

Executive Director's REPORT



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RUNWAY 18-36: UPDATE

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 was approved by the FAA and serves as the basis of design for the development of construction drawings and specifications. In order to take advantage of FAA Discretionary Funding, the FAA recommended that the project be broken into a base bid and at least two add alternates. The project was bid on July 7th and, subject to available funding, all or part of the project may be awarded and constructed this fall. Since this project involves the reconstruction of the primary runway, the project competes well for FAA Discretionary Funding. It is anticipated that at least half of the runway could be

constructed in early 2012 with the other half being completed in 2012/2013. Just before the shutdown of the FAA, a grant application was submitted for the full \$4.7 million. Staff will follow-up on the status of this grant application with FAA.

Design of the Extension

Once a Finding of No Significant Impact (FONSI) has been issued for the Environmental Assessment, 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 to cover a portion of the design costs, with the FDOT funding most of the remaining amount. However, since all of the 2011 FAA Entitlements are being used for the Runway 18-36 Rehab Project, funding for the design of the runway extension will not be available until 2012. At the completion of design, plans and specifications would be "shelved" until FAA Discretionary Funding could be allocated for the bidding and construction.

Rehab and Extension – Environmental Assessment

The 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.

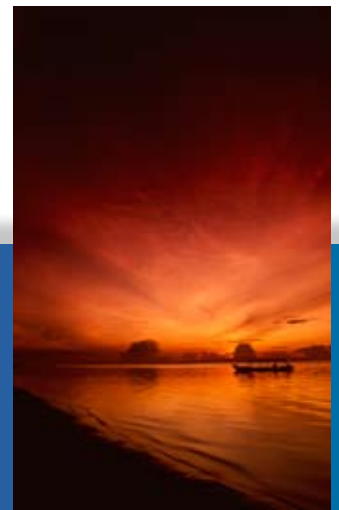
A review process, which includes a formal review by the FAA, the environmental permitting agencies, and the general public is in progress. URS is currently working with the FAA to resolve some questions and the Public Notice will be issued within the next month. No issues are anticipated and an FAA Finding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

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 can be completed, advertised, and bid within 60 days when 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 Funding. 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 the 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 Discretionary Funding and other funding sources may be required.



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 finalized. 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.

FTZ ALTERNATE SITE FRAMEWORK

The ASF Application is pending with the FTZ Board. There is a sixty day public comment period which ends on September 6th. To date, no comments have been received by the FTZ Board. After the public comment period ends the FTZ Board will begin working on its Report and with Customs Headquarters and Treasury.

The official date the Application was accepted for filing was June 29, 2011. Generally, these applications have been approved 6-8 months after this date which would be sometime in late December through February.

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 a 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.



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SITE MAP

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



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