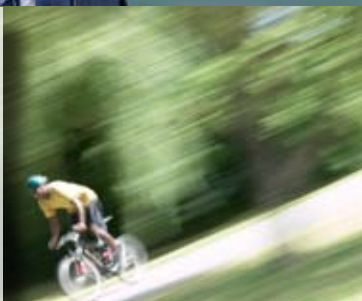


Executive Director's REPORT



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Fuel Farm

Site work has been completed and the new fuel tanks have been installed. E.O. Koch is working on small adjustments to the fuel tanks and pump equipment in preparation for commissioning of the new facility. Commissioning of the new facility and decommissioning and removal of the old tanks should be completed within the next 30 days. It is anticipated that the overall cost of the project (design, permitting, and construction) will be approximately \$718,000.

Runway 14-32 and Taxiway A-4 Rehabilitation

The last phase of asphalt paving was completed on December 4th. This involved closing the airport for approximately 12 hours as the contractor milled and overlaid Runway 14/32 and 18/36 intersection. Pavement markings were applied last week and a final inspection was conducted this week with FAA, SAA, and PBS&J personnel in attendance. Based on this inspection, the project has achieved final completion and acceptance and the runway and taxiway have been re-opened to traffic.

Runway 18-36 Rehab and Extension – Design and Permitting

Based on recent discussions with the FAA, the scope of work associated with the Runway 18-36 Extension is going to be expanded to include a complete rehabilitation of the runway pavement (5224' x 100'), upgrade of the edge lighting system, addition of precision approach pavement markings, and the installation of an Approach Lighting System.

Once the Environmental Assessment has been reviewed and a finding of no significant impact (FONSI) has been issued (anticipated March 2010), the FAA will authorize the design and permitting of this project. SAA staff is currently working with the FAA and FDOT to secure funding for the design and permitting effort (currently estimated at \$750,000). Once funding has

been identified, an RFQ for the design and permitting services will be advertised and the most qualified firm will be selected.

Runway 18-36 Lighting and Marking Upgrades

The FAA has developed a new RNAV Instrument Approach Procedure for Runway 18/36. Based on a review of the approach requirements, the current approach and visibility minimums could be significantly improved with the addition of touchdown zone markings and the installation of an Approach Lighting System. This would provide the airport with a precision approach capability that it currently doesn't have. Airport staff is currently working with the FAA on justification and potential funding for this project.

Catalyst Infrastructure

The Planning, Engineering Design and Permitting Services for the Catalyst Infrastructure project are currently in progress. The planning process has involved conceptual drawings and "visioning" of the Catalyst Site and associated land development opportunities along Carroll Shelby Drive. Based on these concepts, PBS&J's surveying and geo-technical sub consultants have been back in the field gathering additional data. In addition to the data gathering, PBS&J has been coordinating permit requirements with the FAA, South Florida Water Management District, Army Corps of Engineers, and various other regulatory agencies. An updated Airport Layout Plan has been submitted to the FAA and a Short Form Environmental Assessment is being prepared. The Infrastructure Improvements being designed and permitted under this contract included:

ROADS:

In order to improve access to the proposed Catalyst Site, Carroll Shelby Drive will be realigned and reconstructed into a four lane divided roadway with curb and gutter.

STORM WATER PONDS:

Storm water ponds will be constructed for the Catalyst site and the improved access roadway. The ponds are required to provide

water quality treatment and to limit the discharge from the project into the downstream development.

SITE WORK:

The proposed site development activities include removal of unsuitable materials (organic layer of material associated with years of grazing, depth: 2 ft) and placement and compaction of embankment to bring the site up to a suitable building elevation, which will allow for proper drainage.

UTILITIES:

The new development will require new water, wastewater and electrical distribution systems. These new systems will run the length of Carroll Shelby Drive and provide utility service to the Catalyst Site and other future sites nearby.

Under the current schedule the engineering and permitting will be completed in April 2010. At that time, bidding and construction of the infrastructure will begin, followed by State sponsored marketing of the site. Anticipated project costs associated with the Catalyst Infrastructure Improvements are \$38,749,705.

Haywood Taylor Boulevard Extension

The design and permitting for the Haywood Taylor Boulevard Extension are still temporarily on hold while alternative funding is explored. It is anticipated that final permitting designs could be submitted to South Florida Water Management District within three weeks once design efforts resume.

E-Stone

No change from last month. The project has been completed with the exception of the landscaping. A revised landscaping plan has been submitted and approved by Airport staff. This revised plan will provide an aesthetically pleasing arrangement for the area between the storage bins and the manufacturing building along Haywood Taylor Blvd. The revised plan allows for future changes in the landscaping as additional facilities are added to the E-Stone site.



Taxiway Bravo

Design of Taxiway Bravo was completed in 2006, and plans and specifications have been “on the shelf” awaiting funding. Since this project has been ready to bid at a moment’s notice, the FAA has made it a high priority project for discretionary funding. The project includes the construction of a new parallel taxiway that will provide access to future aviation development on the southeastern side of Runway 18-36. Major work items include approximately 14,000 SY of new asphalt pavement and associated grading, drainage, edge lighting, signage, and marking.

For 2010, the FAA is optimistic that they will have discretionary money available to fully fund the construction of Taxiway Bravo. With direction from the FAA, SAA has submitted an AIP Grant pre-application for the project and re-packaged the plans and specifications. The project was advertised on January 13th and a bid opening is currently scheduled for February 17th. If funding is available, construction could begin as early as April. It is anticipated that the construction of Taxiway Bravo will cost approximately \$3M. However, the project may be broken into pieces and the construction phased based on the available funding.

Commerce Park

The final design of the Commerce Park has been put on hold until the permitting package for the Catalyst Infrastructure Project has been submitted to the South Florida Water Management District. The design is approximately 90% complete and a permitting package was submitted to South Florida Water Management District in May. Typically, the review period lasts approximately 60 days and involves a series of agency comments/questions and engineer responses. However, the permitting agencies have requested that both the Commerce Park and Taxiway Bravo projects be included in the permitting for the Catalyst Infrastructure Project. This will expedite the permitting for the Catalyst Project, but will delay the permitting for the Commerce Park and Taxiway Bravo. While the Commerce Park, Taxiway Bravo, and Catalyst Infrastructure Projects may be permitted together, each project will have its own plan set, specifications, and bid documents. Each project will be advertised and bid separately as funding becomes available. The Commerce Park Project could be completed, advertised, and bid within 60 days once final design resumes.



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