

In 1994, the City Commission last considered potential changes to the Airport Authority enabling legislation. At that time, the documents titled "History of Airport Ownership and Control" and "History of Gainesville - Alachua County Regional Airport" were prepared for the City Commission's information. These documents are resubmitted for the City Commission's information, and to provide a historical perspective on the Commission's current considerations.

There have been significant changes at the airport since 1994; thus the document titled "Update 2000" has been prepared and is attached to reflect the changes on the airport and the changed circumstances in the legal relationship between the Airport Authority and the City of Gainesville.

regard to their use, development, and the utilization of revenues derived therefrom.

acres of the Gainesville Regional Airport are subject to deed covenants and grant restrictions in construction of improvements upon the Airport property with federal aid, almost all of the 1,991

By virtue of the acquisition of properties from the Federal Government and the used in the next eligible grant project.

portion of the Industrial Park. Proceeds from the sale of "federal" property must be immediately were released (from FAA restrictions) and sold to businesses to operate in the northwestern During the 1950's, 60's, and early 70's various outparcels (totalling approximately 135 acres) direction. Most recently, hundreds of acres to the East, "Gumroot Swamp", were acquired. to the southwest to provide additional clear zones for planes landing and taking off in that occurred, all under Federal Airport Development Grants. Additional properties were acquired now be the new terminal, the control tower, and for extensions of the main runway have In subsequent years, additional parcels, primarily in the southeast areas, in what would improvements, as surplus, to the City.

properties. In 1948 the Federal Government conveyed these additional areas with their During the war, the Federal Government made numerous and substantial improvement to these substantial additional properties (approximately 800 acres) by purchase and condemnation. by the City at the commencement of World War II. The Federal Government also acquired relatively small site, with no commercial traffic. This area was leased to the federal government Prior to World War II, the Gainesville Airport had just been built by the City as a

Property Acquisitions

HISTORY OF AIRPORT OWNERSHIP AND CONTROL

Prepared: 1994

Covenants and Restrictions

The 1948 deed transferring title to approximately 800 acres as surplus property and all

of the improvements and buildings constructed upon what was then known as the Alachua Army

Airfield, contains significant restrictions on future use of that property and the improvements.

In addition to a general reservation of mineral rights for fissionable materials, the lands,

buildings, and improvements transferred "shall be used for public airport purposes for the use

and benefit of the public, on reasonable terms and without unjust discrimination and without

grant or exercise of any exclusive right." This means insuring that no one person has, in law

or practice, the sole right to provide or conduct any particular aeronautical activity, including

but not limited to the sale or supplying of aircraft or aircraft services, at the Airport. The City

is further required to clear and protect the air approaches to the airport, eliminate existing

hazards and prevent future airport hazards. These covenants run with the land. Failure on the

part of the City to enforce these restrictions would result in the title to the surplus property (800

acres) reverting to the Federal Government on demand.

Additional and in some case duplicative restrictions are included in the grant assurances

the City has entered into since World War II when acquiring additional properties and/or

constructing improvements with federal financial assistance. Among these requirements are that

federally acquired property not directly supporting an aviation use must be kept available to

produce income for the Airport and must be rented or leased at fair market value. Surplus

property may not be rented at a discount to support community non-profit organizations or to

subsidize non-airport objectives.

requirements regarding rental at discounted rates.

The portion of the Airport properties owned by the City of Gainesville denominated as the Airport Industrial Park comprise some 285 acres, 215 of which is platted. When rendering a title opinion in connection with a 1987 grant, the City Attorney's office discovered, or perhaps rediscovered, that some 14 acres of this property were acquired directly by the City in 1943, without any federal financial assistance. This property, in the northeast corner of the City's Airport Industrial Park, is not subject to the deed restrictions and has not been the subject of expenditure of any federal grant funds. Airport administration is presently working with the FAA to confirm that development and use of this property is not subject to grant assurance

Airport Industrial Park (+ See Update 2000 for additional information)

which would deprive it of its ability to perform any or all of the assurances. sponsor (City, and GACRAA as co-sponsors since 1987) agree to not take or permit any action be uniform among similarly situated FBOs and prohibiting exclusive rights. In addition, the a fair, equal, and not unjustly discriminatory basis to all users, requiring that rates and rentals The grant assurances repeat the deed requirements requiring services to be furnished on provided to Airport users which will make the Airport as self-sustaining as possible.

assurances that they will maintain a fee and rental structure for facilities and services being directly related to the air transportation of passengers or property. Grant recipients must provide Airport must be used for the capital direct operating costs of the Airport or other facilities for acquisition of property and construction of improvements, all revenue generated by the Pursuant to grant assurances issued in connection with the grants accepted by the City

The remaining FBO site is occupied by Gulf Atlantic Corporation and comprises some ten acres under a short-term lease of a little over three years, presently due to expire before the

site, now known as Kenn Air East.

There are presently two long-term FBO leases on the Airport property, both currently held by Kenn Air Corporation. The Kenn Air West lease covering some 27 acres was purchased by Kenn Air Corporation from the bankruptcy court after Charter Air Center, Inc. went bankrupt. The lease runs until at least 2009. Kenn Air Corporation also holds a lease running to at least 1994 and perhaps as much as 2009 on what was initially the 10 acre America Copters

Leasehold Encumbrances (* See Update 2000 for additional information)

a SPBC building.

Since 1987 the Airport Authority has platted the areas in the Industrial Park to assist in their eventual development. The Airport Authority recently utilized federal and state financial assistance to construct additional t-hanger sites in a location northeast of the now closed Flying Colors facility. In order to provide appropriate access to this new aviation site over \$2,000,000.00 worth of infrastructure improvements, again funded with federal financial assistance, were constructed in that portion of the Industrial Park lying between the existing FBO sites and the new t-hanger site. Approximately one year ago the Airport Authority solicited a prospective tenant for the Industrial Park and requested the City's assistance in acquiring an approximately \$300,000.00 grant to put in additional infrastructure improvements to provide appropriate access to the lot to be occupied by the prospective tenant. Unfortunately, the City did not process the grant paperwork appropriately and the grant was withdrawn. Most recently, the City Commission approved the expenditure of some \$1,500,000 for a conceptual site plan for

end of this year. The Flying Colors' site of a little bit over one acre is presently the subject of an FDER (now DEP) consent order and if clean closure is accomplished, as anticipated, it could be available for occupancy next year. The new t-hanger rental site, occupying approximately 3 1/2 acres, is also operated by Gulf Atlantic under a three year lease.

M & H Truss occupies a small site in the Industrial Park under a short-term lease. Santa Fe Community College occupies the Police Academy site near the eastern boundary near the Airport property. This again is a short-term lease. The leases in the terminal are also generally short-term leases. The current airline leases are for one year base, while rental car and other miscellaneous concessions agreements do not exceed five years. The restaurant lease was executed in 1981 for an initial ten year period with a five year option period, which option period has been exercised and is presently due to expire in 1996. The 1985 lease to the Federal Aviation Administration for the Automated Flight Service Station consists of a one year lease and a series of one year option agreements for 19 more years. The Airport Authority has recently entered into another lease agreement with the Federal Government for utilization of the renovated former flight service station, again, under a one year lease with five additional one year option periods. In 1990, the Airport Authority entered into a lease arrangement with ALI Air Corporation for the construction and occupancy of a hanger facility in the newly developed Corporate Aviation area. This lease is a minimum of ten years with four five year renewal options. In 1990 the Airport Authority also entered into a lease agreement for a larger parcel in the Corporate Aviation area with University Athletic Association, providing for the eventual construction of hanger facilities with an initial term of one year with five additional five year

options. Additional one year terms have been added to allow the University Athletic Association to temporarily delay the construction schedule required under the lease.

All the long-term FBO leases, including the prior long-term lease for what is now the Gulf Atlantic site, then known as Sopwith Camel, have been the subject of substantial litigation. When the Airport Authority approved Kenn Air's FBO application in connection with the purchase of the assets of Charter from the bankruptcy court, the Authority included provisos intended to prevent creation of a monopoly, i.e. an exclusive right to provide FBO services. This resulted in the Airport Authority subsequently obtaining the then long-term Sopwith Camel lease and related assets from Kenn Air and in turn leasing out the site to Gulf Atlantic under a more advantageous (to the Authority) short-term lease. Current litigation involving both the City and the Airport Authority arise out of the numerous lawsuits filed by Kenn Air Corporation against the Authority and the City involving alleged breaches to the two long term leases on the Kenn Air West and Kenn Air East sites. These complaints mostly involve alleged damages suffered as a result of the Airport improvements constructed in the general aviation over the last six or seven years, as well as alleged damages incurred from competition by Gulf Atlantic.

History of Gainesville-Alachua County Regional Airport
Prior to 1980

In the early years of Airport operations, the Airport was managed as a division of the City's Director of Buildings and Grounds Department. It was not until that is 1975 that a professional manager was hired to run the Airport with a separate Airport Department. On August 2, 1965, an Airport Advisory Board was created with functions and powers similar to many other solely advisory boards, although somewhat more focused and involved in making recommendations to the City concerning technical aspects of Airport operations. Significant litigation between Bill Cousins and the City began in the late 70's and involved the City Commission in decisions affecting the Airport, both those directed related to litigation, i.e. lease conditions, and Minimum Standards of general applicability.

1980 - 1986

In the early 1980s the City Commission continued to be embroiled in matters related to the Airport as a result of ongoing litigation and controversies with the FBOs. On the other hand, there were those in the community as well as members of the City Commission who argued that the City Commission had neither the time nor the expertise to carefully monitor the operation of the Airport, particularly in the face of airline deregulation and its impact, coupled with the impact of a recessionary economy. In July 12, 1982, the City Commission passed a new ordinance establishing the Airport Authority Advisory Board and granted them limited authority to act on matters relating to the Airport, subject to City Commission approval for any acts of wide ranging consequence and, of course, all the Authority's actions being subject repeal or revocation by the City Commission. Also, this arrangement required the Director of Aviation who worked directly for the City Manager to also be answerable to the Airport Authority. As a matter of practice, acts of the Airport Authority which arguably were of major significance were subject to review/approval by the City Commission at City Commission meetings. The City Commission also remained involved in Airport operations by one or more of its members championing Airport issues from the Commission dias, the Commission also entered into an arrangement whereby a former City Manager was allowed to effectively resign from that position and appoint himself as Airport Manager.

1985 Airport Authority Bill

The then Airport Authority, all of whose members were appointed by the City Commission, remained involved in decisions affecting Airport operations and development and the litigation with Bill Cousins continued through the mid-80's. At this point certain members of our legislative delegation determined that there was too much City Commission politics, both directly and through appointees, involved in management of the Airport. The legislative

(See Update 2000 for additional information)

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The legislative delegation declared its intention to readopt similar legislation, eliminating the defects noted in the Court opinion striking down the 1985 Bill. During this time the composition of the City Commission changed and the new Commission was not inclined to contest the creation of such an Authority and, in fact, directed staff to provide assistance to the legislative delegation to validly create an Authority such as the one described in the 1985 Bill. This led to a few changes, some involving employee rights, others composition of the Authority, and eliminated the requirement of a separate lease and simply transferred jurisdiction and authority over Airport management and operation to the newly created Authority as a matter of law. The Act provided for initial cooperation between the Authority and the City, but further provided that the Authority could hire its own employees and procure services from whatever source it desired. Since the creation of GACRAA, the Authority has been responsible for management and development of the Airport, the City's only involvement being co-sponsors for federal grants by virtue of the City retaining title to the land and the City's review of the Authority's budget. Agreements for personnel services provided by City employees and provisions for indirect services are still in place and subject to negotiation each year.

GACRAA via 1986 Airport Bill

delegation without a request from, or the approval by, the City of Gainesville passed House Bill 1105 (Chapter 85-378) which created an Airport Authority, the majority of whose members were appointed by other than the City Commission. This bill transferred jurisdiction over the operation, maintenance, and improvement of the Airport to this new Authority and required that the City lease the Airport to the Authority at terms to be agreed upon. The City retained limited budgetary authority as well as title to Airport property. The majority of the then City Commission objected to this "taking" of the City's property and authorized that a lawsuit be filed to enjoin the application of the act and to have it declared unconstitutional. This occurred and the City was successful in having the 1985 Airport Bill declared unlawful. In doing so, the Court held in part that House Bill 1105 "created the Gainesville Alachua County Regional Airport Authority, a new agency not within the control of the City."

Since 1994, much has changed in the Airport Industrial Park and the lease arrangements on the general aviation side of the Airport. In 1995, the Special Act was amended to address some of the 1994 City Commission's concerns. The following briefly updates and in some cases completely supersedes the circumstances described in the information prepared in 1994.

Airport Industrial Park

Significant development of the Airport Industrial Park has occurred, with both existing

tenants and new ones. The Kenneth O. Lester Corporation has expanded its operations in the

Industrial Park through acquisition of additional land and expansion of its facilities, with plans

for future expansions. In that portion of the Industrial Park where FAA deed restrictions were

lifted, Florida Food Service, American Poly-Steel, Heat Pipe Technology, Nordstrom, and

Ryder, have become tenants. Future development has been slowed as a result of environmental

concerns arising from properties adjoining the Industrial Park.

Leasehold Encumbrances

In 1998, following the Airport Authority's successful defense of Kenn-Air's latest and

last lawsuit, the Authority accepted an offer by Kenn-Air to purchase Kenn-Air's leasehold

assets and its fuel farm for a substantial sum. After this purchase, there were no long-term leases

on the general aviation side of the Airport and the Authority determined, for a number of

reasons, to provide FBO services, including fueling, through a managing agent. The Authority

can be the exclusive provider for commercial fuel sales and utilize the revenues from such to pay

off the loan taken to acquire the Kenn-Air facilities. After an RFP process, an FBO operator

located in Tallahassee, Flightline, was selected to be the Authority's managing agent for the

general aviation side of the Airport. An existing tenant, Gulf Atlantic, entered into a separate,

relatively short-term, lease under which it would provide flight training, maintenance, and charter aircraft operations. Kenn-Air leased a small parcel and constructed a hangar for the use of its own aircraft. The University Athletic Association is currently in the process of constructing a hangar for its own aircraft. The Airport Authority is soliciting bids for the construction of a bulk hangar, which could be utilized to store larger aircraft. The Airport Authority is also considering construction of additional "t-hangars" for the storage of small aircraft since the current t-hangars are 100% occupied.

1995 Airport Bill

From 1989-1994, Kenn Air Corporation filed numerous lawsuits against the Airport Authority alleging breaches of its leasehold rights. Kenn Air Corporation also named the City as a defendant in these lawsuits alleging that the Airport Authority was acting merely as an agent for the City. As indicated above, this litigation was eventually settled, with the Authority

acquiring Kenn-Air's leasehold, financed through the issuance of tax-exempt bonds. Although the City was dismissed from all of these lawsuits, the City Commission desired that the Special Act be amended to establish that the Authority was an independent Authority and that the City was not liable for the actions of the Authority. At the City's initiative, HB 2343 was introduced by Representative Casey to reorganize the structure of the Authority and to deal with the City's concerns. Although the former reorganization did not occur in the eventually adopted

legislation, the latter was accomplished. Chapter 95-457 made certain clarifying amendments, providing that the Authority had exclusive jurisdiction over the operation and maintenance of the Airport and Airport facilities. The Airport was given independent rights of eminent domain, specifically given authority to advertise and promote Airport facilities, which include the Industrial Park, and to privatize Airport operations. In conjunction with this latter point, the

requirement that the Airport Authority contract with the City of Gainesville for services and utilize City employees was eliminated. The City Commission no longer had budgetary control, the City was given authority to convey title to the lands comprising the Airport, but may not convey the Airport Industrial Park to the Authority for no monetary consideration. As a result of this legislation, the agreement between the City and the Airport was revised and the phasing out of utilizing City services and City employees began and has continued to date.

**GAINESVILLE-ALACHUA COUNTY REGIONAL AIRPORT AUTHORITY
 FINANCIAL PLAN FOR FISCAL YEAR 2000-2001
 WITH COMPARATIVE DATA FOR PRIOR TWO YEARS**

FISCAL YEAR	FISCAL YEAR	FISCAL YEAR	
2000-2001 PROPOSED	1999-2000 BUDGETED	1998-1999 ACTUAL	SOURCES OF FUNDS
\$2,052,031	\$1,641,231	\$1,898,236	OPERATING REVENUE:
\$410,800	(\$257,005)	\$66,454	Airlines Passenger Terminal
\$91,498	\$42,485	\$59,152	Airlines - Landing Fees
\$0	(\$348,527)	\$0	Airport Security Fees
\$40,083	\$38,036	\$45,679	Passenger Terminal Concessions
\$11,875	\$11,001	\$11,407	Fixed Base Operations
\$607,053	\$623,593	\$605,158	FAA Facilities
(\$339,709)	(\$623,593)	(\$654,942)	Corporate Aviation Area
\$4,932,924	\$4,810,873	\$4,585,955	Fuel Flowage Fees
\$804,102	\$870,089	\$839,416	Fuel Storage Facility Fees
\$91,498	\$42,485	\$59,152	Industrial Park Rentals
\$73,003	\$73,003	\$73,002	Tree Harvesting Revenue
\$55,600	\$55,600	\$55,600	Miscellaneous Income
\$11,875	\$11,001	\$11,407	
\$0	\$0	\$10,189	
\$15,000	\$15,000	\$2,000	
\$58,500	\$58,500	\$35,853	
\$27,394	\$22,793	\$28,021	
\$1,605,650	\$1,492,374	\$1,442,770	
\$1,382,553	\$1,345,933	\$1,359,839	
\$807,749	\$824,095	\$668,706	
			EXPENDITURES:
			Administration
			Operations
			Fixed Base Operations
			Fuel Farm
			Industrial Park
			GACRAA Contingency
			Sales Tax Audit Payments
			Sinking Fund Payment
			AFSS Transfer
			Debt Service
			Capital Equipment Outlay
			Depreciation
			TOTAL USES OF FUNDS
			Increase (Decrease) in Retained Earnings
			Depreciation of Fixed Assets Acquired
			by Capital Contribution
			Increase in Gum Root Swamp
			Sinking Fund
			Decrease in Long-Term Liabilities
			Transfer from Reserves
			Increase in Non-AIP Assets
			Net Increase (Decrease) in Retained Earnings
			Beginning Retained Earnings
			ENDING RETAINED EARNINGS
			SOURCES OF FUNDS
			NON-OPERATING REVENUE:
			TRANSFER FROM RESERVES:
			TOTAL SOURCES
			USES OF FUNDS

GAINESVILLE REGIONAL AIRPORT

CAPITAL IMPROVEMENTS

Projects to be undertaken during FY 00-01 include:

On May 11, 2000, GACRAA issued a construction contract to AMJ Construction, Inc. for the proposed renovation/reconstruction project. Anticipate the re-opening of the General Aviation Terminal during the first quarter of CY 2001.

The parking lots that serve the Flightline Gainesville terminal are in an advanced state of deterioration. Americans with Disabilities Act, lighting, landscaping, and stormwater issues will also be addressed. Construction will be done in conjunction with the above project.

An engineering services contract was awarded to Hoyle, Tanner & Associates (HTA) on August 12, 1999. On June 8, 2000, GACRAA rejected a sole construction bid that greatly exceeded the Engineer's project estimate. HTA to value engineer the project specifications and re-bid the project. It is anticipated that construction will start during the fourth quarter of 2000.

Flightline Gainesville has been experiencing 100% occupancy in the Airport's 59 "T" hangars. In order to attract additional based general aviation aircraft, the construction of an 1-unit hangar is proposed. On February 10, 2000, GACRAA awarded HTA an engineering services contract for the proposed project. Construction should commence during the Spring of 2001.

Enhancements include work items to address regulatory requirements, safety and quality control issues, and the operational capabilities of the fuel farm. Bid documents are being finalized; expect project award November 2000. Major items include:

- Replacing the AVGAS tank
- Provide slope for all fuel tanks
- Paint fuel storage tanks, piping, etc. and install appropriate markings
- Install OSHA approved catwalk system

General Aviation Terminal - Building Renovations

General Aviation Terminal - Reconstruction of Vehicle Parking Lots

Corporate Hanger Project

"T" Hangar Project

Fuel Farm Renovation and Upgrading Project

GACRAA has awarded JRA Architects, Inc. a contract for schematic design services for the installation of loading bridges/canopies at the airline passenger terminal. When a final layout is selected, an engineering services contract will be awarded. Construction is anticipated during the Summer of 2001.

Passenger Terminal
Renovations & Expansion
Phase 1D (Loading Bridges
and Canopies)

The Florida Department of Transportation has undertaken a Statewide Pavement Management Program to update and evaluate the pavements at most airports in the Florida Airport System. When the analysis is completed, it is expected that portions of the general aviation ramps will be eligible for reconstruction/repair/overlay. Environmental Protection Agency regulations on aircraft washing prohibit this activity on any pavement that drains into a storm water system, an arrangement typical on most of the Airport's aprons. The proposed installation would allow this service to be offered in a manner that complies with current regulations. Engineering services contract is currently being negotiated with HTA.

General Aviation Aprons -
Pavement Rehabilitation &
Installation of an Aircraft
Wash Rack

- Upgrade AVGAS piping, pumps, valves, and filter vessel
 - Install HVAC wall unit
 - Modify in-ground containment area
- Engineering for the proposed project to add 80 rental car ready/return parking spaces and a taxi cab queue area on the west end of the Passenger Terminal has been completed. Project is awaiting funding from the FDOT.
- GACRAA has selected AVCON, Inc. to perform engineering services related to the following improvements:
- High Intensity runway edge lighting for Runway 10-28
 - Medium Intensity taxiway edge lighting for Taxiways "C" and "E"
 - Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) for Runway 10
 - Replace/Relocate Rotating Beacon
 - Install new Runway Visual Range (RVR) for Runway 10-28
 - Evaluation of airfield signage
 - Related modifications to airfield lighting vault and underground electrical cable system

Airfield Lighting Project

Passenger Terminal
Renovations & Expansion
Phase 1C (Rental Car Lot)

Renovation of the World War II Hangar/Office Complex

GACRAA has contracted with HTA to perform an architectural and structural analysis of the existing World War II hangar building to determine the cost of rehabilitation to meet current building codes and to provide a 20-year useful life expectancy. Preliminary study results support the renovation option, however, FDOT funding is uncertain at this time.

Upgrade Perimeter Security Fence

A large portion of the airfield is immediately adjacent to undeveloped acreage. Deer and coyotes have been observed on the Airport's paved surfaces and have been known to hibernate inside the existing security fence line. To decrease the possibility of a wildlife hazard to aircraft by making Airport access more difficult, the proposed project involves the installation of an eight foot chain link fence (currently 6 feet) with the three strands of barb wire in those areas where heavy vegetation is located adjacent to the Airport Operations Area.

Passenger Facility Charge Application # 2 & Implementation Program

Through the Aviation Safety and Capacity Expansion Act of 1990, enacted November 5, 1990, Congress authorized domestic airports to impose a Passenger Facility Charge (PFC) on enplaning passengers. This law allows the public agency that controls a commercial airport (GACRAA) to impose a PFC of \$1, \$2 or \$3 on passengers. The "Air-21" legislation, recently signed into law, increased the authorized fee to include \$4.00 or \$4.40. The user fee is collected by the airlines and is reimbursed directly to the Airport Authority, minus a processing fee. Revenues collected can only be used to fund capital improvement projects approved by FAA. PFC's may also be used as the local matching share for federal grant programs.

Nordstrom, Inc. Project - Extension of Utilities

As part of the incentive package to attract Nordstrom, Inc. to the Airport Industrial Park, on November 21, 1997, GACRAA voted to spend up to \$150,000 as match funding with the City of Gainesville for the extension of utilities to the proposed distribution facility. The current GACRAA has this issue under review.

**GAINESVILLE-ALACHUA COUNTY REGIONAL AIRPORT AUTHORITY
CAPITAL PROJECTS
FY 2000-2001**

Project	Previously Approved		FAA	FDOT	GACRAA	Total	Additional GACF Funding Requir	
	GACRAA Funding							
1) General Aviation Terminal-Building Renovations	\$132,000 GA Loan \$ 70,000 FY 98-99 Design \$250,000 FY 99-00		N/A	\$335,287	\$335,287	\$670,574	+	\$85,287
2) General Aviation Terminal - Reconstruction of Vehicle Parking Lots	\$ 59,648 FY 97-98 \$ 32,500 FY 98-99 \$ 59,847 FY 99-00		N/A	\$75,245	\$75,245	\$150,490	+	\$15,398
3) Corporate Hangar Project	\$200,000 3/18/99 \$250,000 FY 99-00		N/A	\$350,000	\$350,000	\$700,000	+	\$100,000
4) "T" Hangar Project	\$ 4,500 FY 96-97 \$105,500 FY 98-99 \$225,000 FY 99-00		N/A	\$240,500	\$240,500	\$481,000	+	\$15,500
5) Fuel Farm Renovation and Upgrading Project	\$ 78,227 FY 96-97		N/A	\$100,000	\$100,000	\$200,000	+	\$21,773
6) Passenger Terminal Renovations & Expansion Phase 1C (Rental Car Lot)	\$ 69,000 FY 96-97 \$107,634 FY 97-98		N/A	\$131,000	\$131,000	\$262,000	+	\$23,366
7) Airfield Lighting Project	\$ 23,979 FY 97-98		\$1,800,000	\$100,000	\$100,000	\$2,000,000	+	\$76,021
8) General Aviation Aprons - Pavement Rehabilitation & Installation of an Aircraft Wash Rack	\$ 25,000 FY 99-00		\$1,080,000	\$60,000	\$60,000	\$1,200,000	+	\$35,000
9) Passenger Terminal Renovations & Expansion Phase 1D (Loading Bridges and Canopies)	\$ 15,000 FY 98-99		\$900,000	\$50,000	\$50,000	\$1,000,000	+	\$35,000
10) Renovations of the World War II Hangar/Office Complex	\$240,500 FY 99-00		N/A	\$300,000	\$300,000	\$600,000	+	\$59,500
11) Upgrade Perimeter Security Fence			\$270,000	\$15,000	\$15,000	\$300,000	+	\$15,000

C-04

GAINESVILLE-ALACHUA COUNTY REGIONAL AIRPORT AUTHORITY
 CAPITAL PROJECTS
 FY 2000-2001

Project	Previously Approved GACRAA Funding	FAA	FDOT	GACRAA	Total	Additional GACRAA Funding Required
12) Passenger Facility Charge (PFC) Application # 2 & Implementation Program		N/A	N/A	\$40,000	\$40,000	\$40,000
13) Nordstrom, Inc. Project - Extension of Utilities	\$150,000 11/21/1997	N/A	(City)\$150,000	\$150,000	\$300,000	+
TOTALS	\$1,425,187	\$4,050,000	\$1,757,032 <small>City</small>	\$1,947,032	\$7,904,064	\$521,845

• Eligible for PFC Funding
 TOTAL \$265,000