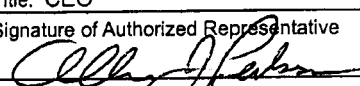


APPLICATION FOR FEDERAL ASSISTANCE		2. DATE SUBMITTED 7/30/2009	Applicant Identifier 2900346008
1. TYPE OF SUBMISSION <i>Application</i> <input checked="" type="checkbox"/> Construction <input checked="" type="checkbox"/> Non-Construction	<i>Pre-application</i> <input type="checkbox"/> Construction <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: Street: 3880 NE 39 th Ave. Suite A		Name and telephone number of the person to be contacted on matters involving this application (give area code): 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: Cost Overruns on TW A1 and B Rehabilitation Conduct Wildlife Hazard Assessment Complete Interim ALP Update Acquire AOA/Runway Sweeper Rehabilitate Portion of Commercial Apron (Up to 16,840 s.yds.) Replace and Improve up to 30,330 l.f. of Perimeter Fencing!	
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. CONGRESSINAL DISTRICTS OF: a. Applicant Fifth District b. Project Fifth District	
13. PROPOSED PROJECT Start Date: 1/22/2009 Ending Date: 12/31/2010		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: 7/15/2009 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 \$1,392,008.73			
b. Applicant \$36,631.81			
c. State \$36,631.81			
d. Local			
e. Other			
f. Program Income			
g. TOTAL \$1,465,272.35			
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: July 30, 2009	

0902270

Gainesville Regional Airport
 FAA AIP#30 Application
 30-Jul-09

PROPOSED NEW WORK ITEMS

Scenario 1

Acquire AOA Vacuum Sweeper			
Sweeper		\$	96,000.00
Administrative		\$	200.00
Project Total	96,200		
Complete ALP Update (Professional Services)		\$	14,615.00
Project Total	14,615		
Complete FAA Wildlife Hazard Assessment			
Professional Services		\$	48,677.57
Administrative Expenses		\$	250.00
Project Total			
Rehabilitate 16,840 syds. Commercial Apron			
Apron Construction		\$	224,131.46
Engineering		\$	32,500.00
Project Total	\$ 256,631.46		
Install/Improve 30,200 l.f. of AOA Perimeter Fence			
Bid Schedule A		\$	265,612.00
Bid Schedule B		\$	101,337.80
Bid Schedule C		\$	23,888.00
Bid Schedule D		\$	27,536.00
Bid Schedule E		\$	127,624.00
Bid Schedule F		\$	208,500.00
Bid Schedule G		\$	18,000.00
Design and Bid Phase Professional Services		\$	36,500.00
RPR and Construction Phase Prof. Services		\$	38,000.00
Administrative Expenses		\$	250.00
Project Total	\$ 847,247.80		
TOTAL ALL PROJECTS		\$	1,263,621.83
Federal Participation (95%)	95%	\$	1,200,440.74
Sponsor Share (5%)	5%	\$	63,181.09

Gainesville Regional Airport
3-12-0028-030-2009
Funding Needs

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
>Closeout AIP-2508	\$ 201,650.52	\$ 201,650.52	\$ 96,000.00	\$ 96,000.00	\$ 96,000.00	\$ 96,000.00
>Sweeper	\$ 96,000.00	\$ 96,000.00	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00
Administrative	\$ 200.00	\$ 200.00	\$ 14,615.00	\$ 14,615.00	\$ 14,615.00	\$ 14,615.00
>ALP Update	\$ 14,615.00	\$ 14,615.00	\$ 48,677.57	\$ 48,677.57	\$ 48,677.57	\$ 48,677.57
>Wildlife Assessment	\$ 48,677.57	\$ 48,677.57	\$ 250.00	\$ 250.00	\$ 250.00	\$ 250.00
Administrative Expenses	\$ 250.00	\$ 250.00	\$ 224,131.46	\$ 224,131.46	\$ 224,131.46	\$ 224,131.46
>Commercial Apron	\$ 224,131.46	\$ 224,131.46	\$ 32,500.00	\$ 32,500.00	\$ 32,500.00	\$ 32,500.00
Engineering	\$ 32,500.00	\$ 32,500.00	\$ 265,612.00	\$ 265,612.00	\$ 265,612.00	\$ 265,612.00
>Fence:	\$ 265,612.00	\$ 265,612.00	\$ 101,337.80	\$ 101,337.80	\$ 68,053.86	\$ 74,315.37
Schedule A	\$ 101,337.80	\$ 101,337.80	\$ 23,888.00	\$ 23,888.00	\$ 23,888.00	\$ 23,888.00
Schedule B	\$ 23,888.00	\$ 23,888.00	\$ 27,536.00	\$ 27,536.00	\$ 27,536.00	\$ 27,536.00
Schedule C	\$ 27,536.00	\$ 27,536.00	\$ 127,624.00	\$ 127,624.00	\$ 180,500.00	\$ 208,500.00
Schedule D	\$ 127,624.00	\$ 127,624.00	\$ 18,000.00	\$ 18,000.00	\$ 18,000.00	\$ 18,000.00
Schedule E	\$ 208,500.00	\$ 208,500.00	\$ 36,500.00	\$ 36,500.00	\$ 36,500.00	\$ 36,500.00
Schedule F	\$ 18,000.00	\$ 18,000.00	\$ 38,000.00	\$ 38,000.00	\$ 38,000.00	\$ 38,000.00
Schedule G	\$ 36,500.00	\$ 36,500.00	\$ 250.00	\$ 250.00	\$ 250.00	\$ 250.00
Design	\$ 38,000.00	\$ 38,000.00	\$ 1,105,260.35	\$ 1,263,621.83	\$ 1,107,997.83	\$ 1,108,975.40
RPR	\$ 38,000.00	\$ 38,000.00	\$ 1,049,997.33	\$ 1,200,440.74	\$ 1,052,597.94	\$ 1,053,526.63
Administrative Expenses	\$ 250.00	\$ 250.00	\$ 55,263.02	\$ 63,181.09	\$ 55,399.89	\$ 55,448.77
TOTAL	\$ 1,465,272.35	\$ 1,105,260.35	\$ 1,263,621.83	\$ 1,107,997.83	\$ 1,102,713.89	\$ 1,108,975.40
Federal Participation (95%)	\$ 1,392,008.73	\$ 1,049,997.33	\$ 1,200,440.74	\$ 1,052,597.94	\$ 1,047,578.20	\$ 1,053,526.63
Sponsor Share (5%)	\$ 73,263.62	\$ 55,263.02	\$ 63,181.09	\$ 55,399.89	\$ 55,135.69	\$ 55,448.77
FY09 Entitlements	\$ 1,171,938.00					
Closeout AIP-2205	\$ 153,770.00					
Closeout AIP-2408	\$ 10,849.00					
Closeout AIP-2708	\$ 5,390.00					
Closeout AIP-2809	\$ 832.00					
Available Entitlements	\$ 1,001,097.00	\$ 1,001,097.00	\$ 1,001,097.00	\$ 1,001,097.00	\$ 1,001,097.00	\$ 1,001,097.00
Wildlife Funding	\$ 46,481.19	\$ 46,481.19	\$ 46,481.19	\$ 46,481.19	\$ 46,481.19	\$ 46,481.19
Discretionary Need	\$ 344,430.54	\$ 2,419.14	\$ 152,862.55	\$ 5,019.75	\$ 0.00	\$ 5,948.44
Total Discretionary Need	\$ 390,911.73	\$ 48,900.33	\$ 199,343.74	\$ 51,500.94	\$ 46,481.20	\$ 52,429.63

Preference/Ranking 1 6 2 4 5 3

0902270

Gainesville Regional Airport
July 15, 2009

090227c

Application for AIP Grant Funds

PROGRAM NARRATIVE

PROJECT

Conduct Wildlife Hazard Assessment

Wildlife can pose a serious threat to aircraft safety. The airport employs numerous tools and practices to discourage birds, large mammals and other wildlife from congregating on the airfield. However, during the airports most recent Part 139 Certification Inspection, the FAA requested the airport conduct a Wildlife Hazard Assessment (Please see letter from Patrick Rogers of FAA, dated February 19, 2009). The year -long study will identify various species of birds and other animals that visit the airport, including their numbers, locations, local movements, and daily and seasonal occurrences. The consultant will identify features on or near the airport that attract wildlife. The consultant will identify wildlife hazards to air carrier operations and make recommendations for reducing these hazards.

The Wildlife Hazard Assessment is to be conducted by an approved, professional wildlife biologist. The study will take approximately 15 months to complete. The results of the Wildlife Hazard Assessment will be submitted to the FAA for review. Upon review, the FAA will determine the need for the airport to commission a Wildlife Hazard Management Plan. Funding for a Wildlife Hazard Management Plan is not included in this request.

Complete Interim ALP Update

The airport began its last Master Plan update in 2003. The current Airport Layout Plan is dated September, 2003. Since that time, there have been several construction projects on the airport in general conformance with the ALP. These include four large service and storage hangars, two T-hangar buildings and associated aprons and taxilanes. Other new construction includes an airfield maintenance facility, cell phone tower and other misc. improvements. The airport wishes to prepare an interim update of the ALP which accurately reflects recent construction and recommended changes to better address needs previously identified in the Master Plan. The consultant will also examine any change in magnetic declination or prevailing wind conditions. A narrative report will be included with the draft ALP update submitted to FAA for approval.

Install/Improve up to 30,200 l.f. of Perimeter Fencing

Control of wildlife is of critical safety concern to airport operators. The Gainesville Regional Airport conducts ongoing activities to control wildlife, employing frequent measures to scare birds, reduce habitat and remove deer, coyote and other large mammals from the airport as needed. The United States Department of Agriculture provides

periodic training of airport employees to recognize potentially hazardous wildlife and instruct in the techniques and practices used to mitigate these hazards. The USDA has inspected the Gainesville Regional Airport and provided some specific recommendations to reduce potential wildlife hazard at GNV. USDA recommends that the airport continue to work to reduce wildlife attractants from within the airport boundary and maintain an effective perimeter fence. The airport has several acres of vegetated wetlands within the perimeter fence. These areas provide cover and habitat for deer, coyote and other wildlife. Removal of these habitats would be costly and involve expensive wetland mitigation. As these areas are similar to habitat surrounding the airport, the most cost effective solution is to simply fence them out. Wildlife also will often burrow beneath the fence and washouts will occur, allowing larger mammals a temporary entry point. FAA Certalert No. 04-16 recommends that new wildlife fence in deer prone areas include a buried apron to alleviate this problem. Currently, none of the existing airport perimeter fence includes a buried apron.

The airport proposes to make improvements to the airport perimeter fence over time. In Phase I, new wildlife/security fencing will be strategically placed to re-define the eastern airport perimeter and fence out wooded, wetland areas (Please see the attached exhibit). These areas are attractants to deer, coyote and other wildlife, providing cover and food sources. The airport also has problems with mammals and tortoises burrowing beneath the fence in the sandy soil. The new fence will extend a minimum of 2 ft. below the surface. The airport also proposes bid alternates to replace older sections of 6' high fence in poorer condition with 8' and 10' sections as appropriate to the location. All fences will include a minimum three strands of barbed wire in accordance with the latest FAA Advisory Circulars.

The Transportation Security Administration requires airport personnel to inspect the perimeter fence daily at specific intervals. At present, portions of the eastern perimeter fence line are often inaccessible due to the wet conditions and cannot be seen from within the airfield due to wetland vegetation. The revised fence line will allow our personnel to inspect the fence more effectively by fencing around impassable wetland areas and providing a clear and unobstructed view of the perimeter. The unobstructed view of the fence line will allow airport personnel to more readily spot intruders and wildlife and quickly identify and repair breaches. Phase I of the project will also include installation of an automatic gate opener on one existing, frequently used manual gate and tie in other existing automatic gates to the airport's existing computerized access control system.

Scope

The project has been segmented into seven bid schedules (A-G) with bid schedule A identified as the highest priority or "base bid". The bid schedules are as follows:

Schedule A – 6,500 l.f. of new wildlife fence (south)

Schedule B – 3,430 l.f. of new wildlife fence (north)

Schedule C – 7,200 l.f. of barbed wire extensions on existing fence (west)

Schedule D – 8,400 l.f. of barbed wire extensions on existing fence (north)

Schedule E – 4,800 l.f. of new perimeter fence (west)

Bid Schedule F- install select new gate controllers and access readers

Bid Schedule G – Install new perimeter security camera

Acquire AOA/Runway Sweeper

The airport works continually to remove Foreign Object Debris (F.O.D.) from runways, taxiways and other airport surfaces in order to reduce the potential for engine ingestion and other aircraft damage. The airport has a voluntary F.O.D. awareness and removal program called "F.O.D. Free at GNV". The program includes education about the hazards of F.O.D. and organized F.O.D. walks on aircraft aprons. The Airlines, FBO and key airport tenants are encouraged to participate.

The airport is greatly in need of a replacement power vacuum sweeper to keep surfaces free of harmful debris. The existing sweeper was purchased in 1992 and is no longer in service due to age. The desired unit will allow the airport to remove debris from runways and taxiways quickly and efficiently, substantially improving operational safety.

Rehabilitate 16,840 Square yards of Commercial Terminal Apron

The airport's main commercial terminal apron is constructed of both asphalt and concrete. The parking positions closest to the terminal are concrete and are in good condition. The remainder of the apron, including the taxiway connectors, is constructed of asphalt. The airport proposes to mill off two inches of the existing pavement and replace with new asphalt. The Airport Authority has included this work in an existing bid package for rehabilitation of the general aviation side aprons as Additive Alternate Bid Schedules F2 and F3. Given the relatively small size of this area (13,400 square yards for area F2 and 3,440 square yards for area F3), this approach to bidding should provide the most cost effective opportunity to repave the area, as the two projects can be done concurrently by the same contractor without need for additional mobilization.

The existing asphalt is well oxidized, has significant cracking and is producing F.O.D. The project area is relatively small and the pavement condition varies. While portions of the taxiway-apron connectors are considered fair and a small portion good, the majority of the project area has been evaluated as poor to very poor and the areas should be paved together for economics and surface consistency. Please see the attached exhibit from the Statewide Airfield Pavement Management Program dated January 22, 2008 showing the project area.

The pavement in the majority of area F2 could be extended by up to five years by crack sealing and applying a sealcoat material, however investing in new pavement at this time will provide a cost effective long term solution. The area in F-3 will not benefit from a surface treatment and is in need of repaving. Area F2 experiences considerably more through traffic and parking due to its location. F2 is the primary section where large commercial jet charters are parked. Even though the condition of this area is a bit better than F3, the airport has prioritized F2 for rehabilitation in the event the project scope must be limited due to budget constraints.

