluating the proposal and has sent a request to FDOT to determine if the work is eligible for reimbursement under the existing road design and construction grant. Airport staff met with the design engineer and City staff on September 17th to discuss mitigation of wetland impacts expected in Phase II. It was determined that SJRWMD mitigation requirements will prevail. Minor impact of the man-made wetlands is anticipated. SJRWMD has put a hold on approval of the project until the Airport's prior obligation for a conservation easement is met.

FDOT has offered to complete the Phase I assessment to determine if Army ordnance may exist at the site. FDOT is issuing a task order to one of their existing consultants. Work is expected to begin by October 30, 2008.

Staff has notified the SJRWMD that FY09 FDOT funds have been approved for assistance with the previous conservation easement requirement. Staff is awaiting the engineer's response to SJRWMD's latest comments on stormwater design and will add our latest plans to satisfy the conservation easement requirement. Staff as re-contacted the City regarding potential partnering on conservation land using FDOT funds. City staff is examining options.

Shaw Environmental has begun the Phase I examination of the site under contract with FDOT. Staff is awaiting the results of the study.

Staff has received a copy of the Phase I study. The study indicates a high possibility of some ordnance on the property in the area where the road will be

located and further examination is recommended. Staff will confer with FDOT on how best to proceed with further physical examination and clean-up of the site as well as funding eligibility. Staff has a meeting scheduled for February 25, 2009 with FDOT representatives. The purpose of the meeting is to discuss options for further study of cleanup of the site in preparation for construction. Staff also wishes to discuss minor design changes to the west-bound lane near the terminal to accommodate proposed expansion of the rental car service center and rental car ready return lot in this area.

A contract to begin Phase II of the ordinance investigation has been issued. Shaw Environmental will use a magnetometer to locate possible ordinance "targets" on either side of the roadway. Work is to be completed by May 31, 2009. One hundred percent (100%) of the investigation is to be paid from federal construction grant funds administered through FDOT.

4. Airline Passenger Terminal Renovation

Atrium - TSA would like additional safeguards installed on the automatic doors. The doors that have been installed are similar to the original revolving door in the terminal which was previously fine with TSA. It is believed the doors were installed as specified. This is not a contractor issue at this time. The architect and staff are looking at various additional security options and are gathering prices. The atrium HVAC was built as specified but noise from the air handler is greater than expected. Staff is working with the architect and contractor to find an affordable way to reduce HVAC noise. Reducing the size of the fan pulley and covering the first couple of outlets have been suggested as an easy way to get some noise reduction. If it is not sufficient, baffles may eventually need to be installed in the duct works.

The contractor is still completing a few minor punch list items remaining from the second walk-through inspection. Remaining issues are primarily related to the interior signage. New doors to seal the revolving doors when not in use have been ordered "off-contract" and were installed in November. All CCTV cameras have been installed. The installation of new passenger information video displays is almost complete. The programming of messaging software and training are now underway.

An open house dedication was held on December 2 and was well attended. Staff is working to close out the project. Final invoice, as-built drawings and closeout documents need to be submitted by the contractor and approved. Staff will submit an application to FAA for FY09 funds to reimburse GACRAA for 95% of the remaining balance of Phase II work completed by MILCON (now approximately \$100,000).

Further modifications to the emergency exit doors in the atrium area have been permitted and should be complete by 1/23/09. These doors will no longer be required as emergency doors. A mag lock will be installed to address TSA

concerns. The revolving doors will need to be monitored at certain times throughout the day. Staff has submitted a grant application to TSA to help with terminal security costs.

All physical changes to the doors are now complete. Staff is awaiting a decision by TSA regarding GACRAA's LEO Reimbursement Grant request. These funds would be used to help fund monitoring of the doors when required.

5. Multi-Modal Facility

Utilizing the FY05 USDOT grant and FDOT Growth Management funding, a Phase I scope of work is being developed. A bus/shuttle stop, taxi cab queuing area, and private vehicle waiting area are anticipated as elements of this project. Staff has submitted an application to use 100% of the federal funds available (approximately \$291,534) with the minimum amount of local match (10%).

Staff has received engineering proposals for the project and is evaluating alternatives.

6. St. Johns River Water Management District (SJRWMD)

The water management district is pursuing resolution of conservation easement recordation and wetland clearing permits associated with work done in the early 1990's (Taxiway A Extension) and mid-1980's (tree clearing in the approach to Runway 29) respectively. The water management district has tentatively agreed to the proposal of recording the easement on Gum Root Park property. The City Commission approved recordation at its June 26, 2006 meeting if they receive \$118,000 from GACRAA. The Commission must now approve Amendment # 2 to the Interlocal Agreement that the GACRAA Board approved on October 26, 2006. A survey of the easement has been prepared by RS&H as well as a draft easement area management plan. Both have been submitted to SJRWMD for approval. Airport staff will work with the City of Gainesville to develop an MOU for continued city maintenance of the area to remove exotic species. Comments to the proposed easement language have been received from SJRWMD and have been forwarded to the City Attorney's office for review. The City would like the Airport to remove the Gum Root area from the FAA Exhibit A map. The FAA will not approval removal of the property unless the Airport can demonstrate that it was added by mistake. The FAA is not in favor of a transfer of the funds from GACRAA to the City as they would consider this revenue diversion. FAA also must approve the easement language and wants the Airport to retain authority to mitigate potentially hazardous wildlife. SJRWMD in not in favor of such language. Staff has asked SJRWMD if there are opportunities to purchase land for conservation off-site. SJRWMD is investigating. Staff has approached the City about working together to mitigate off-site as well. Staff met with city officials and a representative of the SJRWMD on March 18th to discuss how the City and GACRAA can team to purchase land for our mutual benefit. The City would like to receive \$118,000 previously agreed to by GACRAA to place a conservation

easement on the Gum Root Park site. The City would either place an easement acceptable to the SJRWMD on another City property or leverage GACRAA funds with City and State funds to buy new property for conservation. Staff is in favor of pursuing this approach as it offers an economical alternative to meet the SJRWMD requirement and keeps the environmental benefits of additional conservation land within the City of Gainesville. Staff is expecting a letter from the City requesting GACRAA support.

The GACRAA Board approved the City's proposal dated March 26, 2008 to either place an easement on existing City conservation land or purchase new land and provide an easement acceptable to GACRAA and the SJRWMD in exchange for payment of \$118,000. Staff is awaiting further direction from the City.

City staff has been unable to locate a site for joint purchase acceptable to the SJRWMD. Staff has requested a meeting with the FAA to discuss the matter and requested another determination as to whether the original wetland mitigation requirement for the Taxiway A extension is eligible for AIP funding. Staff is awaiting a response from the manager of the FAA's Orland ADO.

The City has been unable to locate a property for joint purchase acceptable to the SJRWMD. The FAA issued a letter dated 9/16/08 stating that FAA is unable to remove the Gum Root Park parcel from the Airport's Exhibit A property map. The FAA further stated that removal of the property from the map without fair market value remitted to the Airport would jeopardize future Airport funding.

Staff has secured up to \$200,000 of FDOT funding for wetland mitigation at the 50% participation level. Staff has again contacted City staff to identify properties for joint purchase utilizing the additional FDOT funds.

Staff has asked the City to continue to look at options for cooperative purchase. Staff is now working with a local environmental firm to locate affordable private mitigation land within the county and SJRWMD watershed. SJRWMD will not issue new permits involving wetland impacts until the previous obligation is resolved.

Staff's consultant has identified a suitable location available from a private developer for placement of the conservation easement. Staff requests Board support to complete an appraisal of the proposed easement and continue negotiations on the property. City staff also continues to look for a suitable property for joint purchase with GACRAA. This option appears unlikely given the required time for completion imposed by the SJRWMD.

The City has come forward with a potential property for joint purchase and is being evaluated for compliance with the mitigation requirements.

7. Gainesville Regional Utilities (GRU) Rebate

A rebate check in the amount of \$40,000 has been approved by GRU for the new terminal HVAC system and LED exit lighting; a check is anticipated after the terminal project is completed. Representatives from GRU visited the airport on July 25th to inspect the improvements. GRU has issued a check to GACRAA in the amount of \$40,000. A check ceremony is being planned. Staff is preparing a new rebate request for conversion of Taxiway B edge lighting to LED lights.

8. Automated Flight Service Center

Lockheed closed the GNV AFSS on July 30, 2007. Staff has contacted AFSS to confirm their intentions for the building. The current lease expires September 30, 2008. FAA Airways Facilities management is considering vacating its current location across the road from UAC and occupying the AFSS building. Staff will prepare recommendations for future use of the building at market rate for presentation to the Facilities and Planning Committee.

A representative from FAA's real estate branch met with Airport staff on April 23, 2008. FAA is proposing to rent approximately 4,353 sq. ft. of the 8,000 sq. ft. building for its Facilities branch. A portion of this (restrooms, locker room/employee lounge) would be available for joint use. FAA Facilities would vacate its existing 1,947 sq. ft. building which it rents from GACRAA at the rate of \$13.22 per sq. ft. FAA currently rents the AFSS building for \$55,600 per year (approximately \$6.95 per sq. ft.). All of the revenue for the facility is passed directly on to the City as the City financed the construction. GACRAA provides building maintenance, grounds keeping and custodial services under the lease for which it receives no compensation. Some of the building mechanical systems, especially HVAC rooftop units, are in need of replacement.

Wall coverings within the building are in need of replacement. The FAA would like the airport to install a floor to ceiling security wall to segregate FAA functions from any other tenant areas. FAA would like to retain joint use of the facility restrooms and employee lounge. Staff is obtaining estimates to construct the security wall. While FAA has need of only a portion of the building, they will consider renting the entire facility if there is sufficient incentive to do so.

Staff is in the process of hiring a local real estate appraiser to prepare a market rent analysis of the AFSS building. The appraisal will assume that all required improvements have been completed and the building is ready for occupancy. The appraisal should be complete by the end of June. The draft appraisal has been completed. Some minor changes to the text have been revisited and the market rent appraisal needs to be adjusted to reflect that the tenant pays for utilities. A copy of the final report will be sent to FAA for consideration. FAA has approved a third option which is to construct a small equipment building on airport property and vacate the AFSS facility completely. Staff held a teleconference with FAA representatives on August 4th to discuss rental options including an extension of the existing lease, rental of part of the existing building or rental of land for construction of a new equipment building. Staff is awaiting a response from FAA on which option they wish to pursue. Staff anticipates a proposal from FAA to rent

approximately 3,144 sq. ft. in the AFSS building for 1 – 2 years at the appraised rate.

FAA submitted a proposal to rent 3,144 sq. ft. of space at the rate of \$36,784.80 per year. Details are being worked out on splitting of utilities. FAA has paid rent for the entire facility for the month of October at the previous rate of \$55,600 per year.

The new local FAA manager, Michael Branner, is still exploring options for relocating the existing office operations into the AFSS building and renting the entire facility; GACRAA will have to upgrade the finishes in the building and the HVAC system.

9. Consolidated Rental Car Facility and Expanded Ready Return Lot

A \$3.00 Customer Facility Charge (CFC) went into effect August 1, 2005. Initial conceptual design work has been completed. The project scope must be revised in order to fit within the original budget. A meeting with the local rental car representatives was held on April 20, 2007. Only the representative from Hertz attended. Staff has prepared a reduced facility to fit within the original scope of work. A drawing of the revised project site plan has been prepared by RS&H and has been circulated to the rental car companies for comment. Three companies have submitted comments so far and the concept plan will be revised as comments are received.

Staff met with representatives of all rental car companies on June 5, 2008. Staff does not recommend borrowing funds against airline passenger generated CFCs for service center construction at this time. The rental car managers agreed. Staff and rental car managers would prefer to use CFC funds to expand the rental car ready return lot and improve the rental car counter area. Staff is looking at various options and will submit proposals to the Facility and Planning Committee as appropriate.

The consultant has provided several schematic concepts. Staff has made initial comments and the consultant will submit revised concepts for comment from the rental car companies.

10. Expanded Rental Car Ready Lot

Staff met with rental car representatives on June 5th. The local rental car managers prefer GACRAA move forward on expanding the ready-return lot ASAP and give this project priority over the car service center (Quick Turnaround Facility) using CFC funds. Staff will ask one of our consultants to prepare an estimate of construction costs for further consideration.

Representatives of Hertz and Avis/Budget requested a meeting with staff to discuss options regarding CFC funds. A meeting has been scheduled for October 28, 2008.

Staff met with the above mentioned rental car companies to discuss Airport staff's initial concepts for both the ready return lot and the car service facility. The rental car companies are evaluating the concepts and will make comments. Once comments are received, staff will make a recommendation to the Facilities and Planning Committee. A December meeting is anticipated.

Staff met with all rental car companies to discuss a plan to expand the existing National car service facility. Both the rental car companies and GACRAA Facilities & Planning Committee were in favor of this option. Expansion of the ready return lot is still the highest priority for existing CFC funds. The Facilities & Planning Committee has approved hiring a consultant to develop expansion alternatives and prepare cost estimates. The consultant will work closely with the rental car operators. Once an alternative has been selected, staff will submit a recommendation for construction.

The consultant met with Airport staff and local car operators on 2/23/09 to discuss project requirements. Several concepts will be developed after data collection is completed. A first step meeting with the city will follow to discuss city requirements and site permitting.

11. ADS-B Installation

Gainesville is one of five sites in Florida to receive new technology that will broadcast traffic information to aircraft. Installation of equipment was anticipated in 2004. An obstruction survey of the approaches for an LPV approach has been completed. Several trees were identified for removal to minimize visibility minimums. The Airport located and marked the trees for eventual topping or removal. Some of the trees closest to the airport have been topped. Staff has requested an updated schedule for funding and installation of the approach from FAA. FAA has hired a firm to perform ground and aerial obstruction surveys in preparation for the approach. The ground survey work began in February, 2008.

Two (2) possible antenna sites have been discussed for the ADS-B broadcast. The one near the existing ARFF building sufficiently away from the rotating beacon was favored by the Facilities and Planning Committee. A representative from ITT, one of the contractors for installation looked at the site and seems favorable to it. The antenna would be "in the shadow" of the existing rotating beacon.

ITT has notified staff that FAA would like to proceed with construction of the tower at the ARFF building site. The tower will be sited so as not to inhibit future expansion of the ARFF facility. Construction is expected to take place in the last two weeks of July 2009 and commission is expected to occur in mid-February 2010.

12. Hatchet Creek Development

On February 28, 2007, a developer held a Neighborhood Workshop to discuss a proposed Large-scale Comprehensive Plan Amendment on 498± acres near the Ironwood Golf Course. The proposed project will change the land use from Single Family Residential and Industrial to Planned Use District (PUD) to allow for mixed-use development including single-family residential units, multi-family residential units, commercial space, and office space. The eastern boundary of the site is approximately ½ mile from the end of Runway 11-29, the Airport's primary runway. Staff has communicated to the City Manager and to City Commissioners the airport's opposition to the proposed zoning change on land adjacent to airport property. The property in question is within the 65 ldn – 70 ldn noise contour, and residential zoning is not a compatible use for this land. City Planning staff has provided its recommendation, to approve with conditions, to the City Plan Board. The developer has re-submitted his application and proposes 1,500 age restricted dwelling units, 500 assisted living units, 100,000 square feet of office space and 100,000 square feet of retail/commercial space. Staff believes the developer has agreed to provide noise insulation and aviation easements over the entire property. The developer is to provide copies of the easement language to GACRAA's attorney. The application went before the City Plan Board on September 20, 2007. The city arranged a conference call with FAA personnel at the Orlando Airports District office on September 5th to discuss FAA's concerns and available options. FAA is not in favor of changes to existing Industrial zoning to Residential. City Staff has recommended approval with conditions but does not recommend changing existing Industrial zoning or allowing residential construction within the City's established 65 dnl zone. The City is encouraging GACRAA to update the airport noise contours as quickly as possible. GACRAA and the City will need to decide which contours are appropriate for update of the City's Airport Hazard Ordinance and comprehensive noise plans. GACRAA has approved a task order with RS&H to update noise contours as the first phase of and FAA Part 150 Study is underway.

The developer has proposed modifications to city staff conditions as requested. The City Commission agreed to consider his proposal at a special meeting on April 16, 2008. The City Commission has asked GACRAA to provide any preliminary Noise Exposure Maps from its Part 150 Study at that time. Commissioner Donovan has also requested a briefing on current application of lower level noise contours, i.e. 55 or 60 dnl for land use zoning around airports and reports of noise effects and impacts at levels below 65 dnl. Forecast noise maps are not expected to be available by the time of the City Commission meeting. Board Chair Peter Johnson has explored the possibility of relocating the golf course to an east-west orientation below the R/W 11 final approach path to occupy more of the noise contour area. Chair Johnson has discussed the idea with the developer and members of the commission. Staff recommends the GACRAA Board discuss the idea and hear other possible alternatives and give clear direction to staff. Staff recommends that any proposal to reorient the golf course or other alternate plans be reviewed and approved by FAA with respect to GACRAA and City FAA grant assurances, and that the plan be agreed to by the developer and the plan be included in the list of conditions for PUD approval by the City Commission.

The GACRAA Board voted at its March meeting to recommend to the City that no changes to the Airport Hazard Zone or approval of residential units therein should occur until Phase I of the Noise Study has been completed and GACRAA is able to make its own recommendation regarding changes to the City's Airport Hazard Zoning ordinance.

At the direction of the City Commission, the City of Attorney held a public meeting on May 7 2008 at 2:00 pm with the Developer, City planning staff and Airport staff and Chair, Peter Johnson. The purpose of the meeting was to identify areas within the industrial zone where residential development could occur and not adversely impact airport operations. Staff could not identify areas outside of the City's current Airport Hazard Zone where residential development could be considered. Mr. Penksa believes that any change in the industrial zoning should be considered only in the context of an updated Airport Hazard Zoning Ordinance based on FAA approved Noise Exposure Maps (including forecasted maps) these maps are now being completed under Phase I If the FAR Part 150) Study. The City Commission will again consider the Hatchet Creek proposal on June 9, 2008.

The City sent its application for amendment of the City Comprehensive Plan to include the Hatchet Creek Development with restrictions to the state Department of Community Affairs (DCA) for approval. At the direction of the GACRAA Board and with assistance of airport counsel, staff sent a letter of objection under Florida Statute 163.3184(6)(a) on July 22, 2008 to DCA. DCA is expected to send its OCR (Objections, Comments, and Recommendations) Report to the City the week of 8/25/08.

DCA issued its OCR Report to the City on August 26, 2008. The report objected to the City approval of the development in anticipation of updated Airport Hazard Zoning Regulations (Policy 4.3.5.d). DCA requires the City to hold a public hearing for adoption of the Comprehensive Plan Amendment (CPA) within sixty (60) days of the report. The City held a Second Reading of the proposed CPA on October 16, 2008. The City Attorney and City staff maintained that the developer's application must be approved using the 65 dnl map contained in the current noise ordinance per DCA until such time as the noise ordinance is properly amended. GACRAA requested that the application be approved as amended by City staff using the existing map or be denied. The CCOM approved the developer's request until the next DCA cycle (January – February 2009). The City Attorney cautioned that the noise ordinance would not likely be updated until July / August of 2009. GACRAA will present its recommended changes to the noise ordinance to the CCOM at their regular meeting on Thursday, November 20th.

GACRAA's consultants presented an overview of the Phase 1 Part 150 Study and best practices in Airport Land Use Planning to the City Commission on November 20, 2008. Several GACRAA Board members attended the meeting. The City's noise consultant, Ted Baldwin of Harris Miller Miller and Harris also presented via telephone. Mr. Baldwin recommended that the City adopt a maximum 60 dnl

standard for new residential development except for minor infill development in existing housing developments. Mr. Baldwin explained that the 65 dnl is insufficient to provide proper protection for airports and residents and many communities are moving to the 60 dnl standard. No decision was anticipated in adoption of a new city standard at this meeting.

The Hatchet Creek developer has engaged a local firm to assist in permitting a residential complex on the property zoned for R-1. The new plan proposes 700-800 residences, most within the new 60 DNL zone. A Neighborhood Workshop was held on December 28, 2008. The developer has not withdrawn his original application for the P.U.D. on the entire property.

The developer had offered to withdraw his P.U.D. application at the City Commission meeting on January 29, 2009, however the commission ultimately voted to extend the application period until the next DCA cycle for consideration of a comp plan amendment.

13. Part 150 Study (Phase 1)

The independent fee review has been completed. The proposed task order is within 10% of the independent fee review. The FAA's Orlando ADO has included the project in its proposed 2008 program and issued concurrence with the award to RS&H. Notice to proceed was issued to the consultant on December 4. The project should take 120-150 days to complete. A kick-off meeting was held with the consultant on November 30th and various aircraft/airport operational data have been collected. The first meeting of the project Technical Advisory Committee (TAC) and Public Workshop for interested members of the public was held on January 24th. The draft aircraft operational forecast has been sent to FAA for review and approval. FAA is expected to complete their review by the end of March. The approved forecast will be input into the INM computer model to develop five (5) year and twenty (20) year forecast noise exposure maps at 55, 60, 70 and 75 dnl levels.

New draft Noise Exposure Maps (NEMs) as well as the first draft of the Phase I report have been completed and submitted to the Technical Advisory Committee for comment. Comments are due by August 1, 2008. A public information meeting on the Phase 1 draft was held on the same day, July 8, 2008. A Phase 1 report was given to the GACRAA Facilities & Planning Committee. While not a part of the Phase 1 study, staff recommendations for future land use measures to be recommended to the City of Gainesville to update their Airport Hazard Zoning Ordinance were presented to the Facilities & Planning Committee on July 16, 2008. The committee voted in favor of the proposed changes. Mr. Erik Bredfeldt of the City of Gainesville has notified staff of his intent to schedule a special meeting of the City Commission in late August to consider the Part 150 Study Phase I draft report and changes to the Airport Hazard Zoning Ordinance proposed by GACRAA and city planning staff.

Robert Simensky (TAC member) has submitted an extensive list of questions and comments to the consultant regarding the Phase 1 draft. RS&H is preparing a response to all TAC comments and will continue to work on finalizing the report.

Based on conversations with the consultants, staff believes that the comments received regarding the current operation noise forecasted would not have a significant impact on forecast noise contours, in any event. A revised schedule for completion of the project is expected by 9/25/08. Staff met with City planning staff to deliver GACRAA's recommendation for an update of the City's Airport Hazard Ordinance so that the City may proceed with their update of the ordinance, if, they so desire. Staff recommends that the City not finalize changes to the ordinance based on new noise contours until the Phase I noise study has been approved by FAA.

Mr. Simensky's attorney withdrew Mr. Simensky's comments/questions by letter dated October 2, 2008. The last chapter of the Phase I draft was reviewed by the GACRAA Facilities & Planning Committee on October 13, 2008 and submitted to the City of Gainesville on October 15, 2008. The City is reviewing the document to see that it addresses the previous comments of its consultant. GACRAA will submit the final draft to the FAA for review once final comments have been received from the City. The FAA is expected to take sixty (60) days for their review. Assuming there are no major comments from FAA, FAR Part 150 Study, Phase I is expected to be completed by the end of the year.

GACRAA received the City's comments to the Phase 1 Study. The City's noise consultant found the study to be technically sound. The Phase 1 draft was forwarded to the FAA for approval in November 2008.

The FAA has not yet issued final comments on the documents but has asked for some changes in the way some maps are depicted. The consultant promptly made the requested changes. At present, staff anticipates FAA review to be completed by mid-February 2009.

Staff contacted FAA on February 20. FAA should complete its review in two weeks and anticipates publishing the revised Noise Exposure Maps in the Federal Register in March.

FAA requested revisions to the Phase 1 draft have been completed. GACRAA transmitted the final Phase 1 report to FAA on March 13, 2009. FAA has indicated that the report may need to be revised to reflect the latest (2009) FAA terminal area forecast. FAA will let us know if the report and associated maps (Noise Exposure Maps) now must be updated.

14. Taxiway B Rehabilitation – Project 08-003

The airport has previously applied for funds to rehabilitate Taxiway B pavement and lighting. The project is included in the airport's Joint Airport Capital Improvement Program (JACIP) Staff recently learned that funding for the project

may be awarded in FY 2008 if an FAA reauthorization bill is approved. An RFP for consultant selection has been prepared and advertised. The project must be designed and bid by July 2008 in order to meet FAA requirements to be under grant by September 2008. Consultant proposals are expected by December 20, 2007. In order to meet the demanding FAA schedule, a consultant agreement must be signed and Notice to Proceed issued by mid to late January. Airport staff recommends arranging for some of the initial geotechnical investigation and perhaps survey work prior to consultant selection in order to meet this tight schedule. The project will include rehabilitation of the existing pavement and replacement of the taxiway edge lighting and two signs. The preferred lighting system will utilize lightning resistant cable (as available) in conduit and utilize LED light fixtures. Lighting work may be bid as an alternate in order to stay within budget. Various paving options will be considered, however, time is of the essence in completing a design that will fit within the FAA grant budget. During the initial survey and Geotech work, it was noted that the existing taxiway is 48' wide; this does not meet any current FAA design standard. FAA must approve repaving of the taxiway at the existing width. FAA may require that the width be increased by 2' to meet current Aircraft Group III standard or be reduced in width to 35' to meet design Group II standards. GACRAA may need to show sufficient large aircraft operations to justify paving at a width greater than 35'. Cost estimates for the various paving widths are being developed for consideration by FAA. The FAA's Airport Improvement Program has only been funded through June 30th. FAA is now requiring bids be received and grant offers accepted before June 30, 2008. This will put even tighter time constraints on the design and bid process. Also, it is expected that only 75% of the original grant amount can be committed to by FAA this fiscal year unless further action is taken by Congress. Staff presented an estimate to FAA prepared by our consultant showing that reducing the taxiway to 35' width would not result in significant savings. FAA has agreed to repave the taxiway at the existing 48'. FAA has indicated verbally on March 19th that \$1.65 million in discretionary grant funding would be made available for the project. This sum is expected to be sufficient to complete the work with the appropriate state (2.5%) and GACRAA (2.5%) match. The project was advertised locally on April 20, 2008. The project pre-bid meeting is scheduled for April 30, 2008.

Project bids were opened on May 20, 2008. GACRAA award the project to the low bidder, John C. Hipp Construction Equipment Co. FAA has awarded a grant to GACRAA in the amount of \$1,824,018 to fund 95% of the eligible project costs including construction work defined in schedules A, B, C, D and E and URS Corp. Task Orders # 1 and 2 for design and construction phase work. A Notice of Award has been issued to the contractor. Construction contracts for the project have been executed. A pre-construction conference was held with the contractor, Airport staff and FAA on September 9th. A coordination meeting of Taxiway closure and construction operations was held with GNV tower. Notice to proceed has been issued. The contractor is expected to begin work after the weekend of the LSU game on Monday, October 15, 2008.

Silt fence and construction barricades were installed the week of October 15th. Milling and removal of the old taxiway surface began on October 20, 2008.

Milling of the old surface is complete. Some additional lime rock will be added, graded and compacted at the sides of the taxiway where lime rock was thinner than expected. The bid quantities for this item will be adjusted and eight days will be added to the contract time. A change order request has been submitted to the FAA. The cost increase is approximately 3% and well within FAA limits.

The first two inches (2") of asphalt in Phase I (between R/W 25 and R/W 29) is to be completed on December 8th. The final 2" left of asphalt should be complete by December 15th, weather permitting. Trenching and conduit for the new LED lighting in the Phase I area is nearly complete.

The storm drain pipe beneath the Taxiway is being replaced. Old pavement on T/W A-1 and B west of R/W 7-25 has been removed and the areas are being prepared for paving. Electrical work on the new LED edge light system continues.

15. Terminal Solar Panel Project

At its meeting on April 21, 2005, the Board heard a presentation from representatives of Gainesville Regional Utilities (GRU) regarding the installation of a solar energy collector system on the roof of the airline terminal building as a demonstration project. The GRU representative indicated that there would be no cost incurred by GACRAA for the installation of the solar panels. At the time, Reynolds, Smith & Hills, Inc., the firm that designed the Terminal Renovation that is currently underway, was approached by GRU and the RS&H architectural staff provided a solution by incorporating the solar panels as part of the design of the roof of the building. The GACRAA Board voted to support the proposed GRU Solar Project at the airport.

At its meeting on September 26, 2007, former Gainesville Mayor Thomas Bussing presented a proposal to install photovoltaic solar panels on the roof of the airline passenger terminal. Mr. Bussing reported that Gainesville Regional Utilities (GRU) is in possession of an array of solar panels that are compatible for use on the roof of the terminal. He reported that he has contacted GRU and the utility is interested in pursuing the project with the approval of GACRAA. Mr. Bussing stated that there should be no cost to GACRAA for the installation of the solar panels. The GACRAA Board voted to support the proposed project and directed staff to communicate the Board's support to GRU and the City Commission.

At its meeting on October 25, 2007, the Board learned that GRU was not as anxious to pursue the project as previously thought. In a reply to the Board, GRU General Manager Karen Johnson stated that the cost to the airport to install the solar panels could be in the range of \$25,000 to \$45,000. The GACRAA Board voted to direct staff to continue to work with GRU to develop a maximum budget

of \$45,000 and to provide more information on installation of the solar project on the roof of the airline terminal.

Staff met with several representatives of GRU to discuss solar project options on February 20, 2008. While GRU is not interested in installing their own array on the terminal roof at this time, representatives did offer information on current rebates and incentives available from GRU and the State of Florida. GRU suggests a 25 KW array be installed as this will maximize the available incentives. GRU offers rebates of \$1.50 per watt. The state has a grant program which will pay as much as \$4.00 per watt up to a maximum of \$100,000. A 25 KW array will maximize the state contribution. State funds for FY07-08 are currently obligated. Grant funds for FY08-09 are available on a first come, first served basis. State funds are not guaranteed and cannot be applied for until the system has been installed. Therefore, there is some risk to GACRAA. Federal incentives are in the form of a 30% tax credit and would only apply if GACRAA contracts with a private third party to own and operate the solar panel array. Current costs for photovoltaic installations average \$8-\$9 per watt. Cost to GACRAA for a 25 KW installation, after incentives, could be as low as \$62,500. Staff will further explore options and financial payback. Staff noted that solar electric power generation at the Airport would allow GACRAA to save on utility bills. Those savings would allow GACRAA to spend more resources on Airport operations and capital needs.

Staff has met with a representative of FDOT and has requested FDOT assistance to complete the project. A possible Phase II of the project (storage batteries) might provide additional and more reliable emergency power in the event of a natural disaster or prolonged power outage. FDOT has indicated initial support of an FDOT funded pilot project. (Typical FDOT aviation grants are at the 50% level. Pilot projects can be funded up to 100%) The estimated cost of a 170+ KW array (not including storage batteries) is approximately \$1.6 million. FDOT has programmed funding of \$175,000 in FY2010, \$1 million in FY2011 and \$500,000 in FY2012. Funds for engineering of the project could be received as early as July 1, 2009.

Staff is examining options to move forward with engineering of the project as soon as FDOT funds are secured. Staff will present a recommendation to the Facilities & Planning Committee in the future.

Staff has prepared a Design/Build RFP for GACRAA consideration. The desired system would be modular and expandable. The project is to be completed in three phases. Size, scope and schedule of each phase would coincide with the release of FDOT funds. Each phase would include design/build of a completely functional system. Phase 1 would begin with the anticipated release of grant funds after July 1, 2009.

16. City Stormwater Assessments

In response to Mr. McEachern's request, staff has compiled the Stormwater Survey and provided the information to the Board at a prior meeting.

17. Food / Beverage / News & Gift Concession – RFP 08-004

RFP 08-004 for a Food / Beverage / News & Gift Concession was advertised locally on May 18, 2008. A mandatory pre-proposal meeting was held on June 4, 2008. The meeting included a tour of the areas available for use by the concessionaire. A total of three (3) interested parties attended the meeting, including the current terminal concessionaire. Proposals were on July 7, 2008. In the event that acceptable proposals are received, staff plans to make a selection recommendation to the Board at its July meeting. Staff believes that the RFP did not generate sufficient interest and given the investment made in the facility and the importance to the success of terminal operations, more time should be spent advertising / promoting the facility. Staff recommends GACRAA reject the sole proposal received at this time and continue to solicit letters of interest from experience restaurant/snack bar operators. Staff has prepared an invitation/solicitation to submit letters of interest and an information brochure. The invitation will be sent to area restaurateurs, airport food service providers and other parties of interest. It will also be posted on the airport web site. Interested parties will be invited to an open house at the concession area tentatively scheduled for late September, 2008. Three (3) entities attended the informational session and open house held on September 18, 2008. No letters of interest have been received as of September 23, 2008. Staff will continue to try and identify potential suitors and collect letters of interest until the end of October.

Staff has received six (6) letters of interest from experienced operators. Several have arranged follow-up visits to talk about the facilities in more detail. Letters of interest were received until October 30th. A revised RFP was sent to each interested party with instructions to submit a formal proposal to GACRAA by November 24th. Staff intends to review the proposals and make a recommendation for award to the full GACRAA Board in December.

Staff received three (3) formal proposals for the concession. One (1) proposal was missing several items including the proposal security and was deemed non-responsive. The two (2) remaining proposals are from smaller, experienced airport concessionaires. The proposals have been evaluated and differ somewhat in their approach, investment, and participation requested of GACRAA. The proposals were circulated to the Facilities and Planning Committee on December 5th and a recommendation from the Finance and Operations Committee will be made on December 9th for consideration by the full GACRAA Board.

Staff met with the chosen concessionaire on January 8th. He has assigned a manager to oversee construction and set-up of the local operation. The local manager was also at the meeting. Staff went over the proposed lease terms. A draft lease has been negotiated for final review by the concessionaire and legal. No major revisions were required. The concessionaire has contracted the proposed improvements to the concession area and construction of a smaller venue in the

gate area and construction applications are expected to be submitted by February 1. The concessionaire expects all improvements to be complete and ready for operations by April 1st but is hoping to open sooner.

The Concessionaire has a local on-site manager who has been coordinating start-up activities. All permits for the sterile area build-out and installation of equipment has been secured. New electric service to the sterile gate area counter has been installed. Concessionaire's equipment has been arriving on site. Final construction of the build out and installation of equipment is underway. Furniture has been delivered. The concession is expected to begin operations around April 1.

18. Airfield Solar Project

Staff would like to pursue revenue opportunities for private development of solar power on Authority owned hangar roofs and land areas that are not optimal for conventional development. Staff has requested FAA approval for solar development of two areas on the airfield. The roofs of T-Hangars K & L and others may also be suitable for prompt solar panel installation. Respondents are encouraged to propose other areas for solar development, including creation of covered parking areas. Staff recommends that the developer own, operate and maintain the system during the term of the agreement. It is anticipated that GACRAA would receive rent for the space and/or a share of power generation revenues. Alternative revenue opportunities would be considered. Staff would like to pursue options quickly in order to take advantage of new local and federal incentive programs, including the city's feed-in tariff incentive.

19. General Aviation Apron Rehabilitation Project

The project is now in the design phase. A meeting is planned with major GA tenants to assist in development of a new parking and tie down plan. Staff plans to bid the project in May in order to submit a grant application to the FAA in June.

20. Taxiway A Pavement Rehabilitation Project – Phase I

This project is currently in the design phase. Staff plans to bid the project in May in order to submit a grant application to the FAA in June.

FAA requires and amendment to the Airport Master Plan addressing the future relocation of TW A prior to grant approval. Staff is working to prepare the master plan amendment / update.

21. Wildlife Hazard Study and Wildlife Management Plan

22. Airport Wildlife / Security Fence – Phase I



Paving on T/W B east of Runway 25



Paving on T/W B east of Runway 25

KEY WORK ACCOMPLISHED

- On March 13, 2009 the project areas were re-opened for use -- R/W 7-25, T/W B and T/W A-1.
- Phase 3 and 3A lighting is complete.
- Asphalt paving in Phases 3 and 3A is complete.
- Grading and sodding are complete.



Paving on Runway 25 over the new 42" RCP drainage pipe



Paving on T/W B west of Runway 25

UPCOMING ACTIVITIES

- Completion of preliminary punchlist work items.
- Water sod until it establishes.
- Final pavement markings will be installed in mid April.
- Project closeout activities.



Architectural, Engineering, Planning and Environmental Services

Reynolds, Smith and Hills, Inc.

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 Phone 804*327*2456
 Fax: 804*320*4352

Fl. Cert. Nos. AAC001886 • EB0005620 • LCC000210

March 12, 2009

Mr. Allan J. Penksa, C.M.

CEO

Gainesville Regional Airport
 3880 N.E. 39th Avenue, Suite A
 Gainesville, Florida 32609

**Re: FAA FAR Part 150 Noise Study
 Gainesville Regional Airport
 Gainesville, Florida
 RSH Project No. 201-3363-020**

Dear Alan,

It was good to hear from you yesterday. However, I am sorry to hear that the extended time it has taken to finalize the Part 150 Study – Phase 1 report is continuing to cause stress to you and the City. Our staff has had telephone discussions with FAA as recently as last week to incorporate additional comments and prepare the final report for your signature and Final Submittal. Per our discussion on the phone yesterday I am providing a timeline of the steps that have occurred to finalize the Part 150 Study – Phase 1 Technical Report.

October 14, 2008	Draft Part 150 Study – Phase 1 technical report transmitted to Erik Bredfelt for City review prior to submission to FAA. (Copy of transmittal letter attached.)
November 14, 2008	Draft Part 150 – Phase 1 technical report is submitted to FAA (Lindy McDowell) for review. (Copy of transmittal letter attached.)
January 14, 2009	FAA responds to RS&H by email with comments to the Draft Report. The comments were to delete the “DRAFT” from the report and make some format changes primarily to the noise exposure maps (NEM). (Copy of email attached.)
February 9, 2009	In accordance with FAA’s email instructions, RS&H transmitted to FAA (Lindy McDowell) a CD with the revised maps incorporating the comments.
February 10, 2009	RS&H verified receipt of the package by FAA.
Week of Feb. 16	RS&H called FAA (Lindy McDowell) to discuss the revised submittal. RS&H was informed that Lindy would be out for 2-3 weeks.
End of February	RS&H contacted FAA (Lindy McDowell) by phone. Lindy requested additional graphic format changes.
Week of March 2	RS&H had phone conversations with FAA (Lindy McDowell) to get the maps formatted exactly as desired. All comments have been incorporated. Lindy McDowell explained the process for Final submittal.

Mr. Allan J. Penksa, C.M.
March 12, 2009

Week of March 9 RS&H compiled all final chapters, graphics, and appendices for publication. FAA requested four (4) hard copies and one (1) digital copy from the Sponsor.

March 12, 2009 Today, we are transmitting four (4) hard copies and two (2) CDs with digital copies of the technical report with all chapters, graphics, and appendices to you for your signature in Chapter 8. You need to forward the four (4) signed copies and one (1) digital copy to FAA (Lindy McDowell). We will send you additional hard copies for your files in a couple of days.

This should be the last step in the process to finalize the Part 150 Study – Phase 1 effort. Thank you for the opportunity to assist you in this important effort. Please let us know if you want to proceed with Phase 2 of the Part 150 Study process.

Sincerely,
Reynolds Smith & Hills, Inc.



Stephen G. Harrill, AIA LEED AP
Project Director

Attachments

cc David Full RSH w/o encl



Architectural, Engineering, Planning and Environmental Services

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October 14, 2008

Mr. Erik A. Bredfelt
City of Gainesville, Planning and Development Services Director
Thomas Center B, Room 230
306 NE 6th Avenue
Gainesville, Florida 32602

**Re: FAA FAR Part 150 Study
Gainesville Regional Airport
Gainesville, Florida
RSH Project No. 201-3363-020**

Dear Mr. Bredfelt,

Please find enclosed two (2) electronic copies of the revised draft of the FAA FAR Part 150 Study for the Gainesville Regional Airport. The document has been updated and is ready for submission to the FAA. However, prior to submission to the FAA, the Airport has requested that we submit two copies of the draft document for the City's review. In addition, can you please forward one copy of the electronic draft document to Mr. Ted Baldwin at HMMH.

If you should have any questions in regard to this matter or technical questions in regards to the report, please do not hesitate to contact me at (804) 327-2456.

Sincerely,
Reynolds Smith & Hills, Inc.

Jeffrey W. Breeden, AICP
Project Manager

Enclosure

Cc Allan Penksa W/o Encl.
Steve Harrill W/o Encl



Architectural, Engineering, Planning and Environmental Services

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Fl. Cert. Nos. AAC001886 • EB0005620 • LCC000210

November 14, 2008

Lindy McDowell
Environmental Program Specialist
Federal Aviation Administration
Orlando Airports District Office
5950 Hazelton National Drive, Suite 400
Orlando, FL 32822-5003

**Re: FAA FAR Part 150 Noise Study
Gainesville Regional Airport
Gainesville, Florida
RSH Project No. 201-3363-020**

Dear Ms. McDowell,

Reynolds Smith & Hills, Inc. is pleased to submit, for your review, the Phase 1 draft technical report of the FAA FAR Part 150 Study for the Gainesville Regional Airport. As you know, the phase 1 portion of the study includes only the noise exposure maps. A completed FAA checklist is included in the report in Appendix F for your use.

If you should have any questions in regard to the document, please do not hesitate to contact me at (804) 327-2456 or via e-mail at jeffrey.breeden@RSandH.com.

Sincerely,
Reynolds Smith & Hills, Inc.

Jeffrey W. Breeden, AICP
Project Manager

Enclosure

Cc Allan Penksa w/ encl
Steve Harrill RSH w/o encl.
David Full RSH w/o encl

Owen, Russell

From: Soderstrum, Mary
Sent: Wednesday, January 14, 2009 5:44 PM
To: Owen, Russell
Subject: FW: GNV NEM

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Red Category

Mary Soderstrum
 Tel: (904) 256-2284
 Cell: (904) 307-7052

-----Original Message-----

From: Lindy.McDowell@faa.gov [mailto:Lindy.McDowell@faa.gov]
Sent: Tuesday, January 13, 2009 2:33 PM
To: Soderstrum, Mary
Cc: allan.penksa@flygainesville.com
Subject: GNV NEM

Hi, Mary!

After looking at the GNV NEM final draft submitted in mid-November, I have a couple of comments regarding the maps. For the maps that will be the officially designated existing and future NEMs (Figure 6-1 and 6-2), please overlay the noise contours onto a colored land use map so that any incompatible uses can be easily identified. A hybrid of the Figures 6-1 and 6-2 with Figure 7-1(A,B) and 7-2 (A,B) would work. You can still leave the aerial and FLUMs in the document, though. Also, the contour maps should not be at a scale smaller than 1" = 2000'. A folded, ledger size paper usually works well with this scale.

And lastly, the document I have has "draft" all over it. Please provide us with four copies of a final document. When you have completed re-vamping the maps, you can send them to me in a pdf (just the maps). There's no need to send an updated draft with new maps. I'll look them over and give you the go ahead to print up the final 4 copies of the NEM.

Please let me know if you have any questions. Thanks!

Lindy McDowell
 Environmental Program Specialist
 Orlando Airports District Office
 407-812-6331 ext. 130

Owen, Russell

From: Harper, Holly
Sent: Friday, February 13, 2009 12:53 PM
To: Owen, Russell
Subject: PACKAGE

Russ:
Package to Linda McDowell at the Orlando ADO was delivered on 2/10/09, details below:

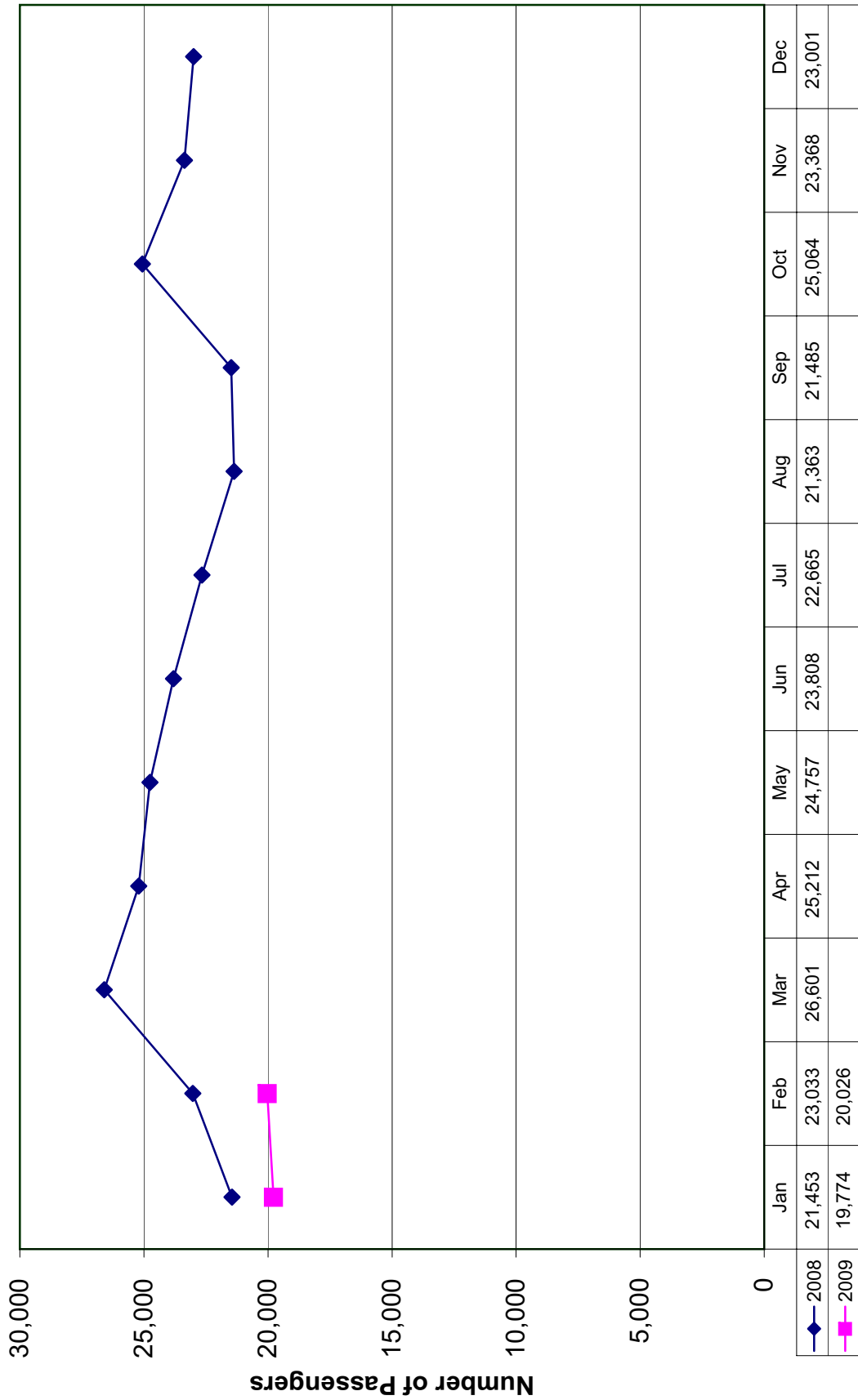
Delivered On: 02/10/2009
1:03 P.M.
Delivered To: ORLANDO, FL, US
Signed By: DEES
Service: GROUND

Gainesville Regional Airport
Air Traffic Volume and Fuel Flowage
For the Five Months Ending February 28, 2009

	Actual 02/28/09	Prior 02/29/08	% Change Over Prior	F-YTD 12/30/99	F-YTD 12/30/99	% Change Over Prior
Air Traffic Volume Report						
Passengers						
Regional Carriers						
Deplaned	9,932	11,240	(11.64%)	54,807	56,858	(3.61%)
Enplaned	<u>10,009</u>	<u>10,960</u>	(8.68%)	<u>54,928</u>	<u>56,410</u>	(2.63%)
Totals	19,941	22,200	(10.18%)	109,735	113,268	(3.12%)
Non-Scheduled (Charter)						
Deplaned	63	416	(84.86%)	775	1,242	(37.60%)
Enplaned	<u>22</u>	<u>417</u>	(94.72%)	<u>723</u>	<u>1,174</u>	(38.42%)
Totals	85	833	(89.80%)	1,498	2,416	(38.00%)
Totals (All-Types)						
Deplaned	9,995	11,656	(14.25%)	55,582	58,100	(4.33%)
Enplaned	<u>10,031</u>	<u>11,377</u>	(11.83%)	<u>55,651</u>	<u>57,584</u>	(3.36%)
Totals	<u>20,026</u>	<u>23,033</u>	(13.06%)	<u>111,233</u>	<u>115,684</u>	(3.85%)
Cargo						
Air Freight						
Deplaned	46,838	56,536	(17.15%)	259,045	280,189	(7.55%)
Enplaned	<u>3,192</u>	<u>7,175</u>	(55.51%)	<u>22,002</u>	<u>29,098</u>	(24.39%)
Totals	50,030	63,711	(21.47%)	281,047	309,287	(9.13%)
Air Express						
Enplaned	<u>0</u>	<u>0</u>	0.00%	<u>6</u>	<u>0</u>	0.00%
Totals	0	0	0.00%	6	0	0.00%
Total Cargo	<u>50,030</u>	<u>63,711</u>	(21.47%)	<u>281,053</u>	<u>309,287</u>	(9.13%)
Tower Operations (Numbers)						
Air Carrier (60+Seats)	0	187	(100.00%)	63	907	(93.05%)
Commuter/Taxi(Under	697	959	(27.32%)	3,860	4,562	(15.39%)
Cargo Carrier	32	34	(5.88%)	171	177	(3.39%)
Gen. Aviation	5,101	5,459	(6.56%)	27,170	25,906	4.88%
Military	<u>752</u>	<u>368</u>	104.35%	<u>3,333</u>	<u>2,377</u>	40.22%
Totals	6,582	7,007	(6.07%)	34,597	33,929	1.97%
Fuel Flowage Report (Gallons)						
General Aviation						
Jet A	60,079	112,118	(46.41%)	359,762	461,169	(21.99%)
AvGas	<u>18,270</u>	<u>20,043</u>	(8.85%)	<u>93,292</u>	<u>99,395</u>	(6.14%)
Total General Aviation	78,349	132,161	(40.72%)	453,054	560,564	(19.18%)
Airlines Jet A	122,593	131,907	(7.06%)	626,539	653,334	(4.10%)
Military Jet A	<u>21,908</u>	<u>25,060</u>	(12.58%)	<u>92,553</u>	<u>90,623</u>	2.13%
Total Fuel Flowage	<u>222,850</u>	<u>289,128</u>	(22.92%)	<u>1,172,146</u>	<u>1,304,521</u>	(10.15%)

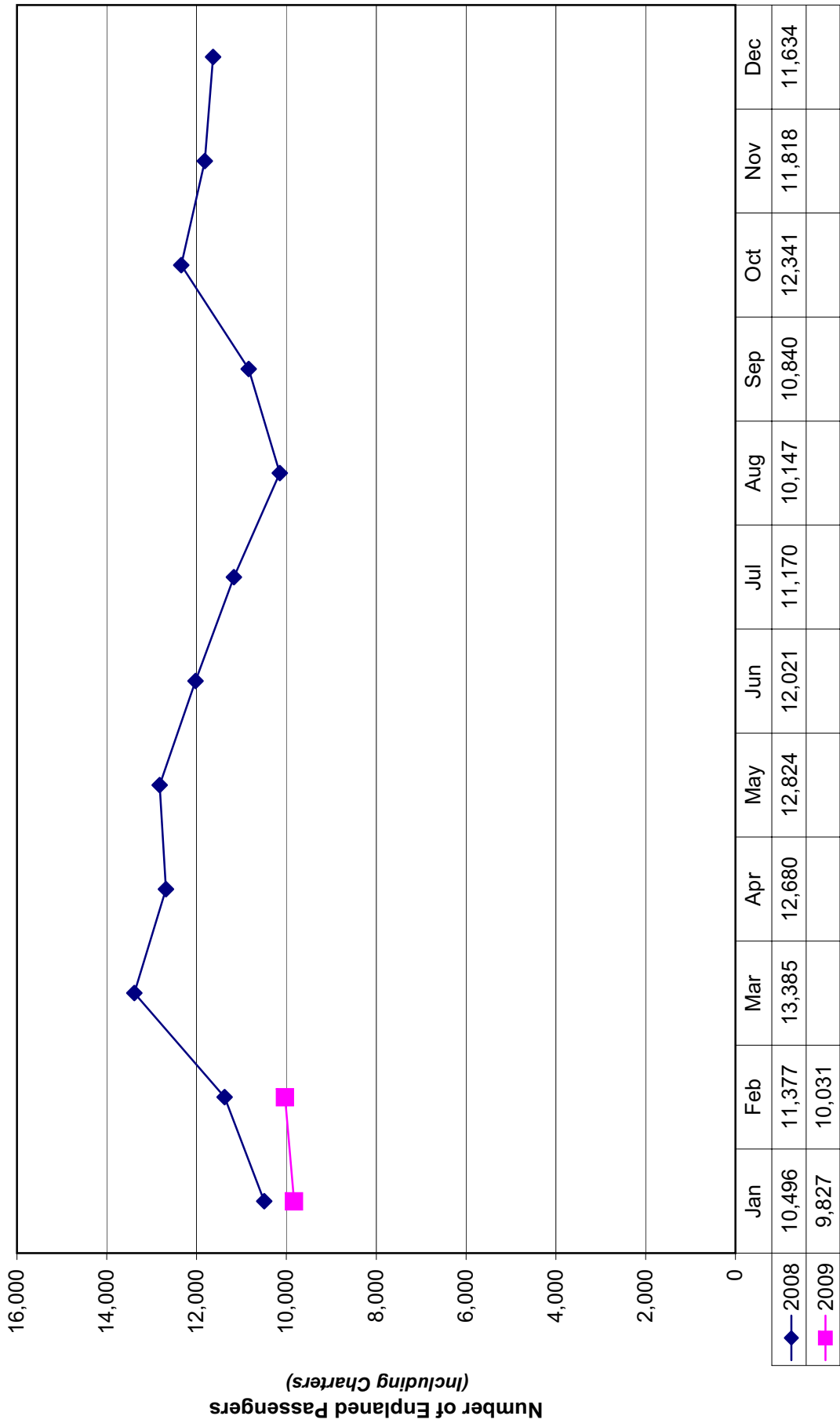


Passenger Traffic by Month February 2009



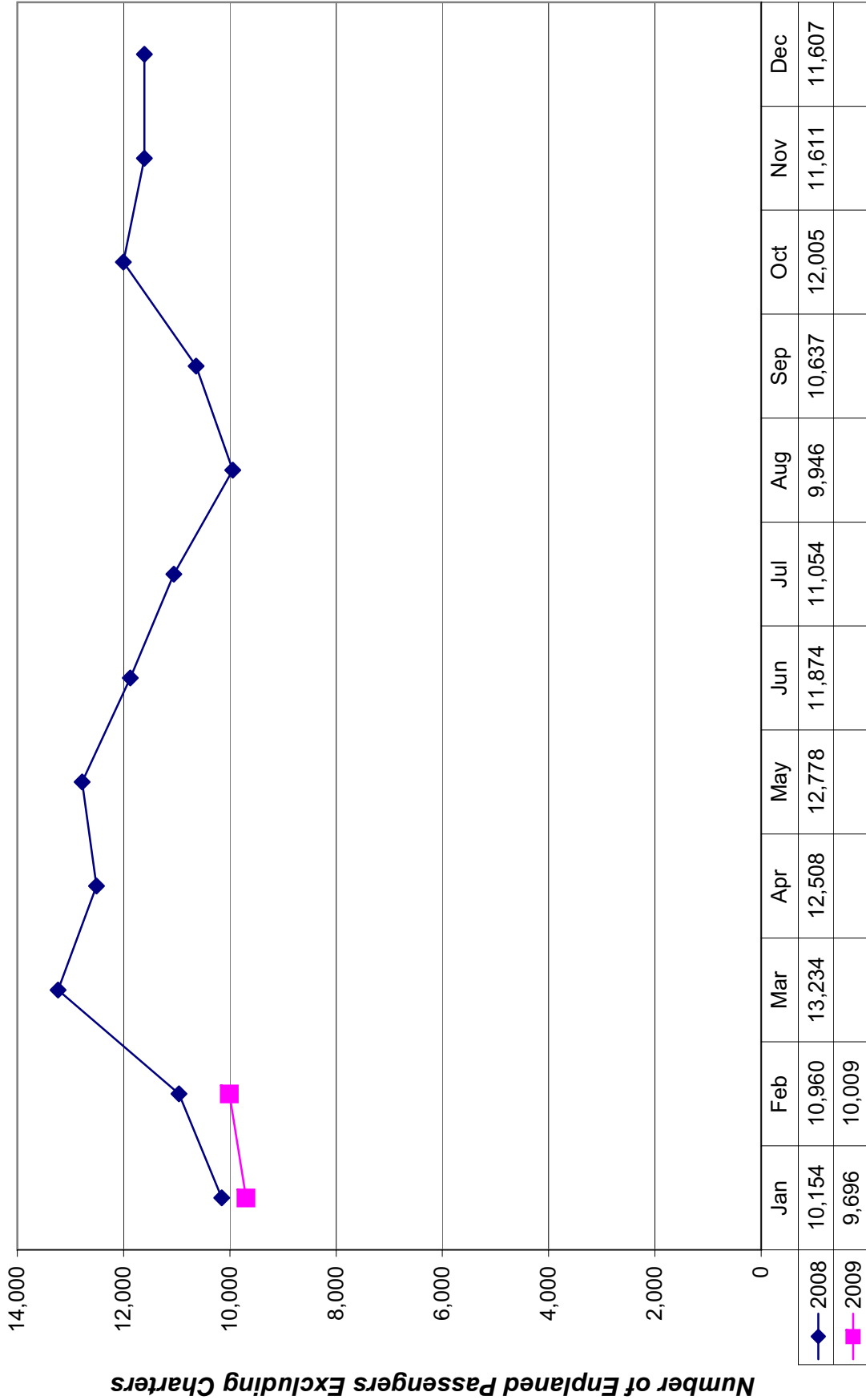


**Enplanements by Month
Including Charters
February 2009**





**Enplanements by Month
Excluding Charters
February 2009**



Gainesville Regional Airport
 Scheduled Commercial Passenger Traffic Load Factors
 For the Five Months Ending February 28, 2009

	Total Passengers	Total Load Factor	F-YTD Total Passengers	F-YTD Load Factor
Airlines:				
Atlantic Southeast Airlines: (Delta Connection)				
Load Potential	8,600.00	100.0%	46,225.00	100.0%
Arriving	6,408.00	74.5%	34,769.00	75.2%
Departing	6,485.00	75.4%	35,105.00	75.9%
Total Passengers for the Month	12,893.00	75.0%	69,874.00	75.6%
Mesa Airlines: (US Airways Express)				
Load Potential	5,300.00	100.0%	28,500.00	100.0%
Arriving	3,524.00	66.5%	20,038.00	70.3%
Departing	3,524.00	66.5%	19,823.00	69.6%
Total Passengers for the Month	7,048.00	66.5%	39,861.00	69.9%
Gulfstream/Continental Connection:				
Totals for All Airlines				
Load Potential - Enplaned	13,900.00	50.0%	74,725.00	50.0%
Load Potential - Deplaned	13,900.00	50.0%	74,725.00	50.0%
Load Potential - Total	27,800.00	100.0%	149,450.00	100.0%
Total Passengers	19,941.00	71.7%	109,735.00	73.4%
Gulfstream/Continental Connection - Tampa Route				
Gulfstream/Continental Connection - Miami Route				

Gainesville Regional Airport
 Scheduled Commercial Passenger Traffic Load Factors
 For the Five Months Ending February 29, 2008

	Total Passengers	Total Load Factor	F-YTD Total Passengers	F-YTD Load Factor
Airlines:				
Atlantic Southeast Airlines: (Delta Connection)				
Load Potential	10,908.00	100.0%	47,870.00	100.0%
Arriving	6,496.00	59.6%	31,622.00	66.1%
Departing	6,327.00	58.0%	31,525.00	65.9%
Total Passengers for the Month	12,823.00	58.8%	63,147.00	66.0%
Mesa Airlines: (US Airways Express)				
Load Potential	5,550.00	100.0%	29,850.00	100.0%
Arriving	4,111.00	74.1%	20,970.00	70.3%
Departing	3,984.00	71.8%	20,353.00	68.2%
Total Passengers for the Month	8,095.00	72.9%	41,323.00	69.2%
Gulfstream/Continental Connection:				
Load Potential	1,520.00	100.0%	8,892.00	100.0%
Arriving	633.00	41.6%	4,266.00	48.0%
Departing	649.00	42.7%	4,532.00	51.0%
Total Passengers for the Month	1,282.00	42.2%	8,798.00	49.5%
Totals for All Airlines				
Load Potential - Enplaned	17,978.00	50.0%	86,612.00	50.0%
Load Potential - Deplaned	17,978.00	50.0%	86,612.00	50.0%
Load Potential - Total	35,956.00	100.0%	173,224.00	100.0%
Total Passengers	22,200.00	61.7%	113,268.00	65.4%
Gulfstream/Continental Connection - Tampa Route				
Load Potential - Total E&D	475.00	100.0%	2,451.00	100.0%
Enplaned - Departing	208.00	43.8%	1,475.00	60.2%
Deplaned - Arriving	161.00	33.9%	1,093.00	44.6%
Total Passengers for the Month	369.00	38.8%	2,568.00	52.4%
Gulfstream/Continental Connection - Miami Route				
Load Potential - Total E&D	1,045.00	100.0%	6,441.00	100.0%
Enplaned - Departing	441.00	42.2%	3,057.00	47.5%
Deplaned - Arriving	472.00	45.2%	3,173.00	49.3%
Total Passengers for the Month	913.00	43.7%	6,230.00	48.4%

AIRPORT BUSINESS

2. Finance Report

An update on the GACRAA budget and a comparison with actual revenue and expenditures as of February 28, 2009 will be provided

Recommendation: Listen to the report and give any applicable comment.

Reports, pages 40 - 44, will be provided prior to the meeting.

Finance report page 1

Finance Report page 2

Finance Report page 3

Finance Report page 4

Finance Report page 5 interest

AIRPORT BUSINESS

3. Application and Acceptance of Anticipated FAA Grant for Apron Rehabilitation – Resolution 09-010

RESOLUTION NO. 09-010 EFFECTIVE MARCH 26, 2009

RESOLUTION APPROVING APPLICATION FOR FUNDING AND ACCEPTING ANTICIPATED GRANT OFFER FROM DEPARTMENT OF TRANSPORTATION, FEDERAL AVIATION ADMINISTRATION AND AUTHORIZING EXECUTION BY THE APPROPRIATE OFFICIALS ON BEHALF OF THE GAINESVILLE-ALACHUA COUNTY REGIONAL AIRPORT AUTHORITY

WHEREAS, at its meeting on December 11, 2008, the Gainesville-Alachua County Regional Airport Authority (GACRAA) voted to direct staff to pursue and FAA grant application for funding of a General Aviation Apron Partial Reconstruction project should funding become available from an anticipated federal stimulus package in early 2009; and

WHEREAS, at its meeting on January 22, 2009, GACRAA approved the selection of URS Corporation as its consultant on a General Aviation and Commercial Ramp Apron Crack Sealing , Seal Coating and Rehabilitation project; and

WHEREAS, at its meeting on January 22, 2009, GACRAA adopted Resolution 09-0004 authorizing execution of Task Order # 3 with URS Corp. for design and bid phase services associated with the Apron Crack Sealing, Seal Coating and Rehabilitation of the General Aviation and Commercial Aprons and WWII Hangar Drainage Project subject to receiving Federal Aviation Administration (FAA) funding from an anticipated federal stimulus package; and

WHEREAS, on February 17, 2009, the American Recovery and Reinvestment Act (ARRA) was signed into law by President Obama; and

WHEREAS, the ARRA specifically includes \$1.3 billion for projects and programs administered by the FAA; and

WHEREAS, on March 3, 2009, the FAA issued a Stakeholder Guidance document indicated that funding will be administered under the requirements of Airport Improvement Program (AIP) discretionary funding with a federal share of one hundred percent (100%) meaning that there is no local match required and that each grant must identify a usable unit of work that will be 100% funded; and

WHEREAS, it is anticipated that the said Federal Aviation Administration (FAA) will submit a Grant Agreement constituting an Offer to the City of Gainesville and the Gainesville-

Alachua County Regional Airport Authority to be executed by the appropriate officials which, when so accepted, constitutes a Grant Agreement by which the United States Government will participate in the allowable costs of an Apron Rehabilitation project with the Federal Share anticipated to be \$2,400,000; and,

WHEREAS, for the purpose of receiving Federal Grant funds, the FAA requires that the City of Gainesville and the Gainesville-Alachua County Regional Airport Authority both approve the Offer and the Gainesville-Alachua County Regional Airport Authority hereby requests that the City of Gainesville approve the anticipated Offer;

NOW, THEREFORE, BE RESOLVED BY THE GAINESVILLE-ALACHUA COUNTY REGIONAL AIRPORT AUTHORITY, as follows:

Section 1. That the Gainesville-Alachua County Regional Airport Authority approves an application for federal assistance for an Apron Rehabilitation project estimated to cost \$2,400,000.00.

Section 2. That the Gainesville-Alachua County Regional Airport Authority accepts Grant Agreement for the purpose of obtaining federal aid for an Apron Rehabilitation project, AIP Number To Be Determined, that is to be implemented by the Gainesville-Alachua County Regional Airport Authority in accordance with Chapter 2006-363, Laws of Florida subject to final legal review, and that such Grant Agreement shall be hereby made a part hereof.

Section 3. The Gainesville-Alachua County Regional Airport Authority does hereby ratify and adopt all statements, representations, warranties, covenants, and agreements contained in said Offer as approved by legal counsel, and by such acceptance agrees to abide by all of the terms and conditions of the Grant Agreement.

Section 4. That the Gainesville-Alachua County Regional Airport Authority hereby endorses the execution of the grant agreement by Allan J. Penksa, Chief Executive Officer accepting the Grant Agreement offer from the USDOT

EFFECTIVE this 26th day of March, 2009.

(SEAL)

Kinnon Thomas
Chair

WITNESS:

Janet Woods
Secretary/Treasurer

APPROVED AS TO FORM AND LEGALITY

BY: _____
Donald W. Stanley
Attorney for the Authority

APPLICATION FOR FEDERAL ASSISTANCE		2. DATE SUBMITTED 3/27/2009	Applicant Identifier 2900346008
1. TYPE OF SUBMISSION <i>Application</i> <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Non-Construction	<i>Pre-application</i> <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction	3. DATE RECEIVED BY STATE	State Application Identifier
		4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier
5. APPLICANT INFORMATION			
Legal Name: Gainesville-Alachua County Regional Airport Authority		Organizational Unit: Department: Airport Administration	
Organizational DUNS: 13-492-5275		Division: Airport Authority	
Address:		Name and telephone number of the person to be contacted on matters involving this application (give area code):	
Street: 3880 NE 39 th Ave. Suite A		Prefix: Mr.	First Name: Allan
City: Gainesville		Middle Name: John	
County: Alachua		Last Name: Penksa	
State: FL	Zip Code: 32609-	Suffix:	
Country: USA		Email: allan.penksa@flygainesville.com	
6. EMPLOYER IDENTIFICATION NUMBER (EIN): 5 9 — 2 7 7 4 6 4 3		Phone Number (give area code): 352-373-0249	Fax Number (give area code): 352-374-8368
8. TYPE OF APPLICATION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) (See instructions for description of letters.) <input type="checkbox"/> <input type="checkbox"/> Other (specify)		7. TYPE OF APPLICANT: (See instructions for Application Types) G Other (specify)	
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 2 0 • 1 0 6		9. NAME OF FEDERAL AGENCY: Federal Aviation Administration	
TITLE (Name of Program): Airport Improvement Program		11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: Rehabilitate Apron	
12. AREAS AFFECTED BY PROJECT (Cities, Counties, State, etc.): All or portions of Alachua, Bradford, Clay, Columbia, Gilchrist, Levy, Marion, Putnam and Union Counties in north central Florida.		14. CONGRESSIONAL DISTRICTS OF: a. Applicant Fifth District b. Project Fifth District	
13. PROPOSED PROJECT Start Date: 1/22/2009 Ending Date: 8/01/2010		16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS? a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE: 3/29/2009 b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E.O. 12372 <input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW	
15. ESTIMATED FUNDING:		17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? <input type="checkbox"/> Yes If "Yes", attach an explanation. <input checked="" type="checkbox"/> No	
a. Federal \$2,400,000.00			
b. Applicant (\$0.00)			
c. State			
d. Local			
e. Other			
f. Program Income			
g. TOTAL \$2,400,000.00			
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE GOVERNING BODY OF THE APPLICANT HAS DULY AUTHORIZED THE DOCUMENT, AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.			
a. Authorized Representative			
Prefix: Mr.	First Name: Allan	Middle Name: John	
Last Name: Penksa		Suffix:	
b. Title: CEO		c. Telephone Number (give area code): 352-373-0249	
d. Signature of Authorized Representative		e. Date Signed: March 27, 2009	

INSTRUCTIONS FOR THE SF-424

Public reporting burden for this collection of information is estimated to average 45 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0043), Washington, DC 20503

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

This is a standard form used by applicants as a required face sheet for pre-applications and applications submitted for Federal assistance. It will be used by Federal agencies to obtain applicant certification that States which have established a review and comment procedure in response to Executive Order 12372 and have selected the program to be included in their process, have been given an opportunity to review the applicant's submission.

Item:	Entry:	Item:	Entry:																																				
1.	Select Type of Submission.	11.	Enter a brief descriptive title of the project. If more than one program is involved, you should append an explanation on a separate sheet. If appropriate (e.g., construction or real property projects), attach a map showing project location. For preapplications, use a separate sheet to provide a summary description of this project.																																				
2.	Date application submitted to Federal agency (or State if applicable) and applicant's control number (if applicable).	12.	List only the largest political entities affected (e.g., State, counties, cities).																																				
3.	State use only (if applicable)	13.	Enter the proposed start date and end date of the project.																																				
4.	Enter Date Received by Federal Agency Federal identifier number: If this application is a continuation or revision to an existing award, enter the present Federal Identifier number. If for a new project, leave blank.	14.	List the applicant's Congressional District and any District(s) affected by the program or project.																																				
5.	Enter legal name of applicant, name of primary organizational unit (including division, if applicable), which will undertake the assistance activity, enter the organization's DUNS number (received from Dun and Bradstreet), enter the complete address of the applicant (including country), and name, telephone number, e-mail and fax of the person to contact on matters related to this application.	15.	Amount requested or to be contributed during the first funding/budget period by each contributor. Value of in kind contributions should be included on appropriate lines as applicable. If the action will result in a dollar change to an existing award, indicate only the amount of the change. For decreases, enclose the amounts in parentheses. If both basic and supplemental amounts are included, show breakdown on an attached sheet. For multiple program funding, use totals and show breakdown using same categories as item 15.																																				
6.	Enter Employer Identification Number (EIN) as assigned by the Internal Revenue Service.	16.	Applicants should contact the State Single Point of contact (SPOC) for Federal Executive Order 12372 to determine whether the application is subject to the State intergovernmental review process.																																				
7.	Select the appropriate letter in the space provided. <table border="1" data-bbox="175 1251 797 1549"> <tr> <td></td> <td></td> <td>I.</td> <td>State Controlled Institution of Higher Learning</td> </tr> <tr> <td>A.</td> <td>State</td> <td>J.</td> <td>Private Industry</td> </tr> <tr> <td>B.</td> <td>County</td> <td>K.</td> <td>Indian Tribe</td> </tr> <tr> <td>C.</td> <td>Municipal</td> <td>L.</td> <td>Individual</td> </tr> <tr> <td>D.</td> <td>Township</td> <td>M.</td> <td>Profit Organization</td> </tr> <tr> <td>E.</td> <td>Interstate</td> <td>N.</td> <td>Other (Specify)</td> </tr> <tr> <td>F.</td> <td>Intermunicipal</td> <td>O.</td> <td>Not for Profit Organization</td> </tr> <tr> <td>G.</td> <td>Special District</td> <td></td> <td></td> </tr> <tr> <td>H.</td> <td>Independent School District</td> <td></td> <td></td> </tr> </table>			I.	State Controlled Institution of Higher Learning	A.	State	J.	Private Industry	B.	County	K.	Indian Tribe	C.	Municipal	L.	Individual	D.	Township	M.	Profit Organization	E.	Interstate	N.	Other (Specify)	F.	Intermunicipal	O.	Not for Profit Organization	G.	Special District			H.	Independent School District			17.	This question applies to the applicant organization, not the person who signs as the authorized representative. Categories of debt include delinquent audit disallowances, loans, and taxes
		I.	State Controlled Institution of Higher Learning																																				
A.	State	J.	Private Industry																																				
B.	County	K.	Indian Tribe																																				
C.	Municipal	L.	Individual																																				
D.	Township	M.	Profit Organization																																				
E.	Interstate	N.	Other (Specify)																																				
F.	Intermunicipal	O.	Not for Profit Organization																																				
G.	Special District																																						
H.	Independent School District																																						
8.	Select the type from the following list: "New" means a new assistance award. "Continuation" means an extension for an additional funding/budget period for a project with a projected completion date. "Revision" means any change in the Federal Government's financial obligation or contingent liability from an existing obligation. If a revision, enter the appropriate letter: <table border="1" data-bbox="224 1755 748 1812"> <tr> <td>A.</td> <td>Increase Award</td> <td>B.</td> <td>Decrease Award</td> </tr> <tr> <td>C.</td> <td>Increase Duration</td> <td>D.</td> <td>Decrease Duration</td> </tr> </table>	A.	Increase Award	B.	Decrease Award	C.	Increase Duration	D.	Decrease Duration	18.	To be signed by the authorized representative of the applicant. A copy of the governing body's authorization for you to sign this application as official representative must be on file in the applicant's office. (Certain Federal agencies may require that this authorization be submitted as part of the application.)																												
A.	Increase Award	B.	Decrease Award																																				
C.	Increase Duration	D.	Decrease Duration																																				
9.	Name of Federal agency from which assistance is being requested with this application.																																						
10.	Use the Catalog of Federal Domestic Assistance number and title of the program under which assistance is requested.																																						

NATIONAL PRIORITY SYSTEM
**Justification Submittal for Project(s) Outside
 Established Threshold Priority Ratings**

Airport Information:

Gainesville Regional Airport
Gainesville-Alachua County Regional Airport Authority
3880 N.E. 39th Avenue
Gainesville, FL 32609

Project Description:

Rehabilitate a Portion of the General Aviation Apron
Crack Fill and Seal Coat GA Apron and Commercial Apron

The project includes reconstruction of the concrete portion of the airports main general aviation apron and:

Crack-fill and sealcoat of general aviation and commercial aviation asphalt apron pavements.

Project Narrative/Background:

- ³ The project includes the reconstruction of approximately 9,000 square yards of existing concrete apron, which was constructed in the 1940s. This portion of the GA pavement is nearest to the GA terminal and is most frequented by large jet transport charters and corporate aircraft. These include regular business charters and charters of visiting sports teams arriving for NCAA games at the University of Florida. This pavement is vital to the airport as 32 percent of its revenue is derived from GA operations. General Aviation contributes significantly to the operations and maintenance of the airport.
- ³
- ³ The original concrete area has been deteriorating rapidly and frequent efforts to repair it are no longer effective. The pavement is a source of a great deal of foreign object debris, which must be continually removed. The airport can no longer keep the area free of F.O.D. and certain turbine aircraft are routinely parked in alternate locations, away from the terminal building, in order to mitigate the risk of engine damage. The airport does not have surplus apron and at times short of apron during major sporting events.
- ³
- ³ The pavement to be reconstructed has been found to be in “very poor” condition per the 2008 Statewide Airfield Pavement Management Program completed by FDOT. The airport proposes a full concrete reconstruction of the area for longer life and less maintenance. The airport’s consultant has started design of the project. The original concrete has provided more than sixty years of service life. A consideration of two design alternatives, asphalt vs. concrete was considered during the design process. Asphalt was chosen due to budgetary limitations and the fact that the surrounding pavement, which makes up the majority of the GA apron, is asphalt of varying strengths. Refinements to parking orientation, overnight tie-down locations, traffic patterns and striping will also be considered during the design.

NATIONAL PRIORITY SYSTEM
**Justification Submittal for Project(s) Outside
 Established Threshold Priority Ratings**

The project also includes crack-fill and seal coat both commercial and general aviation side asphalt aprons. This treatment will help to seal the existing pavements from water intrusion into the sub-base and protect the pavement surface from weather and oxidation, thereby extending pavement life. In the event the project budget allows, the airport would like to mill and overlay a portion of the existing asphalt portion of the commercial apron vs. crack-filling and sealcoat.

How Project Enhances FAA Goals:

Safety and/or Security:

Rehabilitation of the pavement will greatly reduce the amount of foreign object debris (F.O.D) on the main general aviation public apron. This debris is a hazard to aircraft safety. The project will also extend the life of existing FAA eligible aircraft pavements.

System Capacity:

The airport will maintain needed, existing apron capacity.

Environment:

N/A

Access:

N/A

Support from state and/or local plans:

This project is consistent with the GNV Airport Master Plan and has been selected for state aviation funding by the FDOT.

DETERMINATION OF ENVIRONMENTAL IMPACTS

Airport: Gainesville Regional Airport, Gainesville Florida (GNV)

Detailed Project Description: Rehabilitate Aircraft Apron (includes partial reconstruction, mill and overlay and surface treatment of existing asphalt pavements)

In order for the FAA to determine the appropriate course of action, the FAA must determine and the sponsor must certify that the proposed action is not likely to:

- a. Have an effect on properties protected under Section 106 of the Historic Preservation Act of 1966, as amended, Section 4(f) of the Department of Transportation Act of 1966, or Section 6(f) of the Land and Water Conservation Act;
- b. Be highly controversial on environmental grounds. A proposed Federal action is considered highly controversial when the action is opposed by a Federal, state or local government agency or by a substantial number of persons affected by such action on environmental grounds;
- c. Have a significant impact on natural, ecological, cultural, or scenic resources of national, state, or local significance, including endangered species, wetland, floodplains, coastal zones, prime or unique farmland, energy supply and natural resources, or resources protected by the Fish and Wildlife Coordination Act;
- d. Be highly controversial with respect to the availability of adequate relocation housing. In an action involving relocation of persons or businesses, a controversy over the amount of the acquisition or relocation payments is not considered to be a controversy with respect to the availability of adequate relocation housing;
- e. Cause substantial division or disruption of an established community, or disrupt orderly, planned development, or is likely to be not reasonably consistent with plans or goals that have been adopted by the community in which the project is located;
- f. Have a significant environmental impact on minority or low-income populations;
- g. Cause a significant increase in surface traffic congestion;
- h. Have a significant impact on noise levels of noise sensitive areas;
- i. Have a significant impact on water quality or contaminate a public water supply system;
- j. Have a significant impact on air quality or violate the local, state or Federal standards of air quality;
- k. Be inconsistent with any Federal, state, or local law or administrative determination relating to the environment.

Based on the attached Environmental Determination Checklist, I certify that the project(s) described above meet(s) the test for a Categorical Exclusion in accordance with FAA Order 5050.4A and paragraphs a thru k above.

Signature of Authorized Airport Representative

Date

FAA Determination (by Program Manager/Environmental Specialist signature):

Categorically Excluded: _____ Date _____

Requires Further Environmental Analysis: _____ Date _____

ENVIRONMENTAL DETERMINATION CHECKLIST (FY04)

Airport: Gainesville Regional Airport (GNV)

Detailed description of Proposed Project: Rehabilitation of Existing Apron, Asphalt Pavement Reconstruction, Mill and Overlay, Crack-fill and Sealcoat various existing paved areas. (See attached)

Prepared and certified by: Allan J. Penksa

Date: March 23, 2009

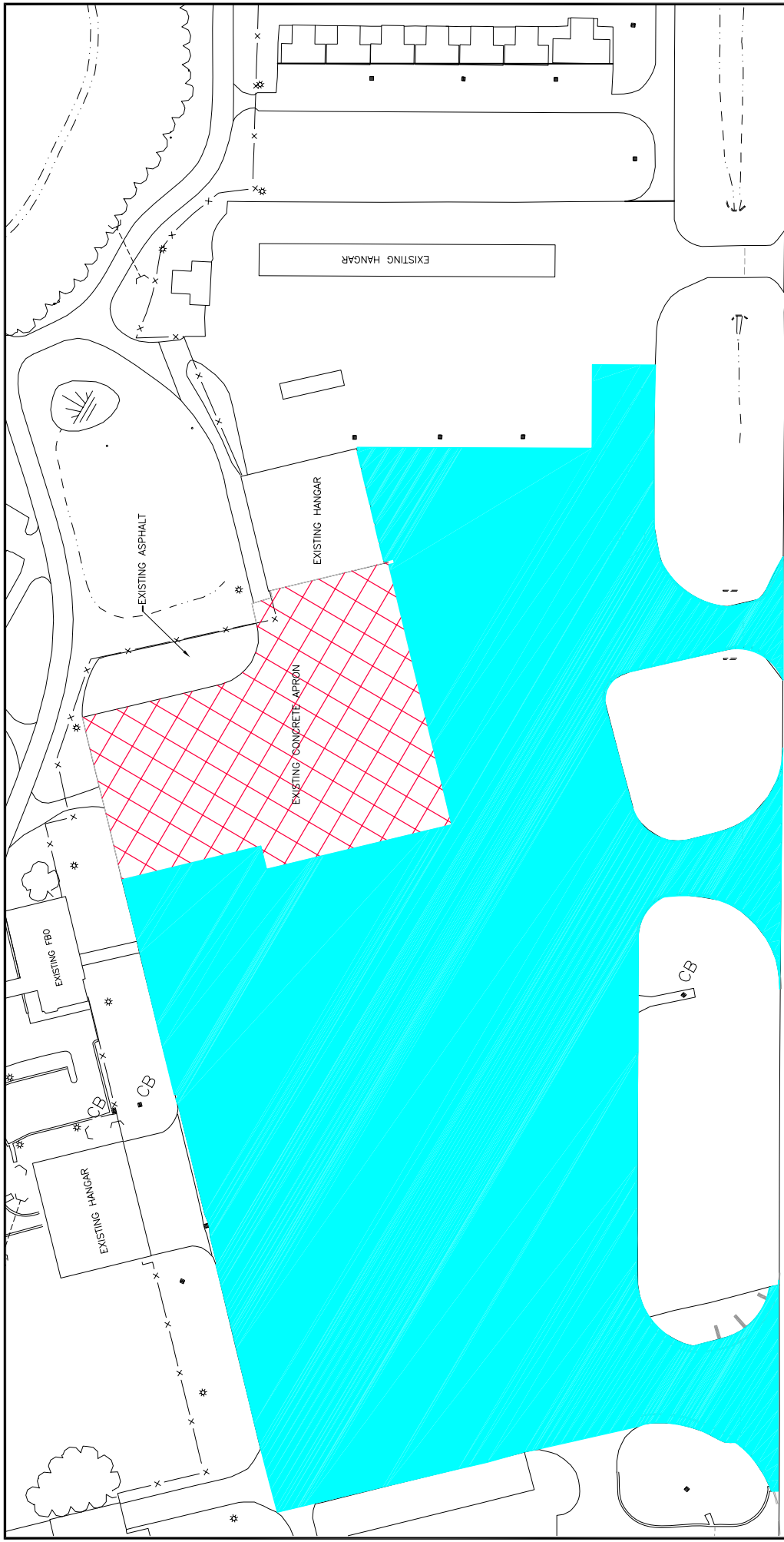
	YES	NO	COMMENTS
IS THIS PROPOSED PROJECT LISTED AS CATEGORICALLY EXCLUDED IN FAA ORDER 5050.4A?			
THIS PROPOSED PROJECT CONSISTS OF:		X	
First Time ALP Approval		X	
Commercial Service Airport Location Approval		X	
New Air Carrier Runway		X	
New Airport Location		X	
New Runway		X	
Runway Extension		X	
Runway Strengthening w/ 1.5 DNL Increase		X	
Construction or Relocation of a Roadway		X	
Land Acquisition		X	
ILS or ALS		X	
THIS PROPOSED PROJECT WILL AFFECT:			
Section 4(f) Land		X	
Historic/Archaeological Resources		X	
Farmland		X	
Wetlands		X	
Floodplains		X	
Coastal Zone		X	
Endangered or Threatened Species		X	
THIS PROPOSED PROJECT IS LIKELY TO:			
Be Highly Controversial on Environmental Grounds		X	
Cause Natural Resource Impacts		X	
Be Controversial Regarding Relocation Housing		X	
Cause Community Disruption		X	
Cause Surface Traffic Congestion		X	
Cause Increase of 1.5 DNL over Noise Sensitive Areas		X	
Cause an Effect on Air Quality		X	
Cause an Effect on Water Quality		X	
Cause Environmental Justice Concerns		X	
Contain or Affect Hazardous Materials		X	Asphalt pavement and sealcoat materials to be utilized
Be Inconsistent with Other Environmental Laws		X	

Attach detailed comments for all “yes” answers on a separate sheet, and explain your justification for a request for a determination of Categorical Exclusion.

This project involves reconstruction, rehabilitation and surface treatment of existing aircraft apron areas only and is Categorically Excluded in FAA Order 5050.4A.

FAA Grant Application
 Gainesville Regional Airport
 27-Mar-09

Brief Item Description	% Fed	Units	RW	(1) Const or Land Cost	(2) Eng/Land Incidental	(3) Admin	(4) Total	(5) Federal Entitlement	(6) Federal Discretionary	(7) Non-Federal
Rehabilitate Apron	100			2,009,000	388,000	3,000	2,400,000	2,400,000		0
										0
Total				2,009,000	388,000	3,000	2,400,000	2,400,000		0



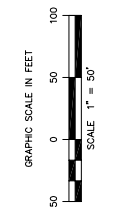
DATE	REVISION	BY	AUTH

URS
 URS Corporation
 10000 Bruce B. Downs Blvd.
 Tampa, FL 33607-1462
 INC. 00000000

PROCESSED BY
 William W. ...

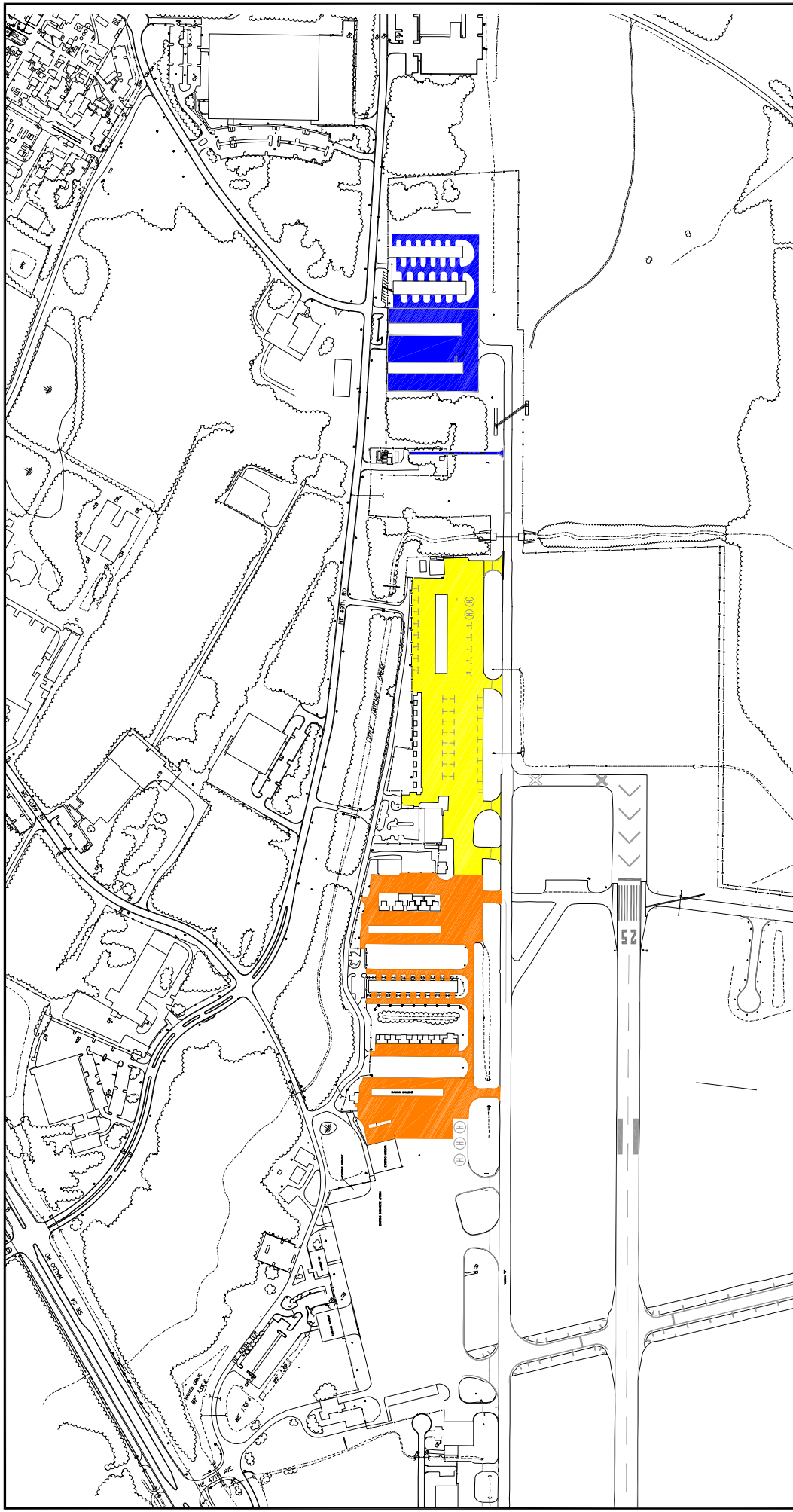
GAINESVILLE REGIONAL AIRPORT
 Gainesville-Alachua County Regional Airport Authority
 3000 S.W. 15th Street, Suite A
 Gainesville, FL 32609

APRON CRACK SEALING, SEAL COATING, AND REHABILITATION ON THE GA AND COMMERCIAL APRON
 GA APRON REHABILITATION
 BID SCHEDULES A AND B
 PRELIM: 10/00/00.0000
 DATE: MARCH, 2009
 SCALE: AS SHOWN
 SHEET NO. 1
 CD # 00000000

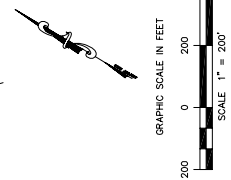


LEGEND
 BID SCHEDULE "A" - DEMO EXISTING CONCRETE APRON AND ASPHALT RECONSTRUCT W/ ASPHALT PAVEMENT
 BID SCHEDULE "B" - SEALCOAT AND REMARK PORTION OF GA APRON

\\Gainesville-Regional\200807\Apron Rehab\2\CHHHS\APRON REHAB-ASPHLT OPTION.dwg 03/27/2009 9:19



- LEGEND**
- BID SCHEDULE "E" - SEALCOAT AND REMARK ADDITIONAL PORTION OF GA APRON
 - BID SCHEDULE "D" - SEALCOAT AND REMARK ADDITIONAL PORTION OF GA APRON
 - BID SCHEDULE "C" - SEALCOAT AND REMARK ADDITIONAL PORTION OF GA APRON



DATE	REVISION	BY	AUTH

URS
 URS Corporation
 1110 South West
 Campbell Causeway
 Tampa, FL 33607-1462
 INC. 000000000000

DESIGNED BY
 William W. ...
 PROFESSIONAL ENGINEER NO. 9033



Gainesville-Alachua
 County Regional
 Airport Authority
 3800 South West
 Gainesville, FL 32609

APRON CRACK SEALING, SEAL COATING, AND
 REHABILITATION ON THE GA AND COMMERCIAL APRON
 GA APRON REHABILITATION
 BID SCHEDULES C, D, & E
 PROJECT: 2008030000000
 DRAWN BY: JCS/RES/MPF
 CHECKED BY: JCS/RES/MPF
 DATE: MARCH, 2009
 SCALE: AS SHOWN
 SHEET NO.: 2
 JOB NO.: 2008

ENGINEER'S ESTIMATE OF CONSTRUCTION COST
GA APRON REHABILITATION
GAINESVILLE REGIONAL AIRPORT
DATE: 3/12/09

BID SCHEDULE "A"- RECONSTRUCT GA APRON WITH ASPHALT PAVEMENT	\$1,218,773
BID SCHEDULE "B"- SEALCOAT AND REMARK PORTION OF GA APRON	\$285,495
BID SCHEDULE "C"- SEALCOAT AND REMARK ADDITIONAL PORTION OF GA APRON	\$179,625
BID SCHEDULE "D"- SEALCOAT AND REMARK ADDITONAL PORTION OF GA APRON	\$207,500
BID SCHEDULE "E"- SEALCOAT AND REMARK ADDITIONAL PORTION OF GA APRON	\$100,500
BASE BID SUBTOTAL	\$1,991,893
CONTINGENCY (5%)	\$99,595
ENGINEERING	\$118,256
SURVEY	\$8,000
GEOTECH	\$10,000
CA/ INSPECTION (10%)	\$209,149
QA TESTING (2%)	\$41,830
BASE BID TOTAL	\$2,478,722
ADDITIVE ALTERNATE BID SCHEDULE "F"- CRACK SEAL, SEALCOAT, REMARK COMMERCIAL APRON	\$93,275
CONTINGENCY (5%)	\$4,664
ENGINEERING	\$3,000
SURVEY	\$4,500
GEOTECH	\$0
CA/ INSPECTION (10%)	\$9,794
QA TESTING (2%)	\$1,959
ADDITIVE ALTERNATE BID SCHEDULE TOTAL	\$117,191
PROJECT TOTAL	\$2,595,912

**ENGINEER'S ESTIMATE OF CONSTRUCTION COST
 BID SCHEDULE "A"- RECONSTRUCT GA APRON WITH ASPHALT PAVEMENT
 GAINESVILLE REGIONAL AIRPORT**

ITEM NO.	ITEM DESCRIPTION	UNITS	ESTIMATED QUANTITY	UNIT PRICE	TOTAL COST
P-100-2.1	MOBILIZATION (10%)	L.S.	1	\$110,797.50	\$110,798
P-101-5.1	REMOVE EXISTING CONCRETE APRON PAVEMENT (6" THICK*)	S.Y.	8,800	\$25.00	\$220,000
P-101-5.2	REMOVE EXISTING BASE UNDER CONCRETE PAVEMENT (6" THICK*)	S.Y.	8,800	\$8.00	\$70,400
P-103-5.1	REMOVE 2" EXISTING ASPHALT IN GSE AREA	S.Y.	1,100	\$7.00	\$7,700
P-152-5.1	UNCLASSIFIED EXCAVATION	C.Y.	5,200	\$25.00	\$130,000
P-152-5.2	OFFSITE BORROW	C.Y.	3,900	\$15.00	\$58,500
P-154-5.1	STABILIZED SUBGRADE (8" THICK)	S.Y.	8,800	\$10.00	\$88,000
P-156-4.1	STAKED SILT FENCE	L.F.	500	\$3.00	\$1,500
P-211-5.2	LIMEROCK BASE COURSE (8" THICK)	SY	8,800	\$10.00	\$88,000
P-401-5.1	BITUMINOUS SURFACE COURSE (6" THICK)	TONS	2,900	\$115.00	\$333,500
P-401-5.2	2" BITUMINOUS SURFACE COURSE OVERLAY (GSE AREA)	TONS	125	\$115.00	\$14,375
P-401-5.4	SEAL COAT NEW ASPHALT APRON AND GSE AREA	SY	9,900	\$5.00	\$49,500
P-602-5.1	BITUMINOUS PRIME COAT	GA	900	\$3.00	\$2,700
P-632-5.1	BITUMINOUS TACK COAT	GA	1,500	\$3.00	\$4,500
P-620-5.5	APRON PAINTING- YELLOW REFLECTIVE (2 COATS REQUIRED)	S.F.	600	\$3.00	\$1,800
P-620-5.6	NEW APRON TIE DOWNS	EA	75	\$500.00	\$37,500

TOTAL \$1,218,773

ENGINEER'S ESTIMATE OF CONSTRUCTION COST
 BID SCHEDULE "B"- SEALCOAT AND REMARK PORTION OF GA APRON
 GAINESVILLE REGIONAL AIRPORT

ITEM NO.	ITEM DESCRIPTION	UNITS	ESTIMATED QUANTITY	UNIT PRICE	TOTAL COST
P-100-2.2	MOBILIZATION (5%)	L.S.	1	\$13,595.00	\$13,595
P-401-5.3	SEALCOAT GA APRON AREA	SY	50,300	\$5.00	\$251,500
P-620-5.7	APRON PAINTING- YELLOW REFLECTIVE (2 COATS REQUIRED)	S.F.	10,200	\$2.00	\$20,400

TOTAL \$285,495

ENGINEER'S ESTIMATE OF CONSTRUCTION COST
 BID SCHEDULE "C"- SEALCOAT AND REMARK ADDITIONAL PORTION OF GA APRON
 GAINESVILLE REGIONAL AIRPORT

ITEM NO.	ITEM DESCRIPTION	UNITS	ESTIMATED QUANTITY	UNIT PRICE	TOTAL COST
P-100-2.3	MOBILIZATION (5%)	L.S.	1	\$8,981.25	\$8,981
P-401-5.5	SEALCOAT ADDITIONAL GA APRON AREA	SY	32,025	\$5.00	\$160,125
P-620-5.8	APRON PAINTING- YELLOW REFLECTIVE (2 COATS REQUIRED)	S.F.	6,500	\$3.00	\$19,500

TOTAL \$179,625

ENGINEER'S ESTIMATE OF CONSTRUCTION COST
 BID SCHEDULE "D"- SEALCOAT AND REMARK ADDITIONAL PORTION OF GA APRON
 GAINESVILLE REGIONAL AIRPORT

ITEM NO.	ITEM DESCRIPTION	UNITS	ESTIMATED QUANTITY	UNIT PRICE	TOTAL COST
P-100-2.4	MOBILIZATION (5%)	L.S.	1	\$10,375.00	\$10,375
P-401-5.5	SEALCOAT ADDITIONAL GA APRON AREA	SY	37,000	\$5.00	\$185,000
P-620-5.8	APRON PAINTING- YELLOW REFLECTIVE (2 COATS REQUIRED)	S.F.	7,500	\$3.00	\$22,500

TOTAL \$207,500

ENGINEER'S ESTIMATE OF CONSTRUCTION COST
 BID SCHEDULE "E"- SEALCOAT AND REMARK ADDITIONAL PORTION OF GA APRON
 GAINESVILLE REGIONAL AIRPORT

ITEM NO.	ITEM DESCRIPTION	UNITS	ESTIMATED QUANTITY	UNIT PRICE	TOTAL COST
P-100-2.5	MOBILIZATION (5%)	L.S.	1	\$5,025.00	\$5,025
P-401-5.5	SEALCOAT ADDITIONAL GA APRON AREA	SY	18,000	\$5.00	\$90,000
P-620-5.8	APRON PAINTING- YELLOW REFLECTIVE (2 COATS REQUIRED)	S.F.	3,500	\$3.00	\$10,500

TOTAL \$100,500

ENGINEER'S ESTIMATE OF CONSTRUCTION COST
 ADDITIVE ALTERNATE BID SCHEDULE "F"- CRACK SEAL, SEALCOAT, REMARK COMMERCIAL APRON
 GAINESVILLE REGIONAL AIRPORT

ITEM NO.	ITEM DESCRIPTION	UNITS	ESTIMATED QUANTITY	UNIT PRICE	TOTAL COST
P-100-2.6	MOBILIZATION (10%)	L.S.	1	\$8,479.50	\$8,480
P-401-5.2	SEALCOAT COMMERCIAL APRON AREA	SY	10,175	\$5.00	\$50,875
P-501-5.1	CLEAN, ROUT, SEAL ASPHALT CRACKS IN TERMINAL APRON AREA	L.F.	7,730	\$4.00	\$30,920
P-620-5.1	APRON PAINTING- YELLOW REFLECTIVE (2 COATS REQUIRED)	S.F.	1,000	\$3.00	\$3,000

TOTAL \$93,275

Attachment A

PROJECT SCHEDULE
Apron Crack Sealing, Seal Coating and Rehabilitation
on the General Aviation and Commercial Aprons

Airport: Gainesville Regional Airport

Location: Gainesville, FL

FAA AIP #: TBD

Revised: 3/11/09

	ITEM	DATE
1.	Engineering Contract Approved By GACRAA	1/22/09
2.	Notice To Proceed	1/26/09
3.	Submit 60% plans	3/6/09
4.	Submit 90% plans	N/A
5.	Submit Airspace Checklist to FAA	4/10/09
6.	Submit final (100%) plans, specifications, engineering report, construction cost estimate to FAA, FDOT & Sponsor	4/15/09
7.	Advertise for Bids (30 days)	4/20/09
8.	Bid Opening	5/20/09
9.	Submit Bid Tabulation, copy of low bidder's proposal, request for FAA/FDOT concurrence in award	5/22/09
10.	Submit FAA Grant Application for Funding	5/29/09
11.	Accept FAA Grant Offer (GACRAA Board meeting)	6/25/09
12.	Contract Award (GACRAA Board meeting)	6/25/09
13.	Notice to Proceed (construction)	9/1/09
14.	Preconstruction Conference	9/1/09
15.	Complete Construction	5/1/10
16.	Final Project Inspection	5/1/10
17.	Submit Close-Out Report	8/1/10

Prepared by URS Corporation

AIRPORT BUSINESS

4. Amendment No. 1 to Gator Aviation Lease Agreement – Resolution 09-011

**RESOLUTION NO. 09-011
EFFECTIVE MARCH 26, 2009**

**RESOLUTION AUTHORIZING EXECUTION OF AMENDMENT NUMBER 1 TO A
LEASE AGREEMENT FOR A SPECIALIZED AIRCRAFT SERVICE OPERATION AT
GAINESVILLE REGIONAL AIRPORT WITH GATOR AVIATION SERVICES, LLC
D.B.A. GATOR AVIATION**

WHEREAS, at its meeting on April 27, 2006, the Gainesville-Alachua County Regional Airport Authority (GACRAA) approved the execution of a five-year Lease Agreement, with one five (5) year renewal option with Gator Aviation Services, LLC for the provision of Aircraft Airframe and Power Plant Maintenance Alterations and Air Charter, Air Taxi and/or Ambulance Services; and

WHEREAS, that under that lease a second five (5) years renew option may be requested by the lessee, but will be at the sole discretion of the Authority; and

WHEREAS, Gator Aviation Services, LLC proposes to provide Aircraft Airframe and Power Plant Maintenance Alterations and Air Charter, Air Taxi and/or Ambulance Services; and

WHEREAS, staff recommends designating the described twelve thousand seven hundred four (12,704) square feet referenced in the lease as Paved Aircraft Apron as a Ramp Access Fee Based Area denoting Preferential Use to the leasehold; and

WHEREAS, all other conditions and terms shall remain in effect;

NOW, THEREFORE,

BE IT RESOLVED BY THE GAINESVILLE-ALACHUA COUNTY REGIONAL AIRPORT AUTHORITY, as follows:

Section 1. That the Gainesville-Alachua County Regional Airport Authority shall approve execution of Amendment Number 1 to the Lease Agreement for a Specialized Aviation Service Operation at the Gainesville Regional Airport.

Section 2. That Allan Penksa, Chief Executive Officer, is hereby authorized and directed to fully execute Amendment Number 1 to the Lease Agreement on behalf of the Gainesville-Alachua County Regional Airport Authority.

EFFECTIVE this 26th day of March, 2009.

**GAINESVILLE-ALACHUA COUNTY
REGIONAL AIRPORT AUTHORITY**

Kinnon Thomas
Chair

ATTEST:

Janet Woods
Secretary / Treasurer

APPROVED AS TO FORM AND LEGALITY

BY: _____
Donald W. Stanley, Jr.
Attorney for the Authority

AMENDMENT NO.1
To the
LEASE AGREEMENT FOR A SPECIALIZED AVIATION SERVICE OPERATION
AT THE GAINESVILLE REGIONAL AIRPORT

This First Amendment to the Airport Agreement (hereinafter "First Amendment"), is made and entered into this 26th day of March, 2009, by and between the Gainesville-Alachua County Regional Airport Authority (hereinafter "Authority") and Gator Aviation Services, L.L.C., d.b.a. Gator Aviation (hereinafter "Company"), and

WHEREAS , the Authority operates and maintains an airport in Alachua County, Florida known as the Gainesville Regional Airport (hereinafter referred to as "Airport"); and

WHEREAS the Authority and Company have previously entered into a Lease Agreement dated June 1, 2006 for rental of the property identified as the World War II Hangar for the purpose of operating a Specialized Aviation Service; and

WHEREAS the Authority and Company desire to further amend the Lease Agreement as hereinafter set forth;

NOW, THEREFORE, in consideration of the mutual covenants contained herein, it is agreed as follows;

1. The Leased Premises shown in Exhibit 2.A of the described Lease Agreement are amended and the revised exhibit 2.C is attached to this First Amendment.
2. The twelve thousand seven hundred and four (12,704) square feet of apron referenced in the lease as Paved Aircraft Apron shall heretofore be described as a Ramp Access Fee Based Area, denoting Preferential Use to the leasehold.
3. **Preferential Use as contained herein shall be defined as** the designating the described twelve thousand seven hundred and four (12,704) square feet as reserved for priority usage by the Company, rendering use by any other party secondary.
4. Remainder of Agreement. Except as herein set forth, the terms, conditions, and provisions of the Lease Agreement are not amended, and shall remain in full force and shall govern this First Amendment.
5. Conflict. In the event of conflict between the provisions of the Lease Agreement and this First Amendment, the provisions of the First Amendment shall govern and prevail.

- 6. Effective Date. The provisions of the First Agreement shall take effect upon the date executed by GACRAA .

IN WITNESS WHEREOF, the parties of this First Amendment to the Lease Agreement have set their hands on the day, month and year first above written.

COMPANY:

OWNER:

GATOR AVIATION SERVICES, L.L.C.
d.b.a. GATOR AVIATION

GAINESVILLE-ALACHUA COUNTY REGIONAL
AIRPORT AUTHORITY

By: _____

By: _____

Printed Name: _____

Printed Name: Allan Penksa

Title: _____

Title: Chief Executive Officer

AIRPORT BUSINESS

5. Consultant Selection for Multi-Modal Facility Design

At its meeting on January 26, 2006, GACRAA accepted an FDOT JPA for the design and construction of a new ground transportation hub. GACRAA and the FDOT agreed to joint funding for the non-USDOT funded portion of the project; the FDOT portion was to be the lesser of forty-two and one half percent (42.5%) or \$850,000 related to eligible project costs (FDOT JPA # 42064619401). GACRAA had committed to match the FDOT share up to \$850,000. The federal portion of the project, approximately, \$291,534, is funded through a Federal Transit Administration (FTA) earmark. Staff had previously recommended and GACRAA accepted limiting the project scope to use up 100% of the federal earmark and minimize the GACRAA share. The project budget should allow construction of the essential element of the project which is a covered bus/shuttle stop and taxi cab queuing area. The total project (design and construction) budget is \$364,000. The project budget for design, bid and construction phase services is \$80,000. The FTA requires a minimum 20% match, to be split 50/50 with FDOT. GACRAA portion is expected to be \$36,233. Staff intends to apply to the FAA for authorization to use PFC charges to cover the GACRAA share. Staff recommends relinquishing \$800,000 of the available FDOT funds back to FDOT; \$50,000 will be retained to cover the anticipated FDOT share plus a small contingency. Staff met with representatives of the FDOT on March 18th and they are supportive of this plan. FDOT has encouraged GACRAA to begin expending funds on this project as soon as possible or risk losing grant funding. Staff has received engineering proposals for the project and recommends the selection of Passero Associates for the design of the facility.

Recommendation: Motion to approve the selection of Passero Associates as the consultant for the Multi-Modal Facility Design contingent on successful negotiation of the final scope, fee and timeline and to authorize Allan Penksa, Chief Executive Officer, to execute a Task Order with Passero Associates within the project budget subject to final approval by legal counsel and the granting agencies if required.

AIRPORT BUSINESS

6. RFQ 09-006 for Terminal Roof Design-Build of Solar Photovoltaic (PV) Generating System

Staff met with a representative of FDOT and has requested FDOT assistance to complete the terminal roof solar photovoltaic generating system project. A possible follow-on of the project (storage batteries) might provide additional and more reliable emergency power in the event of a natural disaster or prolonged power outage. FDOT has indicated initial support of an FDOT funded pilot project. (Typical FDOT aviation grants are at the 50% level. Pilot projects can be funded up to 100%) The estimated cost of a 170+ KW array (not including storage batteries) is approximately \$1.6 million. FDOT has programmed funding of \$175,000 in FY2010, \$1 million in FY2011 and \$500,000 in FY2012. Funds for engineering of the project could be received as early as July 1, 2009.

Staff has prepared RFQ 09-006 to identify a firm qualified to design and construct a solar PV electric power generating system on the roof of the terminal roof; a summary of RFQ is included in the attachments. Staff recommends soliciting proposals now to move the project forward when funding becomes available. The proposed design-build contract would be designed and built in three (3) distinct phases to correspond with release of FDOT funding over the next three (3) fiscal years. The solar PV system would be modular and expandable, with phases being a fully functional “turn-key” system.

Recommendation: Motion to approve the RFQ package subject to final legal review as described in the summary presented by staff and to direct staff to proceed with the advertisement and solicitation of proposals.

SUMMARY

RFQ 09-006 DESIGN BUILD TERMINAL ROOF SOLAR PHOTOVOLTAIC GENERATING SYSTEM

PURPOSE

To identify a firm qualified to, and interested in, designing and constructing a solar photovoltaic (PV) electric power generating system on the roof of GACRAA's existing commercial airline terminal building. The system will be owned, operated and maintained by GACRAA. Power generated from the system is anticipated to be sold directly to the public utility company. GACRAA is interested in selecting a firms or firms with the necessary qualifications and capabilities to design and construct a high quality, high efficiency, PV system and assist GACRAA in securing the necessary interconnection agreement with Gainesville Regional Utilities (GRU) in a timely fashion. The Successful Proposers shall provide all information and documentation required by GRU to execute a GRU "Agreement for Interconnection and Parallel Operation of Distributed Generation Resource", as amended, modified or replaced.

SCHEDULE

Advertisement Begin:	March 29, 2009
Published:	March 30, 2009
Pre-Proposal Meeting:	April 7, 2009
Deadline for Submission:	April 30, 2009
Evaluation & Interview	May 1 through May 18, 2009
Contract Negotiation	May 19 through May 26, 2009
Contract Award:	April 28, 2009

SCOPE OF PROJECT

The Successful Proposer shall deliver a complete PV System including, but not limited to: PV Panels, inverters, all wiring and connections, mounting structures, proper roof-patching/sealing of all penetrations, patching of disturbed areas on the roof as necessary to maintain warranty, computer hardware, computer software, maintenance training of GACRAA personnel, standard manufacturers warranties as well as any long-term warranty options for both parts and labor accepted by GACRAA.

The Proposers scope of services shall include, but is not limited to, securing all permits and approvals from governing and regulatory agencies, all design work including field inspection, testing and survey, site preparation, construction and installation, all equipment, utilities, communications systems, computer hardware and software, insurance, all labor, taxes, professional and other services, acceptance testing and improvements of any kind necessary to produce a fully operational solar PV system.

The proposer shall design/engineer, build and install a solar PV system using the best practices in the industry. The design shall maximize available solar energy resources, taking into consideration the proposed installation site, applicable building codes, project budget, and other relevant factors. The design shall take into consideration space requirements and requirements to reduce risk of vandalism, theft, storm damage, injury to persons and property and damage to and from aircraft.

PROPOSAL GUARANTEE

All Proposers are required to submit a Proposal Guarantee in the amount of five thousand dollars (\$5,000) made payable without condition to the Gainesville-Alachua County Regional Airport Authority. The Proposal Guarantee may be in the form of a certified check, cashier's check, or Money Order.

The Selected Proposer shall enter into a Design-Build Agreement (Agreement) with the Authority within thirty (30) days of notification of selection. Failure to execute an Agreement within thirty (30) days may result in forfeiture of the Proposal Guarantee as liquidated damages. The final agreement shall contain terms substantially similar to the sample agreement terms contained herein as Attachment "C". The Airport CEO may grant additional time to execute the Agreement if warranted. The agreement will be binding upon execution.

SELECTION CRITERIA

- 3 Demonstrated understanding of the project and needs presented by the Authority;
- 3 Experience of key personnel as it is related to the services under consideration;
- 3 Areas of specialization or expertise related to this project;
- 3 Past performance of similar work and quality of references available, similar facilities and clients within the last three years;
- 3 Organization of firm/ team to maximize efficiency and cost effectiveness;
- 3 Build such that the structure complies with the prevailing local Building Standards Code and wind uplift requirements;
- 3 Build with materials, coatings, and corrosion protections representing the best practices in the industry;
- 3 Build in compliance with Occupational Health and Safety Administration (OSHA) and regulatory directives;
- 3 Provide the Airport with submittals of the plans and specifications in sufficient detail for review.

The Airport will review for:

- Compatibility with planned uses of the Airport Facility;
- Safety of Airport employees, tenants and passengers during and after construction;
- Certifications on the strength calculations;
- Potential conflicts with existing equipment (particularly buried equipment);
- Maintenance;
- Aesthetics

AIRPORT BUSINESS

7. RFQ 09-007 for Real Estate Services

In November of 2008, Eclipse Aviation Corporation filed for Chapter 11 bankruptcy protection. On March 4, 2009, the Bankruptcy Court agreed to convert the Eclipse Chapter 11 case to a Chapter 7 liquidation case. A trustee has been appointed to supervise the liquidation. At this time, there are several parties interested in buying the assets of Eclipse Aviation but there are no firm plans for the continued occupation by an Eclipse bidder for the service facility at Gainesville Regional Airport. At previous meetings, the Board has endorsed various means of attracting a new tenant for the facility. Staff recommends identifying a firm that is qualified and interested in providing comprehensive real estate services for the local, national/international marketing of the former Eclipse Aviation facility and other available GACRAA real estate on an as needed basis. To that end, staff has prepared an RFQ 09-007 package for Real Estate Services; the RFQ is summarized in the agenda packet.

Recommendation: Motion to approve the RFQ package as described in the summary presented by staff subject to review of legal counsel and to direct staff to proceed with the advertisement and solicitation of proposals.

SUMMARY

RFQ 09-007 REAL ESTATE SERVICES

PURPOSE

To identify a firm or team qualified to, and interested in, providing comprehensive professional real estate services for the national/international marketing and rental of the former Eclipse Aviation facility.

SCHEDULE

Advertisement Begin: March 26, 2009
Published: March 26, 2009
Pre-Proposal Meeting: April 6, 2009
Deadline for Submission: April 16, 2009
Authority Award: April 23, 2009

SCOPE OF SERVICES

The services solicited consist of a full service program for commercial real estate assistance services including, but not limited to, appraisals and appraisal review, marketing services (including MLS listings), negotiations pertaining to terms of rental, legal assistance, and other directly related rental assistance services. The selected firm or team shall perform all services necessary to accomplish the potential rental of the facility.

- ³ National and international listing with a designated real estate agent or agents.
- ³ A five percent (5%) commission on the rental paid for the first twelve (12) months of the rental Agreement will be paid by the Authority. If more than one agent is involved in the rental of the property the commission will be split among the agents.
- ³ The facility will be priced at fair market value as determined by Market Rent Analysis or Appraisal;
- ³ Each realtor will be relied upon to promote and document an aggressive rental effort.
- ³ FAA grant assurances require every effort be made to identify an aviation based tenant for the facility. In the event an aviation based tenant cannot be identified, records showing efforts related to solicitation of the facility to aviation based businesses will be required as a prerequisite to FAA approval to rent the facility to a non-aviation tenant. The firm/team will be expected to keep detailed records and make them available to the Authority and the FAA.
- ³ Realtors will be relied upon to assist the Authority in determining the renter's ability to afford the financial commitment of a long-term lease;
- ³ Attendance and making of presentations and reports to the Authority, or other meetings as required by the Authority;
- ³ Provide and maintain an office open to the public at a location and at hours agreed upon by the Authority, if so requested.
- ³ Maintain a list of firms, companies and individuals expressing an interest in the facility for the purpose of sharing with the Authority.

TERM OF AGREEMENT

The term of the agreement with the firm or team shall be for a period of one (1) year beginning May 1, 2009 thru April 30, 2010.

PROPOSAL GUARANTEE

All Proposers are required to submit a Proposal Guarantee in the amount of two thousand dollars (\$2,000) made payable without condition to the Gainesville-Alachua County Regional Airport Authority. The Proposal Guarantee may be in the form of a certified check, cashier's check, or Money Order.

The selected firm/team shall enter into an Agreement with the Authority within fifteen (15) days of notification of selection. Failure to execute an Agreement within fifteen (15) days may result in forfeiture of the Proposal Guarantee as liquidated damages. The Airport CEO may grant additional time to execute the Use Agreement if warranted. The Agreement will be binding upon execution.

We did not issue a Sample Agreement with this RFQ.

SELECTION CRITERIA

- ³ Demonstrated understanding of the project and needs presented by the Authority;
- ³ Experience of key personnel as it is related to the services under consideration;
- ³ Ability to furnish sufficient services, time and personnel to pursue an aggressive campaign;
- ³ Areas of specialization or expertise related to this project;
- ³ Past performance of similar work and quality of references available, similar facilities and clients within the last five years;
- ³ Organization of firm/ team to maximize efficiency and cost effectiveness;
- ³ Firm size and current workload as related to project needs, including a current active client list;
- ³ Location of principal office where work will be performed;
- ³ DBE participation. (All other elements being equal, DBE participation will be a contributing factor in determining award.)

AGREEMENT CONSIDERATIONS

Failure by the firm/team to conduct an aggressive rental effort is grounds for terminations of the contract.

Language allowing for the rental of the property to an entity not identified through or established by way of the efforts conducted by the firm/team, such rental not to be cause of payment of fees by GACRAA to firm/team.

TENANT REPORTS:

- 1. University Air Center – Construction Update**
- 2. Gator Aviation Services, LLC**
- 3. R D Air Services, LLC**

**Airport Tenants Association
Gainesville Pilots Association**

AIRPORT AUTHORITY INPUT

AIRPORT AUTHORITY ATTENDANCE

NOTE: If any person decides to appeal any decision made by the Airport Authority, with respect to any matters considered at a public meeting, they will need a record of the proceedings and for such purpose, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Person with disabilities who require assistance to participate in the meeting are requested to notify the Airport's Administrative manager at (352) 373-0249 at least 48 hours in advance, so that their needs may be accommodated.

Gainesville-Alachua County Regional Airport Authority

Meeting Attendance for the Month February 2009
2008/2009

	3/27/2008	4/24/2008	5/22/2008	6/26/2008	7/24/2008	8/28/2008	9/25/2008	10/23/2008	11/13/2008	12/11/2008	1/22/2009	Special Meeting 2/18/09	2/26/2009	In Violation if absent at next meeting?
Brashear, Billy	P	P	P	P	P	A	P	P	P	P	P	P	P	
Breeze, William	A	P	P	P	P	P	P	P	P	P	P	P	P	
Fletcher, Ian ¹														
Goldstein, Mark	P	P	P	P	P	P	P	A	P	P	P	P	P	
Johnson, Peter L.	P	P	P	P	P	P	P	P	P	P	P	P	P	
McEachern, W. E. "Mac" ²	P	P	P	P	P	A								
Phillips, Win	P	A	P	A	P	P	P	P	A	P	P	P	P	
Samarrai, Remzey ³														
Stringfellow, Jim ⁴	P	P	A	P	P	P	P	P	P	A	P	A	P	
Thomas, K. Kinnon	P	P	P	P	P	P	P	P	P	A	P	P	P	
Woods, Janet	P	P	P	P	P	P	P	P	P	P	P	P	P	

1. Ian Fletcher was appointed to Gainesville-Alachua County Regional Airport Authority by the Alachua Board of County Commissions to a three-year term ending July 31, 2011.
2. Mac McEachern's term expired July 31, 2008.
3. On 11/24/08, Remzey Samarrai was appointed to the Gainesville-Alachua County Regional Airport Authority by Governor Crist to a three-year term ending July 31, 2011.
4. Jim Stringfellow's term expired November 24, 2008.

A = Absent
P = Present

GUIDELINES FOR ADDRESSING
THE GAINESVILLE - ALACHUA COUNTY REGIONAL AIRPORT AUTHORITY
(GACRAA)
GAINESVILLE, FL

The GACRAA invites and encourages participation by petitioners and members of the public. This may be done by appearing at GACRAA meetings and meetings of GACRAA Committees.

A. REQUEST TO ADDRESS GACRAA
(being placed on the printed agenda for monthly meeting)

1. Call the Chief Executive Officer's office no later than 4:00 PM ten (10) days preceding the monthly meeting.
2. Provide the following information to the office:
 - a. name, address, and occupation;
 - b. persons, group, or interest represented;
 - c. general subject of request; and
 - d. action sought by GACRAA
3. Routinely the monthly meetings begin at 5:00 PM; locations may vary.
4. At the appropriate time on the agenda, the Chairman will recognize the citizen wishing to address GACRAA.
5. After being recognized, the citizen should step up to the microphone on the lectern, unless otherwise indicated by the presiding officer, and give his/her name and address in an audible tone of voice.

**B. ADDRESSING GACRAA
(if not on the printed agenda)**

1. A citizen may ask to be recognized under the category CITIZEN INPUT - NON-AGENDA ITEM.
2. See 5 above.

Or

1. A citizen may ask to be recognized to speak on a particular topic that is under discussion.
2. See 5 above.

C. ADDRESSING GACRAA COMMITTEES

1. The following are sources for where and when GACRAA meetings will be held:
 - a. Airport Administration Office (373-0249).
 - b. Website: www.flygainesville.com
2. A citizen may ask to be recognized by the Chairman of the Committee to speak on the topic under discussion.

D. ADDRESSING GACRAA: All remarks shall be addressed to GACRAA as a body and not to any member thereof. No person other than a member of GACRAA and the person having the floor shall be permitted to enter into any discussion, either directly or through a member of GACRAA, without permission of the presiding officer. No question shall be asked except through the presiding officer.

Persons with disabilities who require assistance to participate in the meeting are requested to notify the Airport's Communications Manager at 352-373-0249 at least 48 hours in advance, so their needs can be accommodated.