


LEGISLATIVE #

160280D

APPLICATION FOR FEDERAL ASSISTANCE		2. DATE SUBMITTED 7/5/2016	Applicant Identifier
1. TYPE OF SUBMISSION <i>Application</i> <input checked="" type="checkbox"/> Construction <input 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 TITLE (Name of Program): Airport Improvement Program		9. NAME OF FEDERAL AGENCY: Federal Aviation Administration	
12. AREAS AFFECTED BY PROJECT (Cities, Counties, State, etc.): All or portions of Alachua, Bradford, Clay, Columbia, Gilchrest, Levy, Marion, Putnam and Union Counties in North Central Florida.		11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: 1) Construct ARFF Buidling - Approx. 8,700 s.f. 2) Design Only - Expand and Improve Commercial Terminal Phase 1 - Expand secured passenger lounge (approx. 12-15,000 s.f.) and install two passenger loading bridges, expand existing airside restrooms, replace existing roof, rehab. two existing landside restrooms and misc. related Improvements.	
13. PROPOSED PROJECT Start Date: 10/14/2016 Ending Date: 2/28/2018		14. CONGRESSINAL DISTRICTS OF: a. Applicant Fifth District b. Project Fifth District	
15. ESTIMATED FUNDING: a. Federal \$4,364,542.00 b. Applicant \$484,949.00 c. State _____ d. Local _____ e. Other _____ f. Program Income _____ g. TOTAL \$4,849,491.00		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: 1/06/2016 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	
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.		17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? <input type="checkbox"/> Yes If "Yes", attach an explanation. <input checked="" type="checkbox"/> No	
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 5, 2016	

FAA AIP Pre-application
 Gainesville Regional Airport
 July 5, 2016

Brief Item Description	% Fed	Units	RW	(1) Const or Land Cost	(2) Eng/Land Incidental	(3) Admin	(4) Total	(5) Federal	(7) Non-Federal
Construct New ARFF Building (approx, 8,7000 s.f.)	90			3,534,173	317,265	12,000	3,863,438	3,477,094	386,344
Design only - Commercial Terminal Expansion (12,000 s.f.)	90			0	981,353	4,700	986,053	887,448	98,605
and Misc. Terminal Improvements									
Total				3,534,173	1,298,618	16,700	4,849,491	4,364,542	484,949

PROJECT COST SUMMARY

ESTIMATED COSTS

1. Construct - New ARFF Building, Approx. 8,700 s.f.	
<u>Construction</u>	
Based on Bids opened June 1, 2016 (Low Bidder, Scherer Construction and Engineering, LLC.)	
Base Bid 1 - Building /Vertical Construction	\$2,169,000.00
Contractor voluntary price reduction	-\$29,000.00
Base Bid 2 - Site Work / Horizontal Construction	\$1,463,924.57
Contractor voluntary price reduction	-\$151,996.22
Add Alt. 2 - Demo Old ARFF and Relocate Equipment	\$63,600.00
Total Construction	\$3,515,528.35
<u>Sponsor Installed Equipment</u> (small purchase procedures/municipal piggyback)	
Emergency Dispatch System Controller (piggyback on municipal contract)	\$17,754.76
Dispatch Controller Battery Backup	\$890.40
Total Installed Equipment	\$18,645.16
<u>Professional Fees</u>	
Specification for Demo of Existing ARFF Station - Michael Baker T.O.#4	\$11,275.60
Construction Phase Services (CA/RPR/Testing) - Michael Baker Intl. Task Order #3	\$305,989.36
Total Professional Fees	\$317,264.96
<u>Administrative Expenses</u>	
Independent Fee Estimate for ARFF Construction Phase Services (Kutchins and Groh invoice)	\$1,700.00
Misc. GACRAA grant admin., IFE, bookkeeping, processing, advertisements, postage, etc.	\$10,300.08
Total Admin. Expenses	\$12,000.08
Project Total	\$3,863,438.55

2. Design Only - Expand and Improve Commercial Passenger Terminal, Phase I (Expand Gate Area approx. 12-15,000 s.f., Install Two PBB's, Emergency Generator, Rehabilitate Roof, Rehab. 2 Restrooms and other Misc. Improvements)	
<u>Design Fees</u>	
AECOM Draft Task Order #37	\$981,353.00
<u>Administrative Expenses</u>	
Independent Fee Estimate for Design - C&S Engineers	\$3,700.00
Misc. GACRAA grant admin., bookkeeping, processing, advertisements, postage, etc.	\$1,000.00
Total Admin. Expenses	\$4,700.00
Project Total	\$986,053.00

Total - All Projects	\$4,849,491.55
	x.90
FAA Share Tentatively Requested (90%) AIP 3-12-0028-039-2016	\$4,364,542.40

* **Please Note** - The above projects are in priority order.

Project Narrative

1. Construct Aircraft Rescue and Firefighting Building, Approx. 8,700 s.f.

Project Scope

The airport proposes to replace its existing, single purpose ARFF station originally constructed in 1979. A new ARFF building, similar in scope to the existing but meeting current standards is to be constructed on the commercial side of the airport. The existing structure would be razed. The new building will house the airport's existing ARFF equipment and crew domicile. The proposed location is as shown on the latest approved ALP and is just west of the air traffic control tower. A driveway will be necessary to connect the building to Taxiway E. A second drive directly accessing the commercial terminal and apron is also desired. The stations analog radio alarm/dispatch equipment also needs to be updated to continue to be dispatched through the local 911 system. The station was designed in accordance with AC150/5210-15A, latest edition. Exhibits showing the location and floor plan are enclosed. The project design was approved and funded under AIP Project number 3-12-0028-038-2015. A documented CatEx was approved for the project by Mr. Allan Nagy of the ADO on August 12, 2015 (please see attachment).

Background

The airport has only one ARFF station, providing acceptable response time to the mid-point of the airport's primary commercial service runway and secondary runway. The existing 5,600 s.f., two bay, single-story building was constructed in 1979. The building includes two, drive-through, tandem length storage bays for the airport's fire fighting vehicles as well as space for rescue equipment and personal protective gear, firefighting agent, alarm system and emergency communications closet, dorm rooms, locker room, bathrooms, kitchen, office and crew training areas.

The airport's current ARFF index is Index B. GNV has three ARFF vehicles. One meets the requirements of Index B. The other two vehicles together meet the requirements of Index B and provide necessary back-up and training capacity. The two smaller vehicles are parked in tandem. A higher ARFF Index is periodically requested by airport users. The airport can accommodate this by combining the capabilities of all vehicles.

GNV completed a Master Plan/ALP update in 2014. The study examined the feasibility of renovating the existing ARFF building vs. construction of a new building. It was determined that the site of the existing building was not optimal and renovation costs, including temporary facilities during construction, would be cost prohibitive. Four

potential sites for the new ARFF building were evaluated, including the existing site. The existing site is adjacent to a busy general aviation ramp, which introduces the possibility of traffic conflicts and delay. This location does not provide optimal visibility of the airfield. The chosen site is near the airport's existing air traffic control tower and is shown on the latest ALP, approved August 12, 2015 (attached). The selected site offers improved views and response to the main commercial runway, improved access to the commercial terminal, good access to an existing service road and utilities.

Justification

The existing 35 year-old building is in need of rehabilitation. The roof must be replaced and the crew quarters, electrical systems, alarm system, plumbing fixtures and finishes, etc. need significant rehabilitation. Alarm, IT and Communications closets need expansion to accommodate modern equipment. While the building has served the airport well, it was not designed with space or facilities for washing and drying protective equipment and efficiently drying hoses. There are no overhead lift facilities to assist with loading agent or transferring equipment to minimize the chance of injury. Over the years, ARFF vehicles of the same agent capacity have gotten taller and wider. Although the existing station door openings were modified as much as possible to fit newer equipment, space to maneuver around the vehicles for loading, unloading and minor maintenance, as well as storage and maintenance of equipment, is lacking. The location of the existing building is not optimal as it is on a busy general aviation apron and does not have clear views of the main commercial runway. The ARFF unit is also the quickest responding unit for medical calls in the commercial terminal. The distance and response to the primary/commercial runway (11-29) as well as the airline terminal will be reduced by building a new ARFF station in the proposed location. The new location will also eliminate the need to cross Runway 7-25 (secondary runway) and associated taxiways when responding to an incident on the commercial runway and at the commercial terminal.

Project Cost

Total project costs; including construction, eligible installed equipment, professional services and administrative costs is expected to be \$3,863,361.50. The Airport Authority tentatively requests FAA funds in the amount of \$3,477,025 representing 90% of the eligible costs. Construction costs are based on public bid and subsequent voluntary reductions by the low bidder (Please see bid results dated June 1, 2016 and related attachments). The project estimate also includes all negotiated professional fees for construction phase services in conformance with the attached Independent Fee Estimate.

2. Design Only – Commercial Terminal Gate Area Expansion (approx. 12,000 s.f.), Install Two Passenger Loading Bridges, Replace Terminal Roof, Install Mini-inline Baggage System and Covered Common Use Outbound Bag Carousel, Rehabilitate Three Passenger Loading Bridges and Misc. Terminal Improvements.

Project Scope

GNV's terminal expansion and improvement program as outlined in the airport Master Plan and Capital Improvement Program has been prioritized and separated into two distinct phases to better match anticipated availability of funds. In Phase I, the airport proposes to construct an approximate 12-15,000 square foot extension of the common use gate lounge to accommodate two new passenger loading bridges. The work also includes expansion of the existing sterile area public use restrooms to accommodate existing demand. Other work to be designed includes replacement of the terminal roof, minor alterations of the passenger screening area, rehabilitation of two, landside public use restrooms, and other misc. improvements to the public areas of the terminal. A second emergency generator will be added to cover the gate area expansion, passenger loading bridges and future in-line baggage system. Design of Phase II scope items, including a mini-inline baggage screening system and common-use bag makeup area will be deferred until completion of Phase I. An exhibit showing Phase I work areas has been attached. A meeting to discuss project scope, budget and eligibility was held at the ADO on December 8, 2015.

Background

GNV's commercial terminal was constructed in 1979. Commercial enplanements totaled 113,000 when the original terminal and apron facilities were designed in 1977. A two-year period of rapid passenger growth followed completion of the terminal. A period of steep decline and then sporadic growth came next, as air carriers responded to the effects of airline deregulation. Since 1977, the local population has continued to grow at a modest pace. In CY 2013, the Airport enplaned approximately 205,000 commercial passengers. This is up approximately 64% over the previous ten years. CY 2014 and 2015 enplanements have increased to 213,014 and 216,895, respectively*. This is almost double that from when the terminal was first designed.

Aircraft serving GNV have changed from daily operations by narrow body, air transport category aircraft (i.e. DC-9 and B-737) in the 1970's and 1980's to more frequent departures by 50 seat regional jets. Prior to 2005, all aircraft were ground loaded on the tarmac. They were parked about a single, terminal exit door located on the east side of the departure lounge and a single entry door on the west side of the departure area.

In 2014, Delta, the airports largest carrier, once again made GNV a mainline station, replacing most of its 50 seat regional jets with 110- passenger Boeing 717's and 70-90 seat RJ's. Delta also includes the MD-88 and Airbus 319 in the schedule from time to time.

In 2005, 3 separate airline departure gates were created within the departure lounge. Each incorporated a passenger loading bridge for regional aircraft. While the bridges reduce the flexibility of available apron space, they improve apron security and facilitate safer and more orderly boarding. In 2008, interior terminal space was reallocated to gain more seats in the departure lounge. In 2010, a temporary, fourth departure door was added to the diminutive departure lounge to accommodate service by smaller airlines turboprop aircraft also operating at the time.

In addition to scheduled airline operations, the commercial terminal supports a large number of unscheduled charter operations. Most of these are related to the University of Florida and visiting NCAA sports teams. Sports charters range from B-737-800 to B-757 and occasionally B-767 size aircraft.

In order to accommodate current charter operations and prepare for eventual terminal expansion to better accommodate the existing fleet, the FAA funded expansion of the terminal apron in 2015.

In 2013, the Airport Authority commissioned the firm Reynolds, Smith and Hills, Inc. to undertake a Terminal Conceptual Development Plan. The FDOT funded study examined current and forecast demand for interior terminal space, aircraft parking, vehicle roadways and auto parking facilities. A copy was provided to the ADO. The study recommends an initial westward expansion of the terminal. The airport also updated the airport's Master Plan/ALP in 2015 (AIP# GNV-35). Both the current ALP and the approved Airport Master Plan provide for a phased, linear expansion of the terminal building and apron.

GNV's airlines are expected to continue to add a mixture of larger regional jets and narrow body jets to the Gainesville market as aging 50-seat regional jets are retired. Only one of the airport's three loading bridges is long enough to accept the B717, MD88 or B737 and meet ADA slope requirements. The bridge will not support the A319/320 and still maintain acceptable slope. The airport's apron size and closeness of the loading bridges does not allow additional gates or longer bridges to accommodate narrow body aircraft. Aircraft maneuvering between the existing bridges is tight, given the small size of the gate area.

The recent Terminal Conceptual Development Plan recommends a two gate expansion of the terminal to the west. The loading bridges would be adequately spaced and achieve sufficient height to accommodate narrow body airliners, including the B-717, B737, A319 and A320 series.

Justification

Additional gate space and interior public seating space is needed to better accommodate existing and expected passenger activity. The capacity of the existing gate lounge area is below what was adequate to accommodate 2012 traffic*. (*GNV Terminal Development Concept Study, RS&H 2013). The size of the current secured lounge restrooms are

inadequate for the number of passengers that generally occupy the lounge or off-load from arriving flights.

In addition, the airport has no surplus seating area, gate or loading bridges to support additional Return Overnight aircraft (RON). This makes it problematic for the airport to accommodate expected growth or new airline entrants. Greater space is needed between parking positions and loading bridges to accommodate fleet changes to larger regional jets and narrow body aircraft.

In addition to the above, the roof and two non-secured side public restrooms have not been attended to in recent renovations. These items were last addressed in the 1990's. The roof is in need of replacement and demands more frequent patching due to age and weathering. Plumbing fixtures and finishes in the restrooms will be replaced. Efficient new LED lighting will be installed throughout the public areas of the building. This will greatly reduce energy consumption and help the airport meet its sustainability goals. Other energy saving HVAC improvements to the gate area will also be included.

The airport may soon be at the 250,000 passenger enplanement threshold to qualify for a second TSA screening lane. Some minor modifications of the passenger screening area are also planned to allow more room for screening equipment to accommodate the second lane.

A more complete justification of gate area expansion and other improvements is included in the 2015 Terminal Planning report previously submitted to the ADO.

Project Cost

The latest proposal for design services for Phase I terminal improvements is \$981,000. This fee is supported by the attached Independent Fee Estimate. All of the work is planned to be in FAA eligible, public areas of the terminal. Total cost for design services and administrative costs is estimated at \$986, 053.00. The airport respectfully requests funding in the amount of \$887, 448.00, representing 90% of the eligible project costs.

*Airport Records

PROJECT INFORMATION

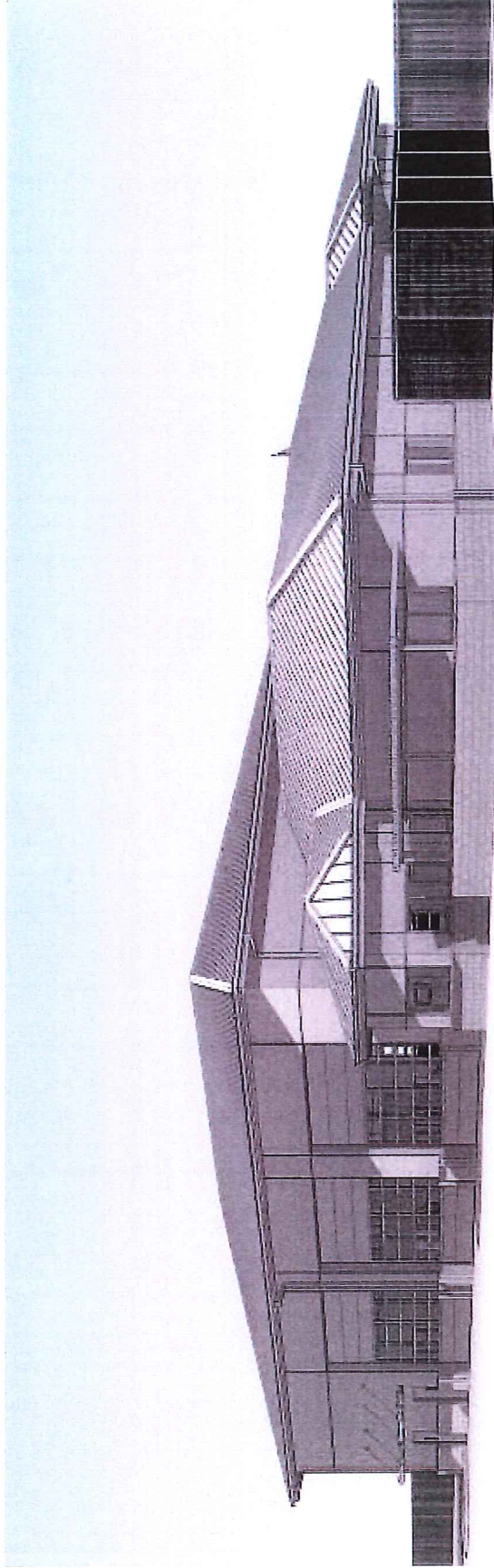


GAINESVILLE REGIONAL AIRPORT

CONSTRUCTION CONTRACT NO: 146137

AIRCRAFT RESCUE FIRE FIGHTING STATION

GAINESVILLE, FLORIDA



Michael Baker
INTERNATIONAL
520 BELFORT ROAD
SUITE 110
JACKSONVILLE, FLA. 32256

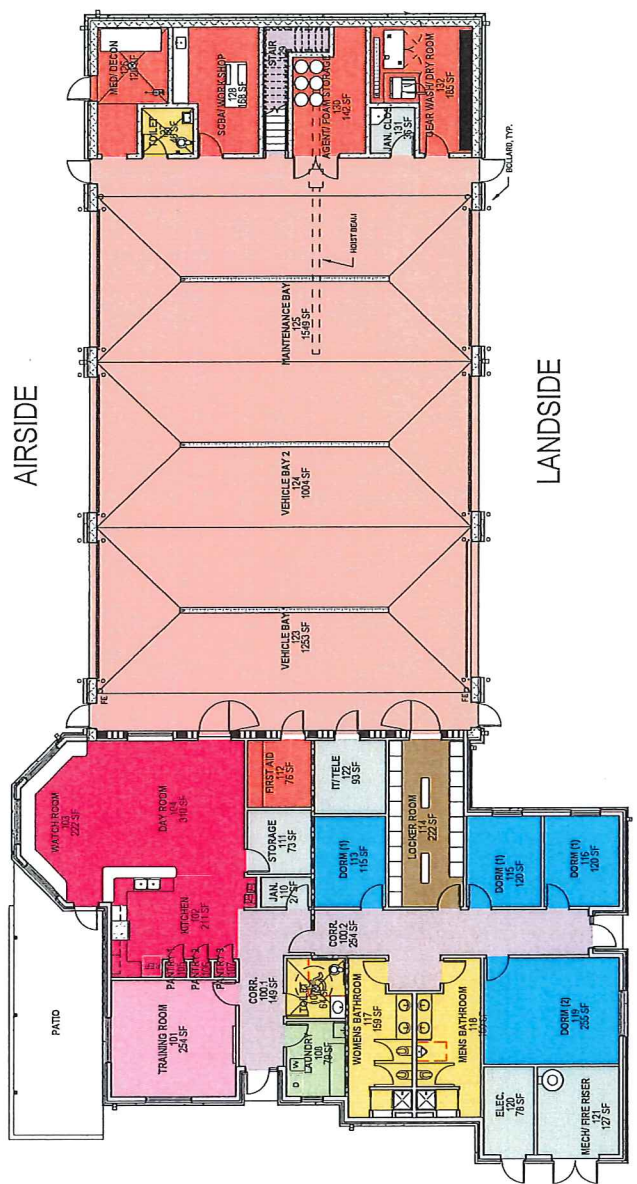


NO.	DATE	DESCRIPTION



FLOOR PLAN - COLOR LEGEND
STREET ADDRESS
CITY, STATE ZIP CODE

Project Number: 146137
Date: 08-15-15
Scale: AS NOTED
Sheet # A-111C
© Baker, 2015



Department Legend

■	ARFF SUPPORT SPACES	■	DORMITORY
■	BATHROOMS/TOILETS	■	LAUNDRY
■	BUILDING SUPPORT SPACES	■	LOCKER ROOM
■	CIRCULATION	■	TRAINING ROOM
■	DAY/WATCH/KITCHEN	■	VEHICLE BAY

FLOOR PLAN
SCALE: 1/8" = 1'-0"

