

0068 Terminal Expansion Construction and Baggage System

Following several discussions that are referenced on past CEO reports, the FAA continues review of final project costs and fees associated with the Airport's request for additional grant funding. The amount of FAA participation/share of the project is 76.97%. However, FAA issued the grant to fund 90% of the 76.97%. The Airport is requesting the difference.

On June 8, 2018 the Airport met with FAA at their Orlando offices to present further detailed analysis in attempt to reach a final agreement. The FAA has requested the Airport re-evaluate the eligibility of the terminal public space. The Airport conducted the re-evaluation and re-submitted the results to FAA. The adjusted dollar amount of the requested amendment amount is \$501,978. FAA has verbally accepted this amount. We are awaiting the formal FAA grant amendment. If received, this project will be removed from the next report.

0079 General Aviation – New Terminal Facility

The Request for Qualifications (RFQ) for the selection of a consultant is being prepared by staff. The advertised date for the RFQ is expected to be late June or early July 2018.

The RFQ includes providing engineering/architectural design, permitting, bidding, construction, and closeout services for the following items:

- New general aviation terminal building, parking lot and access road.
- A shell for a new café.
- New ramp, taxilanes and taxiways.

The project is located as indicated on the master plan, which is the area north of Runway 9-27 and east of the 600 series T-hangars.

The RFQ selection committee results will be presented to the Airport Authority for review and approval in a future Airport Authority Board meeting.

0082 T-Hangar Door Repair/Replacement – Buildings 203 and 204

Construction activity continues; however, the project was delayed due to weather and some parts being on back order. The rain has ended, and the parts are now onsite. As of this writing, 3 of the 42 doors have been completed and work continues on the remaining doors.

The project will replace 42 T-hangar doors and is scheduled to be completed during the first quarter of calendar year 2019.

0092 Wetland Mitigation Phase 1 of 2

No change from previous report. The design consultant has been selected, the scope of work and fee have been negotiated and the consultant's contract was approved by the Airport Authority on April 19, 2018. As previously reported, the Notice to Proceed will be issued after FAA's approval of the Environmental Assessment, which is expected to occur late Summer 2018.

0093 Passenger Facility Charge Application No. 2 and Amendment to PFC Application No. 1

On June 8, 2018 the Airport and Consultant team (AECOM and Leibowitz & Horton) met with FAA at their Orlando offices to present and discuss the draft notice to the air carriers. There were no major issues with the draft notice letter. As a result, the air carrier notice letter will be send out by the end of June or beginning of July.

A date and time for an air carrier consultation meeting will be set no sooner than 30 days and no later than 45 days after the issuance of the notice letter to air carriers. Then, within 30 days following the consultation meeting, air carriers must submit their certification of agreement or disagreement. During this time, the public notice and comment activities will be conducted.

Once the above activities have been completed, the formal PFC Application will be submitted to FAA for approval. It is noted that the FAA PFC Application can't be submitted until after FAA's approval of the Environmental Assessment, which is expected to occur late Summer 2018.

0095 Traffic Network Improvements

Following the May 17, 2018 Airport Authority approval of the engineering contact, the formal Notice to Proceed was issued to the Consultant (Southwest Engineering and Design) on May 29, 2018. Currently the topographical surveys and sub-surface geo-technical work has begun. The preliminary design is scheduled to be completed by the end of July or beginning of August 2018. The final bidding documents are scheduled to be completed in December 2018.

This project will construct:

- A right turn lane on Piper Road at Viking Avenue.
- One additional lane on Viking Avenue between Piper Road and Golf Course Blvd.
- One additional lane on Airport Road between Piper Road and Golf Course Blvd.

0096 Runway 15-33 Rehabilitation and Extension & Runway 4-22 Rehabilitation

The Request for Qualifications (RFQ) for the selection of a consultant was advertised on May 18, 2018 and submittals are due on June 20, 2018.

The RFQ includes providing engineering/architectural design, permitting, bidding, construction, and closeout services for the following: the rehabilitation and extension of Runway 15-33.

The RFQ selection committee results will be presented to the Airport Authority for review and approval in a future Airport Authority Board meeting.

Property Acquisition – Runway 22 Approach

At the June 8, 2018 FAA Orlando office meeting, the FAA had no objections to the Airport moving forward with the acquisition of real property as identified in the master plan with funding from passenger facility charges. The acquisition involves about 45 acres.

0081 Master Plan Update

Master Plan Update, Airport Layout Plans and Environmental Assessment

The Airport and Airport's consultant (AECOM) attended a meeting at the FAA's Airport District Office in Orlando on June 8, 2018 to review, discuss and resolve FAA review comments. The focus of discussion was on the Runway 15-33 extension justification and funding sources and receipt of comments (Section 7 Consultation) from the U.S. Fish and Wildlife Service (FWS).

We believe the Runway 15-33 extension will be approved by FAA upon receipt of additional information from Allegiant, which is in process.

Regarding the receipt of FWS comments, FAA has contacted FWS and requested an update on the status. On June 13, 2018, FAA reported that FWS will not begin review for at least four (4) weeks. This is critical as the public meeting to present the EA can't be held until after receipt of FWS comments. Thus, in turn, the FAA cannot approve the EA or Airport Layout Plans (ALP), until after the EA public meeting. As a result, all associated projects are on hold.