

Executive Director's REPORT



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MISS IT!**



**DRIVE-IN *or* FLY-IN
PANCAKE BREAKFAST
SATURDAY OCTOBER 8**



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Rehabilitation Construction

Based on visual and geotechnical inspections of Runway 18-36, it was determined that the existing pavement had exceeded its design life. The asphalt pavement is severely cracking, the smoothness of the ride for moving aircraft is poor, and foreign object debris (FOD) is a problem.

An Alternatives Analysis report was developed, which evaluated and compared the costs and benefits of a number of different pavement rehabilitation/reconstruction alternatives and provided a recommendation to the Sebring Airport Authority. The recommended alternative was a full reconstruction of the runway using asphalt pavement.

This recommendation, which was approved by the FAA, serves as the basis of design for the development of construction drawings and specifications. The project was bid on July 7th and a grant application was submitted shortly thereafter for the full \$4.7 million. Since this project involves the reconstruction of the primary runway at the airport, the project competed well for FAA Discretionary Money. As a result, the FAA has issued a grant for the full requested amount of \$4.7 million. Recommendation of award and a construction contract are being presented to the Board for approval at the October 20th meeting.

Construction is tentatively scheduled to begin in November 2011. There have been preliminary discussions with the contractor related to the construction schedule, phasing options, and potential operational impact to the U.S. Sport Aviation Expo in January. It is currently believed that the engineers and contractors can come up with a plan to avoid any operational impacts to the event without any substantial delays in construction.

Rehab and Extension – Environmental Assessment

The Draft Environmental Assessment for the proposed Runway Extension 18-36 has been updated to incorporate a consolidated wetland mitigation program that was developed to provide compensation for unavoidable wetland impacts associated with the Runway Extension, Taxiway B, Commerce Park, and Catalyst Infrastructure Projects. In addition, the Environmental Assessment was updated to include recent developments associated with potential land acquisition and stormwater drainage modifications associated with the Sod Farm.

The review process is in progress. This includes a formal review by the FAA, the environmental permitting agencies, and the general public. URS is currently working with the FAA to resolve some questions and the Public Notice will be issued within the next month. No issues are anticipated and an FAA Finding of No Significant Impact (FONSI) is anticipated within the next 60 days.

Benefit/Cost Analysis

The FAA has recently determined that in addition to the Environmental Assessment, the Runway 18-36 Extension will require a Benefit/Cost Analysis as well. The BCA will have to result in a score greater than 1.0 in order for the FAA to move forward with the project at this time. Atkins has developed a proposed scope of work for this analysis, which the FAA has reviewed and approved.

Design of the Runway

Once a Finding of No Significant Impact (FONSI) has been issued for the EA, and a BCA score greater than 1.0 has been achieved, the FAA will authorize the design and permitting of the extension and associated infrastructure improvements. Project elements would include a 1,476-ft extension of Runway 18-36 and Parallel Taxiway A, relocation of the CSX rail spur, relocation of the airport's master stormwater drainage canal, relocation of the Sod Farm's stormwater pond, and associated drainage infrastructure, airfield lighting and signage, etc. The design would be permitted through SFWMD and ACOE.

The current funding plan is to use FAA Entitlements (2012) to cover a portion of the design costs with the FDOT funding most of the remaining amount. At the completion of design, plans and specifications would be "shelved" until FAA Discretionary Money could be allocated for the bidding and construction.

Catalyst Infrastructure

The roadway design (typical sections, profiles and grading), stormwater drainage design (conveyance, treatment, and discharge), utility sizing and specifications, and site grading design have been completed. An Environmental Resource Permit application package was submitted to the South Florida Water Management District (SFWMD), Army Corps of Engineers, and US Fish and Wildlife Services. SFWMD, ACOE, and USFWS have reviewed the permit package and the only outstanding item is the recording of the conservation easement for the mitigation site. Once this has been addressed, the construction permit would be issued within 30 days.

A final report has been submitted to OTTED and the grant for the design and permitting effort is in the process of being closed out. Plans and Specifications will be "shelved" until funding sources can be identified for the bidding and construction. A meeting with the Governor's Office will take place in the next few weeks to discuss funding. Anticipated project costs associated with the full build-out of the Catalyst Infrastructure Improvements are approximately \$25 million. However, initial development can be implemented for approximately \$5.5 million.



COMMERCE PARK

The design of the Commerce Park has been on hold for a number of years. The design is approximately 90% complete and an updated permitting package has been submitted to South Florida Water Management District as part of the Catalyst Infrastructure submittal. While the Commerce

Park, Taxiway Bravo, and Catalyst Infrastructure Projects are being 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 funding became available and final design resumed.

TAXIWAY BRAVO

Design of Taxiway Bravo was completed in 2006, and Plans and Specifications have been “on the shelf” awaiting funding. Since this project is ready to bid at a moment’s notice, it is eligible for FAA Discretionary

Money. The project includes the construction of a new partial 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.

The FAA has notified SAA that Discretionary funds for construction of this project will not be available for 2011. The FAA will re-evaluate the funding situation in 2012,

at which time the project could be re-bid and a grant application will be submitted. However, since this project is a relatively low priority for the FAA, it will not compete well for funding and other sources may be required.

SECURITY AND ACCESS CONTROL – PHASE III

The final phase of the Airport Security Improvements involves security planning/evaluation for security upgrades as warranted by the levels of air service and appropriate to the class of air carrier airport. This phase will include the development of a security programming document to include recommended security upgrades, costs and implementation plan. Human factors engineering will be used to determine the most effective interface

between access and control using the latest technology in automatic gates, access control system, CCTV system, apron and security mast lighting, airport public safety/command control/dispatch center, communications systems, security lighting and other security upgrades. FDOT funding for this final phase of the Airport Security Improvements program is



CARTER AIRCRAFT BUILDING RENOVATIONS

On September 16, proposals were received from a number of Design-Build firms for the renovations to the Carter Aircraft facilities. Once the most qualified Design-Build firm has been selected, a cost-plus contract will be negotiated for the renovation of the building. Renovation work includes:

Upgrading the entry with a storefront door and adding a canopy, removing and replacing roof panels, replacing roof perlines, replacing wall panel fasteners and painting, installing new gutters and trim, installing vinyl back insulation for the roof, replacing

exterior personnel doors, replacing windows, removing wall lights, addition siding, re-skinning hangar doors, repairing cracks and joints in the concrete floor, tenting the building for termites, removing and replacing the complete office area, constructing a storage shed, adding privacy fence, and landscaping.

The selected firm will be responsible for all engineering/architecture plans and permitting required to complete the renovations.



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With strategic access to major markets by land, sea and air—Sebring Regional Airport and Commerce Park offers a wide range of business advantages and incentives to support your company's future. In the heart of Central Florida, the 2,000-acre park is conveniently situated within a 150-mile radius of 85 percent of the state's population. Already home to Sebring International Raceway, a premier sports car racing facility, the park is uniquely positioned to accelerate your business.

SITE MAP

- Future Development
- Existing Industrial Park
- Catalyst Site
- Airport
- Future Commerce Park
- Sebring International Raceway



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