


**APPLICATION FOR FEDERAL ASSISTANCE**

<b>1. TYPE OF SUBMISSION</b> <i>Application</i> <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Non-Construction		<b>2. DATE SUBMITTED</b> 4/8/2008	Applicant Identifier
<i>Pre-application</i> <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction		<b>3. DATE RECEIVED BY STATE</b> -	State Application Identifier
		<b>4. DATE RECEIVED BY FEDERAL AGENCY</b>	Federal Identifier
<b>5. APPLICANT INFORMATION</b>			
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 <sup>th</sup> 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	
<b>6. EMPLOYER IDENTIFICATION NUMBER (EIN):</b> 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
<b>8. TYPE OF APPLICATION:</b> <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)		<b>7. TYPE OF APPLICANT: (See instructions for Application Types)</b> G Other (specify)	
<b>10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER:</b> 2 0 • 1 0 6		<b>9. NAME OF FEDERAL AGENCY: Federal Aviation Administration</b>	
TITLE (Name of Program): Airport Improvement Program		<b>11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:</b> Complete FAR Part 150 Study - Phase I; Complete FAR Part 150 Study - Phase II	
<b>12. AREAS AFFECTED BY PROJECT (Cities, Counties, State, etc.):</b> All or portions of Alachua, Bradford, Clay, Columbia, Gilchrist, Levy, Marion, Putnam and Union Counties in north central Florida.		<b>14. CONGRESSIONAL DISTRICTS OF:</b> a. Applicant Fifth District      b. Project Fifth District	
<b>13. PROPOSED PROJECT</b> Start Date: 12/5/2005      Ending Date: 8/30/2007		<b>16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?</b> a Yes <input checked="" type="checkbox"/> THIS PREAPPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE: 4/8/2008 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	
<b>15. ESTIMATED FUNDING:</b> a. Federal \$332,980.00 b. Applicant \$17,525.00 c. State d. Local e. Other f. Program Income g TOTAL \$350,505.00		<b>17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?</b> <input type="checkbox"/> Yes If "Yes", attach an explanation <input checked="" type="checkbox"/> No	
<b>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.</b>			
<b>a. Authorized Representative</b>			
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: April 8, 2008	

080036B

Gainesville Regional Airport  
April 8, 2008  
AIP Grant Application

## FAA PART 150 STUDY

### Project Narrative

The Gainesville Regional Airport would like to complete a new FAR Part 150 Study. The previous study was completed in 1986. The airport is located at the edge of a developing suburban environment. The airport is within the City of Gainesville and also borders unincorporated lands within Alachua County. The City adopted the 65 ldn - 75 ldn noise exposure maps from the existing FAR Part 150 Study and incorporated some measures for airport and public protection into its land development code. The noise contours used in these ordinances are now more than twenty years old. Alachua County has also used these noise contours to locate future airport compatible land uses in its comprehensive plan.

### Justification

The existing FAR Part 150 Study was completed by CH2MHill in 1986. Much development has occurred in the Gainesville community since that time and new pressure for development adjacent to the airport is occurring. The existing program does not adequately address overflight areas surrounding the airport. The old plan assumed there would be little development west of the airport due to wet soil conditions and lack of water and sewer infrastructure. Today, there is significant pressure for dense, residential development in areas previously expected to remain undeveloped or sparsely populated. It is difficult for the airport to fend off challenges from developers wishing to build homes on private land within the 65 DNL contour when the noise exposure maps are so old. New noise exposure maps from 55 ldn - 75+ ldn will be plotted. These maps will be based on updated FAA integrated noise models (INM). Both existing, 5 year and 20 year forecast NEM's will be developed as well as a Noise Compatibility Program as specified under FAR Part 150. The airport will work with local planners to facilitate changes to local land development codes using the updated NEM's.

Aircraft operations have changed significantly since the data for the original Part 150 Study was collected in 1985. A quick comparison of aircraft operations is shown below. In 1985 scheduled airlines served Gainesville with mainline B-727 and DC-9 aircraft. These aircraft have since been replaced by smaller, regional jets and turboprops. The number of military training operations has greatly increased since 1985. The airport is also now home to a regional service center for very light jets (the Eclipse 500) and is the primary flight training for DayJet, currently the worlds largest operator of VLJ's. These aircraft are now appearing at GNV in quantity. Airlines and charter companies occasionally operate air transport category aircraft like the B-737-800, B-727-200, B-757/767 and A-300 series during major sporting events associated with the University of Florida.

Year	Air Carrier	Commuter	General Aviation	Military	Total
1985	3,350	8,640	68,570	1,600	82,160
2006	1,517	11,302	71,201	9,482	93,502

### Scope

The study will be divided into two phases.

#### Phase I

Phase I was begun with FAA approval on December 4, 2007 and is now underway. Phase I includes completion of existing and forecast NEM's and a draft technical report for FAA approval. A copy of the proposed task order detailing the consultant's scope of work is attached. Phase I will be completed in accordance with FAA Part 150 standards. The project includes various public meetings, neighborhood workshops as well as coordination meetings with local planning officials in order to encourage participation from stakeholders and concerned citizens.

Noise exposure maps of 55, 60, 65, 70 and 75 DNL will be created from the base year, five years out and twenty years out. Aviation demand forecasts will be accomplished using a variety of accepted techniques, updating forecasts created in the last Airport Master Plan. A draft technical report (NEM Report) will be created to accompany the noise exposure maps and submitted to FAA for review. A copy of the Phase I Scope of services as approved by FAA is attached.

#### Phase I Cost Estimate: \$180,356

The contract for Phase I professional services is \$178,756. The Airport Authority arranged for completion of an independent fee estimate and the proposal was approved by the FAA Task Order #1 for Phase I work was executed on December 4, 2007 and Notice to Proceed was issued on that day. The Authority will also request partial reimbursement for administrative costs associated with Phase II, which are estimated at \$1,600. These costs include professional fees for completion of the independent fee estimate, as well as newspaper advertisements for public meetings, direct mail expenses to members of the public and community groups affected by the study, postage and other misc. expenses.

#### Phase II

A Noise Compatibility Program will be developed using the NEM's created in Phase I. The program will identify non-compatible land uses and recommend strategies for resolution or mitigation. The study will also examine preventive strategies to discourage future incompatible land uses. Existing land use controls and aircraft operational procedures will be examined. The costs and benefits of various alternative measures will be considered. Other elements of the NCP will be addressed as required by FAR Part 150. Coordination meetings will be held with FAA and the project technical advisory committee (TAC) as well as sufficient public information meetings. A draft NCP will be prepared by the consultant a submitted to FAA. A copy of the consultants cost proposal for Phase II, including the proposed scope of work is attached.

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**Phase II Cost Estimate: \$170,149**

Please see the consultant's cost proposal included in the application. The proposed cost for Phase II professional services is \$167,349.00. The Authority will also request partial reimbursement for administrative costs associated with Phase II, which are estimated at \$2,800. These costs include professional fees for completion of an independent fee estimate, as well as newspaper advertisements for public meetings, direct mail expenses to members of the public and community groups affected by the study, postage and other misc. expenses.

**Consultant Selection**

The Airport Authority has selected Reynolds, Smith and Hills of Jacksonville, Florida to complete the project. RS&H is one of the airports planning and architectural consultants. RS&H was re-selected in January of 2008 for a five-year contract through a public selection process in accordance with AC 150/5100-14. The list of projects advertised for this contract included an FAA Part 150 Study. Award of the task order for Phase II will be subject to successful completion of an independent fee estimate and final approval by the FAA.

**FAA Funding Request**

The Authority proposes to use a portion of its FY 2008 AIP entitlement for eligible costs associated with Phase I of the study. We request permission to use \$171,338 of our FY 2008 entitlement for partial reimbursement (95%) for Phase I.

The Authority also requests AIP discretionary funds in the amount of \$161,642 for 95% of eligible Phase II work. Phase II would not commence until a grant is received from the FAA.

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Gainesville Regional Airport  
8-Apr-08

AIP Grant Application  
FAA Part 150 Noise Study Phase I&II

Brief Item Description	% Fed	Units	RW	(1) Const or Land Cost	(2) Eng/Land Incidental	(3) Admin	(4) Total	(5) Federal Entitlement	(6) Federal Discretionary	(7) Non- Federal
FAA Part 150 Noise Study - Phase I	95				178,756	1,600	180,356	171,338		9,018
FAA Part 150 Noise Study - Phase II	95				167,349	2,800	170,149		161,642	8,507
<b>Total</b>	<b>95</b>			<b>0</b>	<b>346,105</b>	<b>4,400</b>	<b>350,505</b>	<b>171,338</b>	<b>161,642</b>	<b>17,525</b>

PROPOSED FAA FUNDING

Part 150 Phase I  
AIP Entitlement - Portion of FY08 (Oct-Jun)

\$ 171,338

Part 150 Study Phase II  
AIP Discretionary - Special Noise Set Aside  
Total FY08 Request

\$ 161,642  
\$ 332,980