

Executive Director's REPORT



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RUNWAY 18-36: UPDATE

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.

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 items include a letter from the FAA acknowledging the need for wet ponds and the

Design of the Rehabilitation

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 has 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 will be awarded and constructed this fall. Since this project involves the reconstruction of the primary runway at the airport, the project competes well for FAA Discretionary money and it is anticipated that at least half of the runway could

be constructed in 2011/2012 with the other half being completed in 2012/2013.

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 money could be allocated for the bidding and construction.



recording of the conservation easement for the mitigation site. Once these items have been addressed, the construction permit would be issued within 30 days.

Plans and specifications will be "shelved" until funding sources can be identified for the bidding and construction. Anticipated project costs associated with the full build-out of the Catalyst Infrastructure improvements are approximately \$25 million.

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.

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.

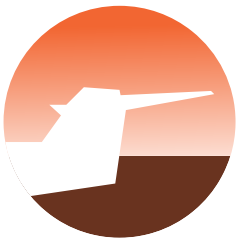
The FAA has notified SAA that the discretionary funds for construction of this project will not be available for 2011. The FAA will reevaluate the funding situation in 2012, at which time, the project could be re-bid and a grant application will be submitted. However, since this project is a relatively low priority for the FAA, it will not compete well for discretionary funding and other funding sources may be required.

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.





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SITE MAP

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



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