

**GAINESVILLE-ALACHUA COUNTY REGIONAL AIRPORT
AUTHORITY**

August 28, 2008 - 5:00 p.m.
Gainesville Regional Airport
Airline Terminal – Board Room
Monthly Meeting
AGENDA

→ Please turn off all cellular phones and beepers. →

CALL TO ORDER BY THE CHAIR

INVOCATION

PLEDGE OF ALLEGIANCE

GACRAA APPOINTMENTS

On August 12, 2008, Mr. Ian Fletcher was appointed to a three-year term ending July 31, 2011 by the Alachua County Board of County Commissioners.

On August 21, 2008, Mr. Mark Goldstein was appointed to a three-year term ending July 31, 2011 by the Gainesville City Commission.

ROLL CALL

DETERMINATION OF A QUORUM

APPROVAL OF MEETING HIGHLIGHTS

The Airport Authority will review and approve the GACRAA meeting Highlights of July 31, 2008.

Recommendation: Motion to approve the meeting Highlights of July 31, 2008 and authorize the Chair and Secretary/Treasurer to execute the documents on behalf of the Airport Authority.

ADOPTION OF AGENDA

CITIZENS INPUT – NON-AGENDA ITEMS

AIRPORT AUTHORITY INPUT – NON-AGENDA ITEMS

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GAINESVILLE-ALACHUA COUNTY REGIONAL AIRPORT AUTHORITY

**Thursday, July 31, 2008 –5:00 p.m.
Airport Passenger Terminal – Board Room
Monthly Meeting
Highlights**

Call to Order by the Chair

Chair Johnson called the meeting to order at 5:04 p.m.

Invocation: Mr. Stringfellow delivered the invocation.

Pledge of Allegiance: Mr. Johnson led the Pledge of Allegiance.

Authority Members Present at Roll Call: Billy Brashear, William Breeze, Peter Johnson, Win Phillips Jim Stringfellow, Kinnon Thomas and Janet Woods were present. Mac McEachern was absent.

Mark Goldstein arrived at 5:14 p.m.

Ex-officio member Brent Christensen was absent.

City of Gainesville liaison Erik Bredfeldt was present.

Determination of a Quorum: It was determined that a quorum was present at roll call.

Approval of Meeting Highlights for June 26, 2008

Dr. Brashear moved approval of the monthly meeting highlights for June 26, 2008. Mr. Breeze seconded the motion. Motion passed.

Adoption of the Agenda

Mr. Thomas moved to adopt the agenda as presented by staff. Mr. Stringfellow seconded the motion. Motion passed.

Citizens' Input – Non-agenda Items - None

Airport Authority Input – Non-agenda Items - None

Consent Agenda - None

Airport Business:

Information Items:

Mr. Penksa reported that the airport expects payment by the end of the fiscal year from TSA for stored hurricane materials in the amount of \$19,320.

Mr. Penksa reported that work continues at the RD Air Services corporate hangar site. Concrete foundations and floors have been poured and structural steel has been erected for both hangars and steel siding is being installed.

Mr. Penksa reported that the U.S. Army Corps of Engineers has advised staff that the former horseshow grounds was used as a practice bombing range during WWII. There is a possibility that hazardous ordinance may exist below the surface and must be disposed of. This will impact the schedule of the new access road construction.

Mr. Randal S. Curtis, P.E., Army Corps of Engineers, distributed a handout, Formerly Used Defense Sites (FUDS). (See attachment A.) Mr. Curtis reported that from May 1943 through April 1944, the horseshow grounds area of the airport was utilized as a demonstration bombing range by the Army-Air Force school of flight tactics. He stated that the area needs to be added to the government's FUDS inventory so that funding can be requested for investigation and remediation. He noted that developed property has a higher priority than undeveloped property for funding allocation. He stated that the cost of remediation is unknown at this time.

It was the consensus of the Board that the new access road project should be put on hold until the Army Corps of Engineers can perform a more thorough historical investigation.

Mr. Penksa reported that he has notified FDOT regarding the FUDS issue; he stated that the agency will determine if any funding can be provided for environmental remediation so that the road project can eventually move forward.

Mr. Penksa reported that DayJet has added more DayPorts.

Mr. Penksa reported that staff has not accepted the new carpeting in the terminal due to spots that appear to be manufacturing defects. Staff has directed the custodial workers not to spot clean the carpet pending resolution with the carpeting manufacturer. Staff is withholding payment for the carpet in the amount of approximately \$150,000.

Mr. Steve Harrill, Reynolds, Smith & Hills reported that the terminal renovation project is 98%-99% complete. The contractor is working on clean-up and punch list items.

Mr. Penksa reported that the atrium HVAC was built as specified but noise from the air handler is greater than expected. Staff is working with the architect and contractor to find an affordable way to reduce HVAC noise.

Mr. Penksa reported that representatives from GRU visited the airport on July 25th to inspect the terminal renovation improvements that will reduce energy consumption. GRU is expected to approve a rebate request in the amount of \$40,000.

Mr. Penksa reported that Florida Food Service has released the entire amount of \$50,000 that was being held in escrow for potential environmental remediation on an Airport Industrial Park lot sold in early 2007.

Mr. Penksa reported that an appraisal has been completed on the former AFSS building. He stated that airport maintenance staff has begun to prepare the building for rental. He reported that the facility needs a new HVAC system, new ceiling tile, wallpaper removal and interior painting. He stated that staff is still negotiating with the FAA to rent a portion of the building to its Airways Facilities group that now occupies a smaller building at the airport.

Mr. Penksa reported that staff met with representatives of all rental car companies on June 5, 2008. Staff does not recommend borrowing funds against airline passenger generated CFCs for service center

construction at this time. The rental car managers agreed. Staff and rental car managers would prefer to use CFC funds to expand the rental car ready return lot and improve the rental car counter area. Staff is looking at various options and will submit proposals to the Facility and Planning Committee as appropriate.

Mr. Penksa reported that the City sent its application for amendment of the City Comprehensive Plan to include the Hatchet Creek Development with restrictions to the state Department of Community Affairs (DCA) for approval. At the direction of the GACRAA Board and with assistance of airport counsel, staff sent a letter of objection under Florida Statute 163.3184(6)(a) on July 22, 2008 to DCA. He noted that DCA has sixty (60) days to respond to the City.

Mr. Goldstein complimented staff on the content of the letter to DCA.

Mr. Penksa reported that new draft Noise Exposure Maps (NEMs) as well as the first draft of the Phase I report have been completed and submitted to the Technical Advisory Committee for comment. Comments are due by August 1, 2008. A public information meeting on the Phase 1 draft was held on the same day, July 8, 2008. A Phase 1 report was given to the GACRAA Facilities & Planning Committee. He stated that a meeting to present the Part 150 Study to the Gainesville City Commission will be scheduled in the near future.

Mr. Penksa reported that final staff changes were made to the agreement on July 17, 2008. Staff included a clause allowing the Authority to cancel the agreement with thirty (30) days notice in the event that airline enplanements decrease by ten percent (10%) or more for any three (3) month period vs. 2008 levels. The agreement is being reviewed by the City Attorney's office; the draft will then be forwarded to GACRAA's attorney for review. There was no objection from the Board.

Mr. Penksa reported that a Notice of Award has been accepted by the contractor for the Taxiway B rehabilitation project. A pre-construction meeting is scheduled to take place on September 8.

Mr. William Prange, URS Corp., reported that the contractor is reviewing four (4) changes to the Taxiway B rehabilitation project contract; the revisions were recommended by the Attorney for the Authority.

Mr. Penksa reported that a representative from Florida Power & Light (FPL) gave a presentation regarding energy saving ideas at the Florida Airports Council Conference. He stated that FPL is willing to work with organizations outside of their normal service area to develop energy saving measures such as solar array installations. Mr. Penksa reported that he approached FDOT about funding a 50% share of installing a solar array at the airport. Staff will continue to explore energy generation and cost saving options.

Dr. Phillips cautioned that FPL tried to add a surcharge for alternative energy but it was disapproved by regulators in Washington.

Mr. Penksa reported that that the Food / Beverage / Food & Gift Concession RFP did not generate sufficient interest and given the investment made in the facility and the importance to the success of terminal operations, more time should be spent advertising / promoting the facility. He stated that staff recommends GACRAA reject the sole proposal received at this time and continue to solicit letters of interest from experience restaurant/snack bar operators. There was no objection from the Board.

Mr. Penksa reported that staff is working with the real estate firm representing Federal Express to renew the lease for the current FedEx location. The local FedEx manager is still interested in moving the

operation into the bi-fold door hangar however, FedEx management in Memphis does not currently share this interest.

Mr. Penksa reviewed the Air Traffic Volume Reports. He noted that Delta Connection would operate several 70-seat regional jets in lieu of 50-seat jets in September. He reported that load factors remain strong and noted that US Airways' load factors have improved over last year with the same aircraft mix and frequency of operations.

Mr. Goldstein and Mr. Stringfellow mentioned that they recently had flown in and out of Gainesville and that all the seats on their flights were full.

Mr. Goldstein recommended that the lighting in the short and long term parking lots be improved; the large live oak trees block the effectiveness of the lights. Staff will investigate ways to improve lighting.

Mr. Breeze recommended that the airport should install additional curb cuts on the parking lot walkways. Mr. Penksa stated that the parking lot is ADA compliant but acknowledged that additional curb cuts would be useful.

Finance Report

Mr. Matthew Lyons, Business Manager/CFO, reviewed the Finance Report for the period ending June 30, 2008. He reported the following results:

Revenue	June Year-to-Date Actual (9 mos.)	June Year-to-Date Budget (9 mos.)	Variance Over / (Under)
Total Operating Revenue	\$3,451,921.98	\$3,405,951.38	\$45,970.60
Expenses	June Year-to-Date Actual	June Year-to-Date Budget	Over / (Under)
Total Expenses	\$2,854,338.00	\$2,799,931.19	\$54,406.81
Income (Loss) Before Depreciation	\$597,583.98	\$606,020.19	(\$8,436.21)

Mr. Lyons explained that the high administrative expense includes a \$190.6 thousand semi-annual interest payment on the A & B notes.

Mr. Penksa noted that staff is currently working on the FY2008-2009 budget. He stated that due to uncertainty in the aviation industry, staff will develop contingency plans in the event that there are any changes to airline service or Eclipse Aviation operations. He added that he does not plan to add any new debt.

Mr. Stringfellow complimented the Chief Executive Officer's running of the airport and recommended that the Board take a conservative stance on the FY2008-2009 budget.

Finance, Audit & Operations Committee Report

Mr. Johnson reported that the Finance & Operations Committee met on July 8 and recommends that the Board accept the FY2006-2007 Audit Report prepared by Purvis Gray & Company.

Mr. Thomas moved to accept and approve the FY2006-2007 Audit Report. Mr. Goldstein seconded the motion. Motion passed.

Facilities & Planning Committee Report

Mr. Penksa reported that the Facilities & Planning Committee met on July 16. He reported that the committee approved staff's recommendation to apply for additional grant funding in the amount of \$495,588 for Terminal Renovation – Phase 2C.

Mr. Thomas moved to adopt Resolution 08-025 accepting a grant offer from the U.S. Department of Transportation, Federal Aviation Administration in the amount of \$495,588 for Terminal Renovation – Phase 2C. Mr. Goldstein seconded the motion. A roll call vote followed: Mr. Goldstein – aye, Dr. Phillips – aye, Mr. Stringfellow – aye, Mr. Thomas – aye, Ms. Woods – aye, Dr. Brashear – aye, Mr. Breeze – aye and Mr. Johnson – aye. Motion passed 8-0.

Mr. Penksa reported that the \$2.5 million Taxiway A Lighting project has been completed and is in the grant closeout phase. He stated that additional contract time was required by the engineer for inspections; R. W. Armstrong has submitted Amendment # 1 to Task Order # 19 in the amount of \$21,000 to cover the additional inspections associated with several contractor change orders. The contractor has agreed to pay \$12,000 of the engineering fee because the contractor caused the need for the additional inspection time. The remaining \$9,000 will be paid by GACRAA; 95% of this amount will be funded by a FAA AIP grant, pending FAA approval. Mr. Penksa reported that the committee recommends executing Amendment # 1 to R.W. Armstrong Task Order # 19.

Mr. Thomas moved approval of staff's recommendation. Mr. Stringfellow seconded the motion. Motion passed.

Mr. Penksa reported that the committee heard a request from University Air Center (UAC) for a ten (10) year extension to the current FBO agreement to facilitate the construction of a 24,000 sq.ft. hangar. Mr. Penksa stated that FAA approval would be required to extend the current FBO agreement. The Authority's Attorney, Don Stanley, recommends that the Authority consider a five (5) extension with an option to renew for an additional five (5) years. He stated that the committee approved the UAC proposal in concept. He noted that this would also provide an opportunity to review and possibly update parts of the FBO agreement that require better clarification / definition. Mr. Penksa sought direction from the Board on whether it was in agreement with the concept of extending the UAC lease to facilitate construction of the hangar and negotiating a lease amendment.

Mr. Scott Branham, RD Air Services, stated that RD Air is interested in becoming an FBO. He stated that construction of two privately funded hangars is underway and questioned whether UAC's proposed hangar would create excess storage space at the airport.

A lengthy discussion followed regarding several issues brought up by RD Air Services, specifically, whether the airport could support two FBOs, the size of UAC's leasehold, the size of RD Air Service's leasehold, and the rationale for specifying a five-acre minimum for an FBO operation in the Airport's *Minimum Standards and Requirements for Aeronautical Activities*.

Mr. Thomas moved to direct staff to continue to find common ground between the parties affected and report to the Board at its meeting next month. The motion died due to a lack of a second.

Dr. Phillips moved to agree with the UAC proposal in concept and direct staff to move ahead and negotiate a lease amendment for Board consideration. Dr. Brashear seconded the motion. Motion passed unanimously.

City Airport Hazard Ordinance (Airport Noise Zones) Update – Recommendation

Mr. Goldstein moved to approve the proposed Noise Ordinance Update and Airport Environs Overlay Zones as presented by staff subject to changes brought forward by the Board. Mr. Stringfellow seconded the motion.

Chair Johnson opened the floor for amendments.

Ms. Woods moved to strike the following passage from the Subzone B paragraph “Correction institutions, transient lodging facilities and other higher density, noise sensitive uses may be considered as conditional uses when located to the sides of airport runways within the confines of the runway ends (where they are outside of approach and departure paths and are therefore not subject to low overflight).” Mr. Goldstein seconded the motion. Motion passed unanimously.

Mr. Goldstein moved to define “infill” as property located within the legal boundaries of an existing subdivision or development. Motion passed unanimously.

No other changes to the proposed Noise Ordinance Update were brought forward.

Tenant Reports

Mr. Bill Pokorny, University Air Center, reported that Camp Blanding will conduct training exercises which will bring several helicopter operations to the airport for refueling. He noted that aviation fuel prices have dropped 20 cents per gallon for Jet-A in the past week. He reported that Tropical Helicopters is up and running at UAC. Tropical Helicopters provides helicopter training. Mr. Pokorny reported that UAC purchased new furniture for its lobby. He stated that either he or another employee will don an alligator costume to welcome guests to UAC during football season.

Mr. Branham, RD Air Services, passed out photos of the construction taking place on its corporate hangar site.

Airport Authority Attendance

No issues to report at this time.

Airport Authority Comments - None

Adjournment

There being no further business, the meeting was adjourned by the Chair at 7:30 p.m.

GACRAA Monthly Meeting

Chair

Date

Secretary/Treasurer

Date



Gainesville, Florida

GAINESVILLE REGIONAL AIRPORT

Site Summary

July 2008

History

In 1942, the U.S. government leased 3,093 acres of land located at the Gainesville Regional Airport (a.k.a. John R. Alison Airport). The site was used as an airfield. The Army constructed a complete airfield facility at the site by improving existing airport facilities and constructing various structures, such as runways, utility systems, etc.

Beginning in 1943, the Gainesville Regional Airport was used for visual demonstrations of equipment and tactics taught to Soldiers in the classroom. The facility included small arms firing, air tactics evaluations and training demonstrations of strafing, practice bombing, and simulated chemical sprays.

The site remained active until 1945 when most of its functions were terminated or relocated to other areas. The lease was terminated in 1952 and the land was conveyed to the City of Gainesville. Currently the site is part of the Gainesville Regional Airport.

What We Are Doing

The U.S. Army Corps of Engineers manages the Formerly Used Defense Sites Program to remediate properties once used for Department of Defense activities. The Corps investigates to determine if munitions or contamination is present, and prioritizes work based on the potential risk to public safety. Each project is unique, with most taking several years to complete.

Environmental Investigation

In 1990, site visits were conducted for preliminary research, including a recent visit in July 2008 to determine if the site was eligible to become a part of the Military Munitions Response Program (MMRP).

Once the site becomes eligible the next phase in the environmental investigation is to complete a Preliminary Assessment (PA) on the site. The PA is the review of existing information and/or off site reconnaissance, if appropriate to determine if the site may require additional investigations or action.

Air squadron comes in to strafe during a demonstration (1940).



FOR MORE INFORMATION

Public involvement is an important component of the Formerly Used Defense Site program.

U.S. Army Corps of Engineers
 Jacksonville District
 Corporate Communication Office
 toll-free 1-800-291-9413 or (904) 232-1576
www.saj.usace.army.mil

AIRPORT BUSINESS

1. Information Items

➔ Project Summary

1. **Transportation Security Administration Hurricane Preparedness**

Gainesville Regional Airport has been chosen to house emergency supplies such as food, water, generators and trailers required to support TSA staff at airports affected by hurricane damage. The inland location is strategic for distribution, with some protection afforded through distance from the Atlantic Ocean and Gulf of Mexico. Materials will be staged at GNV, standing ready for dispatch anywhere in the southeastern United States. Materials have begun to arrive, many of them housed at Florida Food Service, and staff will develop a lease amendment to accommodate this new TSA activity.

On June 16 Narissa Charles from the Division of Homeland Security informed us that the emergency supplies currently stored at GNV and Florida Food Service will be moved to Orlando where they can be stored free of charge. Frank Stagl believes the move will occur prior to the end of September.

Payment of fees due will be in a lump sum after the move is complete. This allows DHS to generate a purchase order as opposed to generating a contract which has proven to be problematic.

As of July 30, 2008 the supplies will have been in storage for 23 months. At \$3,000 per month the total due as of July 30 will be \$69,000. TSA has paid \$6,000 of that fee, leaving \$63,000. The amount due Florida Food is \$49,680. The Airport will receive the remaining \$19,320. **Payment is expected by the end of CY2008.**

2. **RFP # 07-002 Corporate Hangar Area Development**

The Board accepted a proposal from RD Air Services, LLC to develop approximately 2.75 acres of property as a Corporate Hangar site to include ramp and taxi lanes. RD's construction site plan has been approved by the City and approved by GACRAA at its June 27 meeting. A Phase I environmental audit of the property has been completed. A copy of the report was submitted to RD Air Services. Staff is awaiting certain documents from RD required prior to lease signing. Staff needs RD Air Services' performance bond or other acceptable

security. Staff had asked for all items necessary to execute the lease by the end of September. RD Air reports that they have completed their appraisal for the loan and final loan approval but they expect to have all documents for GACRAA legal review and lease execution by mid-December. RD Air is now considering alternative means to financing and guarantee construction. These will be submitted to staff for review. A ground breaking ceremony was held on December 19. RD Air has provided the required performance bond to secure construction. The lease has been executed and the site construction is now underway. The facilities are scheduled to be completed by September 30, 2008. Concrete foundations and floors have been poured and structural steel has been erected for both hangars and steel siding is being installed. Work continues on the two hangars. The building shells are approaching completion and framing in office areas has begun.

3. **New Entrance Road between Airline Terminal and Waldo Road**

An earmark was received in the USDOT Highway Reauthorization Bill. \$950,000 in additional funding for this project was also announced as FDOT Growth Management funding. A member of the Delegation has expressed an interest in putting a sign with Airline logos on Waldo Road. A task order for design was approved by the Board and an FDOT grant agreement has been accepted. The Airport needs to develop additional airside land to meet future general aviation needs. The FAA's Orlando ADO is of the opinion that the project does not qualify for AIP or PFC funding. The federal grant does not require any local match, but is insufficient to complete the project. More federal funds will be needed to complete the project without a large local share. FDOT has notified staff that construction of a partial road using 100% of the available federal funds with no state or local match is acceptable. The partial road will provide access to approximately 33 acres of airport land for future aeronautical development as well as a connection to the proposed county commerce park. The City Plan Board, in its approval of rezoning the current fairgrounds site for use as a business park, is in favor of utilizing access from Waldo Road via the proposed Airport Entrance Road. GACRAA has approved moving forward with the project to use up the federal funds available at 100% of project costs. The available funds will pay for approximately 1,700 feet of two-lane roadway. The road will not connect with the terminal loop road until additional federal funds are made available. Staff will pursue additional federal funding at the appropriate time in hopes of completing the road. Design work is scheduled to be completed by 6/2/2008 with bidding scheduled to occur on 8/14/2008. Construction of Phase I is scheduled to be substantially complete in June of 2009. Airport staff recommends pursuing additional Federal Highway funds to complete Phase II of the road with little or no local match. The amount needed to complete Phase II is estimated at \$3,295,751. GACRAA approved staff's recommendation to pursue additional federal funding at its public meeting on February 28, 2008.

The U.S. Army Corps of Engineers has advised staff that the former horseshow grounds was used as a practice bombing range during WWII. There is a possibility that hazardous ordinance may exist below the surface and must be disposed of.

This will impact the schedule of the road construction. Staff is awaiting additional information including plans from the Army regarding eventual clean-up. The Army has initially indicated that it may be many years before they can complete the clean-up. GACRAA has the option to take ownership of the contamination and perform its own cleanup. Staff will investigate the available options.

Staff is obtaining a proposal for site investigation from one of GACRAA's consultants for the area affected by the road project. The City has sent a public records request to the Army for information related to the site. Airport staff met with the City and County representatives regarding future use of the site and cleanup options. A joint effort to enlist the support of our legislative delegation was discussed.

4. **DayJet™**

DayJet is a “Per-Seat, On-Demand” air taxi operator based in Delray Beach, FL. Gainesville is one of DayJet’s first 5 DayPorts in Florida. DayJet has also established its first DayBase in Gainesville. The official passenger service kick-off event was held on Friday, October 5, 2007 and was well attended. DayJet has begun revenue passenger operations and had previously announced that the number of operations is “within the envelope of their business plan”.

DayJet recently announced company wide layoffs and cited difficulty in raising capital to finance continued expansion. Local staffing levels will reflect the current demand for services. Approximately 30 – 35% of the local work force has been furloughed.

DayJet has 2200 members and offers Per-Seat, On-Demand service to 270 destinations, consisting of 13 DayPorts and 256 DayStops from Gainesville. DayJet is currently offering \$99 **Fast Start** introductory six-month trial memberships on its website.

On June 10, DayJet signed a Memorandum of Agreement with the FAA to begin a five-year, phased implementation of proven NextGen technologies throughout Florida in collaboration with FDOT Aviation Office and Embry-Riddle Aeronautical University. The agreement established a government-industry partnership responsible for developing replicable procedures that can be used for the accelerated deployment of NextGen technologies nationally, integrating real-time surveillance and performance data in the air carrier’s network control system, and setting the stage for automated flight planning and disruption recovery. NextGen is the modernization of the national Airspace System using digital technology to redefine every element of air transport – from communications and surveillance to navigation and air traffic management – to address the nation’s need for increased airspace capacity and efficiency. The benefits will be a reduction in fuel consumption, carbon emissions, noise footprint and travel time.

5. Airline Passenger Terminal Renovation

The building permit was issued and the contractor began work in mid-May of 2007. A surplus trailer has been acquired to house offices for facilities maintenance and operations staff displaced by construction work in the former terminal restaurant area. A proposal to replace HVAC equipment in the ticketing and bag claim areas has been deferred to a future project for budgeting reasons. The pump house for the new chiller is complete and equipment is being installed. New chilled water lines have been installed on the roof from the chiller to various equipment locations. Roof for air handlers have been installed for the new atrium. The new chiller plant located outside is essentially complete.

The two (2) new bathrooms serving the main passenger lounge are almost complete and punch list items are being attended to. The new bathrooms will be opened in the very near future.

TSA is now operating within their newly finished space. Some punch list items remain in the area.

Concession Area – Final finishes in the new concession are being completed. All subsurface utilities are in place, including a new 1,050 gallon grease interceptor for the food concession. Water supply lines and floor drains have been installed for future sinks and appliances to be installed by the Concessionaire. Overhead mechanical work is complete, including a new hood and fire protection system. Drywall in the concession area is complete. Food and beverage counter has been installed. A new main electric panel for the area will be installed later to meet the requirements of the concessionaire.

Atrium - TSA would like additional safeguards installed on the automatic doors. The doors that have been installed are similar to the original revolving door in the terminal which was previously fine with TSA. It is believed the doors were installed as specified. This is not a contractor issue at this time. The architect and staff are looking at various additional security options and are gathering prices. The atrium HVAC was built as specified but noise from the air handler is greater than expected. Staff is working with the architect and contractor to find an affordable way to reduce HVAC noise.

The majority of punch list items are complete. The architect, staff and the consultant are attempting to work out a settlement on carpeting and directional signs which have not yet been accepted.

6. R D Air Services, LLC

RD Air has established and occupied temporary offices next to the Bi-fold Door Hangar they lease. The new hangar door has been installed and is operational.

7. Multi-Modal Facility

Utilizing the FY05 USDOT grant and FDOT Growth Management funding, a Phase I scope of work is being developed. A bus/shuttle stop, taxi cab queuing area, and private vehicle waiting area are anticipated as elements of this project. Staff has submitted an application to use 100% of the federal funds available (approximately \$291,534) with the minimum amount of local match (10%).

8. St. Johns River Water Management District (SJRWMD)

The water management district is pursuing resolution of conservation easement recordation and wetland clearing permits associated with work done in the early 1990's (Taxiway A Extension) and mid-1980's (tree clearing in the approach to Runway 29) respectively. The water management district has tentatively agreed to the proposal of recording the easement on Gum Root Park property. The City Commission approved recordation at its June 26, 2006 meeting if they receive \$118,000 from GACRAA. The Commission must now approve Amendment # 2 to the Interlocal Agreement that the GACRAA Board approved on October 26, 2006. A survey of the easement has been prepared by RS&H as well as a draft easement area management plan. Both have been submitted to SJRWMD for approval. Airport staff will work with the City of Gainesville to develop an MOU for continued city maintenance of the area to remove exotic species. Comments to the proposed easement language have been received from SJRWMD and have been forwarded to the City Attorney's office for review. The City would like the Airport to remove the Gum Root area from the FAA Exhibit A map. The FAA will not approval removal of the property unless the Airport can demonstrate that it was added by mistake. The FAA is not in favor of a transfer of the funds from GACRAA to the City as they would consider this revenue diversion. FAA also must approve the easement language and wants the Airport to retain authority to mitigate potentially hazardous wildlife. SJRWMD is not in favor of such language. Staff has asked SJRWMD if there are opportunities to purchase land for conservation off-site. SJRWMD is investigating. Staff has approached the City about working together to mitigate off-site as well. Staff met with city officials and a representative of the SJRWMD on March 18th to discuss how the City and GACRAA can team to purchase land for our mutual benefit. The City would like to receive \$118,000 previously agreed to by GACRAA to place a conservation easement on the Gum Root Park site. The City would either place an easement acceptable to the SJRWMD on another City property or leverage GACRAA funds with City and State funds to buy new property for conservation. Staff is in favor of pursuing this approach as it offers an economical alternative to meet the SJRWMD requirement and keeps the environmental benefits of additional conservation land within the City of Gainesville. Staff is expecting a letter from the City requesting GACRAA support.

The GACRAA Board approved the City's proposal dated March 26, 2008 to either place an easement on existing City conservation land or purchase new land and provide an easement acceptable to GACRAA and the SJRWMD in exchange for payment of \$118,000. Staff is awaiting further direction from the City.

City staff has been unable to locate a site for joint purchase acceptable to the SJRWMD. Staff has requested a meeting with the FAA to discuss the matter and requested another determination as to whether the original wetland mitigation requirement for the Taxiway A extension is eligible for AIP funding. Staff is awaiting a response from the manager of the FAA's Orland ADO.

9. Edge Lights on T/W A

The new Taxiway A lights are now fully operational. The project is substantially complete. The FAA has granted permission for the Airport to use any excess project funds on the ARFF building door and exhaust system modifications, installation of a dry chemical fire fighting system on the existing ARFF vehicles, as well as an update to the Airport Airfield signage plan as required by FAA. The vault emergency generator and automatic transfer switch have been tested and signed off. A preliminary walk through of the project was completed. All tower/vault fiber optic lines are installed and are operational. Employee training on the new vault has been completed. The megger test on the new cable has been received as required and the cable has passed inspection. Testing on the fiber optic cabling has been completed. Some minor fiber optic work remains to meet specifications. Installation of two (2) junction boxes to separate vault control and security gate fibers is being completed. Contractor must provide employee training on the fiber optic installation prior to project close-out. The Airport is awaiting as-built drawing from the contractor and the engineer. As built / installed quantities of fiber optic cable needs to be trued-up with the original bid quantities. A final change order based on actual installed quantities is being prepared. The contractor is formulating a request for additional contract time to address the additional fiber optic work and other change order items. His request will be evaluated by the engineer and staff. The contractor is responsible for an additional inspection fees due to evaluation of alternative emergency generator and automatic transfer switch installed and some fiber optic cable and devices that needed to be reinstalled because they were not installed as specified. The contractor has agreed in principle to a deduction of \$12,000 to cover the additional inspection time, equipment and submittal review. The project is expected to come in below budget.

Staff is awaiting a request for final closeout change order from the contractor.

10. Gainesville Regional Utilities (GRU) Rebate

A rebate check in the amount of \$40,000 has been approved by GRU for the new terminal HVAC system and LED exit lighting; a check is anticipated after the terminal project is completed. Representatives from GRU visited the airport on July 25th to inspect the improvements. GRU is expected to approve our rebate request. Staff is preparing a new rebate request for conversion of Taxiway B edge lighting to LED lights. GRU has issued a check to GACRAA in the amount of \$40,000. A check ceremony is being planned.

11. Automated Flight Service Center

Lockheed closed the GNV AFSS on July 30, 2007. Staff has contacted AFSS to confirm their intentions for the building. The current lease expires September 30, 2008. FAA Airways Facilities management is considering vacating its current location across the road from UAC and occupying the AFSS building. Staff will prepare recommendations for future use of the building at market rate for presentation to the Facilities and Planning Committee.

A representative from FAA's real estate branch met with Airport staff on April 23, 2008. FAA is proposing to rent approximately 4,353 sq. ft. of the 8,000 sq. ft. building for its Facilities branch. A portion of this (restrooms, locker room/employee lounge) would be available for joint use. FAA Facilities would vacate its existing 1,947 sq. ft. building which it rents from GACRAA at the rate of \$13.22 per sq. ft. FAA currently rents the AFSS building for \$55,600 per year (approximately \$6.95 per sq. ft.). All of the revenue for the facility is passed directly on to the City as the City financed the construction. GACRAA provides building maintenance, grounds keeping and custodial services under the lease for which it receives no compensation. Some of the building mechanical systems, especially HVAC rooftop units, are in need of replacement.

Wall coverings within the building are in need of replacement. The FAA would like the airport to install a floor to ceiling security wall to segregate FAA functions from any other tenant areas. FAA would like to retain joint use of the facility restrooms and employee lounge. Staff is obtaining estimates to construct the security wall. While FAA has need of only a portion of the building, they will consider renting the entire facility if there is sufficient incentive to do so.

Staff is in the process of hiring a local real estate appraiser to prepare a market rent analysis of the AFSS building. The appraisal will assume that all required improvements have been completed and the building is ready for occupancy. The appraisal should be complete by the end of June. The draft appraisal has been completed. Some minor changes to the text have been revisited and the market rent appraisal needs to be adjusted to reflect that the tenant pays for utilities. A copy of the final report will be sent to FAA for consideration. FAA has approved a third option which is to construct a small equipment building on airport property and vacate the AFSS facility completely. Staff held a teleconference with FAA representatives on August 4th to discuss rental options including an extension of the existing lease, rental of part of the existing building or rental of land for construction of a new equipment building. Staff is awaiting a response from FAA on which option they wish to pursue.

12. Consolidated Rental Car Facility

A \$3.00 Customer Facility Charge (CFC) went into effect August 1, 2005. Initial conceptual design work has been completed. The project scope must be revised in

order to fit within the original budget. A meeting with the local rental car representatives was held on April 20, 2007. Only the representative from Hertz attended. Staff has prepared a reduced facility to fit within the original scope of work. A drawing of the revised project site plan has been prepared by RS&H and has been circulated to the rental car companies for comment. Three companies have submitted comments so far and the concept plan will be revised as comments are received.

Staff met with representatives of all rental car companies on June 5, 2008. Staff does not recommend borrowing funds against airline passenger generated CFCs for service center construction at this time. The rental car managers agreed. Staff and rental car managers would prefer to use CFC funds to expand the rental car ready return lot and improve the rental car counter area. Staff is looking at various options and will submit proposals to the Facility and Planning Committee as appropriate.

13. Expanded Rental Car Ready Lot

Staff met with rental car representatives on June 5th. The companies prefer GACRAA move forward on expanding the ready-return lot ASAP and give this project priority over the car service center (Quick Turnaround Facility) using CFC funds. Staff will ask one of our consultants to prepare an estimate of construction costs for further consideration.

14. Financial Policy

A new Financial Policy is needed to describe the Authority's financial strategy and accounting structure that is now in place.

15. Facility Solicitation / Evaluation / Leasing Policy

A policy is needed to describe how the Authority intends to go about leasing facilities it owns, and when competitive processes will be employed. A draft policy has been developed for the Facilities and Planning Committee to consider.

16. ADS-B Installation

Gainesville is one of five sites in Florida to receive new technology that will broadcast traffic information to aircraft. Installation of equipment was anticipated in 2004. An obstruction survey of the approaches has been completed. Several trees were identified for removal to minimize visibility minimums. The Airport located and marked the trees for eventual topping or removal. Some of the trees closest to the airport have been topped. Staff has requested an updated schedule for funding and installation of the approach from FAA. FAA has hired a firm to perform ground and aerial obstruction surveys in preparation for the approach. The ground survey work began in February.

17. Hatchet Creek Development

On February 28, 2007, a developer held a Neighborhood Workshop to discuss a proposed Large-scale Comprehensive Plan Amendment on 498± acres near the Ironwood Golf Course. The proposed project will change the land use from Single Family Residential and Industrial to Planned Use District (PUD) to allow for mixed-use development including single-family residential units, multi-family residential units, commercial space, and office space. The eastern boundary of the site is approximately ½ mile from the end of Runway 11-29, the Airport's primary runway. Staff has communicated to the City Manager and to City Commissioners the airport's opposition to the proposed zoning change on land adjacent to airport property. The property in question is within the 65 ldn – 70 ldn noise contour, and residential zoning is not a compatible use for this land. City Planning staff has provided its recommendation, to approve with conditions, to the City Plan Board. The developer has re-submitted his application and proposes 1,500 age restricted dwelling units, 500 assisted living units, 100,000 square feet of office space and 100,000 square feet of retail/commercial space. Staff believes the developer has agreed to provide noise insulation and aviation easements over the entire property. The developer is to provide copies of the easement language to GACRAA's attorney. The application went before the City Plan Board on September 20, 2007. The city arranged a conference call with FAA personnel at the Orlando Airports District office on September 5th to discuss FAA's concerns and available options. FAA is not in favor of changes to existing Industrial zoning to Residential. City Staff has recommended approval with conditions but does not recommend changing existing Industrial zoning or allowing residential construction within the City's established 65 dnl zone. The City is encouraging GACRAA to update the airport noise contours as quickly as possible. GACRAA and the City will need to decide which contours are appropriate for update of the City's Airport Hazard Ordinance and comprehensive noise plans. GACRAA has approved a task order with RS&H to update noise contours as the first phase of and FAA Part 150 Study is underway.

The developer has proposed modifications to city staff conditions as requested. The City Commission agreed to consider his proposal at a special meeting on April 16, 2008. The City Commission has asked GACRAA to provide any preliminary Noise Exposure Maps from its Part 150 Study at that time. Commissioner Donovan has also requested a briefing on current application of lower level noise contours, i.e. 55 or 60 dnl for land use zoning around airports and reports of noise effects and impacts at levels below 65 dnl. Forecast noise maps are not expected to be available by the time of the City Commission meeting. Board Chair Peter Johnson has explored the possibility of relocating the golf course to an east-west orientation below the R/W 11 final approach path to occupy more of the noise contour area. Chair Johnson has discussed the idea with the developer and members of the commission. Staff recommends the GACRAA Board discuss the idea and hear other possible alternatives and give clear direction to staff. Staff recommends that any proposal to reorient the golf course or other alternate plans be reviewed and approved by FAA with respect to GACRAA and City FAA grant

assurances, and that the plan be agreed to by the developer and the plan be included in the list of conditions for PUD approval by the City Commission.

The GACRAA Board voted at its March meeting to recommend to the City that no changes to the Airport Hazard Zone or approval of residential units therein should occur until Phase I of the Noise Study has been completed and GACRAA is able to make its own recommendation regarding changes to the City's Airport Hazard Zoning ordinance.

At the direction of the City Commission, the City of Attorney held a public meeting on May 7 2008 at 2:00 pm with the Developer, City planning staff and Airport staff and Chair, Peter Johnson. The purpose of the meeting was to identify areas within the industrial zone where residential development could occur and not adversely impact airport operations. Staff could not identify areas outside of the City's current Airport Hazard Zone where residential development could be considered. Mr. Penksa believes that any change in the industrial zoning should be considered only in the context of an updated Airport Hazard Zoning Ordinance based on FAA approved Noise Exposure Maps (including forecasted maps) these maps are now being completed under Phase I of the FAR Part 150) Study. The City Commission will again consider the Hatchet Creek proposal on June 9, 2008.

The City sent its application for amendment of the City Comprehensive Plan to include the Hatchet Creek Development with restrictions to the state Department of Community Affairs (DCA) for approval. At the direction of the GACRAA Board and with assistance of airport counsel, staff sent a letter of objection under Florida Statute 163.3184(6)(a) on July 22, 2008 to DCA. DCA is expected to send its OCR (Objections, Comments, Recommendations) Report to the City the week of 8/25/08.

18. Part 150 Study (Phase 1)

The independent fee review has been completed. The proposed task order is within 10% of the independent fee review. The FAA's Orlando ADO has included the project in its proposed 2008 program and issued concurrence with the award to RS&H. Notice to proceed was issued to the consultant on December 4. The project should take 120-150 days to complete. A kick-off meeting was held with the consultant on November 30th and various aircraft/airport operational data have been collected. The first meeting of the project Technical Advisory Committee (TAC) and Public Workshop for interested members of the public was held on January 24th. The draft aircraft operational forecast has been sent to FAA for review and approval. FAA is expected to complete their review by the end of March. The approved forecast will be input into the INM computer model to develop five (5) year and twenty (20) year forecast noise exposure maps at 55, 60, 70 and 75 dnl levels.

New draft Noise Exposure Maps (NEMs) as well as the first draft of the Phase I report have been completed and submitted to the Technical Advisory Committee

for comment. Comments are due by August 1, 2008. A public information meeting on the Phase 1 draft was held on the same day, July 8, 2008. A Phase 1 report was given to the GACRAA Facilities & Planning Committee. While not a part of the Phase 1 study, staff recommendations for future land use measures to be recommended to the City of Gainesville to update their Airport Hazard Zoning Ordinance were presented to the Facilities & Planning Committee on July 16, 2008. The committee voted in favor of the proposed changes. Mr. Erik Bredfeldt of the City of Gainesville has notified staff of his intent to schedule a special meeting of the City Commission in late August to consider the Part 150 Study Phase 1 draft report and changes to the Airport Hazard Zoning Ordinance proposed by GACRAA and city planning staff.

Robert Simensky (TAC member) has submitted an extensive list of questions and comments to the consultant regarding the Phase 1 draft. RS&H is preparing a response to all TAC comments and will continue to work on finalizing the report.

19. City of Gainesville Fire Rescue Services

The City of Gainesville, in anticipation of budget shortfalls due to the State Legislature's actions regarding property taxes, has advised the Airport that it will increase the fee to staff the Airport's Fire Station. The City intends to increase the fee by approximately \$230 thousand dollars. Staff submitted a response to the City's proposed increase on July 14th. Staff has met with the City Manager and Fire Chief to discuss various options for reducing cost. The airport and city staff agreed to try and negotiate costs and explore a change in staffing with the firefighter union. The City Commission approved a motion giving GACRAA one-year notice of termination of the agreement on October 1, 2007. The Authority will have the option of continuing the agreement for an additional five (5) months beyond October 1, 2008 at 100% cost reimbursement. The City Commission directed staff to work with GACRAA to negotiate a new agreement and explore cost reduction measures. Staff met with the Fire Chief on October 16th to begin discussions on possible cost cutting measures. Staff had a follow-up meeting with GFR on December 7th. GFR presented a general plan that addresses most of staff's concerns and would result in a significant reduction over the City's proposed FY2009 rate. GFR is also receptive to taking on some additional airport operations duties to add value to the contract. Staff will update GACRAA of the GFR proposal and recommends moving forward to formalize a contract for consideration in January 2008. A summary of the contract terms has been provided. The Gainesville City Commission approved the contract terms at its January 28th meeting. The new agreement is being drafted by the City for final review and execution by GACRAA. The agreement for police services is also up for renewal. No major changes are expected. Staff has requested the city draft an agreement for both services for review. Staff is currently reviewing the proposed agreement for consideration at the June meeting. GFR has reviewed staff's proposed contract changes and has scheduled a meeting to discuss them.

Final staff changes were made to the agreement on July 17, 2008. Staff included a clause allowing the Authority to cancel the agreement with thirty (30) days notice

in the event that airline enplanements decrease by ten percent (10%) or more for any three (3) month period vs. 2008 levels. The agreement is being reviewed by the City Attorney's office. The draft will then be forwarded to GACRAA's attorney for review.

20. Taxiway B Rehabilitation – Project 08-003

The airport has previously applied for funds to rehabilitate Taxiway B pavement and lighting. The project is included in the airport's Joint Airport Capital Improvement Program (JACIP). Staff recently learned that funding for the project may be awarded in FY 2008 if an FAA reauthorization bill is approved. An RFP for consultant selection has been prepared and advertised. The project must be designed and bid by July 2008 in order to meet FAA requirements to be under grant by September 2008. Consultant proposals are expected by December 20, 2007. In order to meet the demanding FAA schedule, a consultant agreement must be signed and Notice to Proceed issued by mid to late January. Airport staff recommends arranging for some of the initial geotechnical investigation and perhaps survey work prior to consultant selection in order to meet this tight schedule. The project will include rehabilitation of the existing pavement and replacement of the taxiway edge lighting and two signs. The preferred lighting system will utilize lightning resistant cable (as available) in conduit and utilize LED light fixtures. Lighting work may be bid as an alternate in order to stay within budget. Various paving options will be considered, however, time is of the essence in completing a design that will fit within the FAA grant budget. During the initial survey and Geotech work, it was noted that the existing taxiway is 48' wide; this does not meet any current FAA design standard. FAA must approve repaving of the taxiway at the existing width. FAA may require that the width be increased by 2' to meet current Aircraft Group III standard or be reduced in width to 35' to meet design Group II standards. GACRAA may need to show sufficient large aircraft operations to justify paving at a width greater than 35'. Cost estimates for the various paving widths are being developed for consideration by FAA. The FAA's Airport Improvement Program has only been funded through June 30th. FAA is now requiring bids be received and grant offers accepted before June 30, 2008. This will put even tighter time constraints on the design and bid process. Also, it is expected that only 75% of the original grant amount can be committed to by FAA this fiscal year unless further action is taken by Congress. Staff presented an estimate to FAA prepared by our consultant showing that reducing the taxiway to 35' width would not result in significant savings. FAA has agreed to repave the taxiway at the existing 48'. FAA has indicated verbally on March 19th that \$1.65 million in discretionary grant funding would be made available for the project. This sum is expected to be sufficient to complete the work with the appropriate state (2.5%) and GACRAA (2.5%) match. The project was advertised locally on April 20, 2008. The project pre-bid meeting is scheduled for April 30, 2008.

Project bids were opened on May 20, 2008. GACRAA awarded the project to the low bidder, John C. Hipp Construction Equipment Co. FAA has awarded a grant

to GACRAA in the amount of \$1,824,018 to fund 95% of the eligible project costs including construction work defined in schedules A, B, C, D and E and URS Corp. Task Orders # 1 and 2 for design and construction phase work. A Notice of Award has been issued to the contractor. The contract documents have been sent to the contractor for execution. A pre-construction conference with the FAA, FDOT, the contractor and staff is scheduled. Construction is estimated to start in September. The project is estimated to take 215 days to complete.

21. Solar Panel Project

At its meeting on April 21, 2005, the Board heard a presentation from representatives of Gainesville Regional Utilities (GRU) regarding the installation of a solar energy collector system on the roof of the airline terminal building as a demonstration project. The GRU representative indicated that there would be no cost incurred by GACRAA for the installation of the solar panels. At the time, Reynolds, Smith & Hills, Inc., the firm that designed the Terminal Renovation that is currently underway, was approached by GRU and the RS&H architectural staff provided a solution by incorporating the solar panels as part of the design of the roof of the building. The GACRAA Board voted to support the proposed GRU Solar Project at the airport.

At its meeting on September 26, 2007, former Gainesville Mayor Thomas Bussing presented a proposal to install photovoltaic solar panels on the roof of the airline passenger terminal. Mr. Bussing reported that Gainesville Regional Utilities (GRU) is in possession of an array of solar panels that are compatible for use on the roof of the terminal. He reported that he has contacted GRU and the utility is interested in pursuing the project with the approval of GACRAA. Mr. Bussing stated that there should be no cost to GACRAA for the installation of the solar panels. The GACRAA Board voted to support the proposed project and directed staff to communicate the Board's support to GRU and the City Commission.

At its meeting on October 25, 2007, the Board learned that GRU was not as anxious to pursue the project as previously thought. In a reply to the Board, GRU General Manager Karen Johnson stated that the cost to the airport to install the solar panels could be in the range of \$25,000 to \$45,000. The GACRAA Board voted to direct staff to continue to work with GRU to develop a maximum budget of \$45,000 and to provide more information on installation of the solar project on the roof of the airline terminal.

Staff met with several representatives of GRU to discuss solar project options on February 20, 2008. While GRU is not interested in installing their own array on the terminal roof at this time, representatives did offer information on current rebates and incentives available from GRU and the State of Florida. GRU suggests a 25 KW array be installed as this will maximize the available incentives. GRU offers rebates of \$1.50 per watt. The state has a grant program which will pay as much as \$4.00 per watt up to a maximum of \$100,000. A 25 KW array will maximize the state contribution. State funds for FY07-08 are currently obligated.

Grant funds for FY08-09 are available on a first come, first served basis. State funds are not guaranteed and cannot be applied for until the system has been installed. Therefore, there is some risk to GACRAA. Federal incentives are in the form of a 30% tax credit and would only apply if GACRAA contracts with a private third party to own and operate the solar panel array. Current costs for photovoltaic installations average \$8-\$9 per watt. Cost to GACRAA for a 25 KW installation, after incentives, could be as low as \$62,500. Staff will further explore options and financial payback.

22. City Stormwater Assessments

In response to Mr. McEachern's request, staff has compiled the Stormwater Survey and provided the information to the Board at a prior meeting.

23. Food / Beverage / News & Gift Concession – RFP 08-004

RFP 08-004 for a Food / Beverage / News & Gift Concession was advertised locally on May 18, 2008. A mandatory pre-proposal meeting was held on June 4, 2008. The meeting included a tour of the areas available for use by the concessionaire. A total of three (3) interested parties attended the meeting, including the current terminal concessionaire. Proposals were on July 7, 2008. In the event that acceptable proposals are received, staff plans to make a selection recommendation to the Board at its July meeting. Staff believes that the RFP did not generate sufficient interest and given the investment made in the facility and the importance to the success of terminal operations, more time should be spent advertising / promoting the facility. Staff recommends GACRAA reject the sole proposal received at this time and continue to solicit letters of interest from experience restaurant/snack bar operators. Staff has prepared an invitation/solicitation to submit letters of interest and an information brochure. The invitation will be sent to area restaurateurs, airport food service providers and other parties of interest. It will also be posted on the airport web site. Interested parties will be invited to an open house at the concession area tentatively scheduled for late September, 2008.

24. Federal Express

Federal Express has requested the renewal of their lease for an additional 5 year term. The current lease specifies the use of 14,400 square feet of ramp space at .19 per square foot. We are verifying the current amount of space being used and will increase the rate to the current market rate of .25 per square foot, or \$300 per month, plus adjustments for inflation since the last market rent analysis was completed in December 2006.

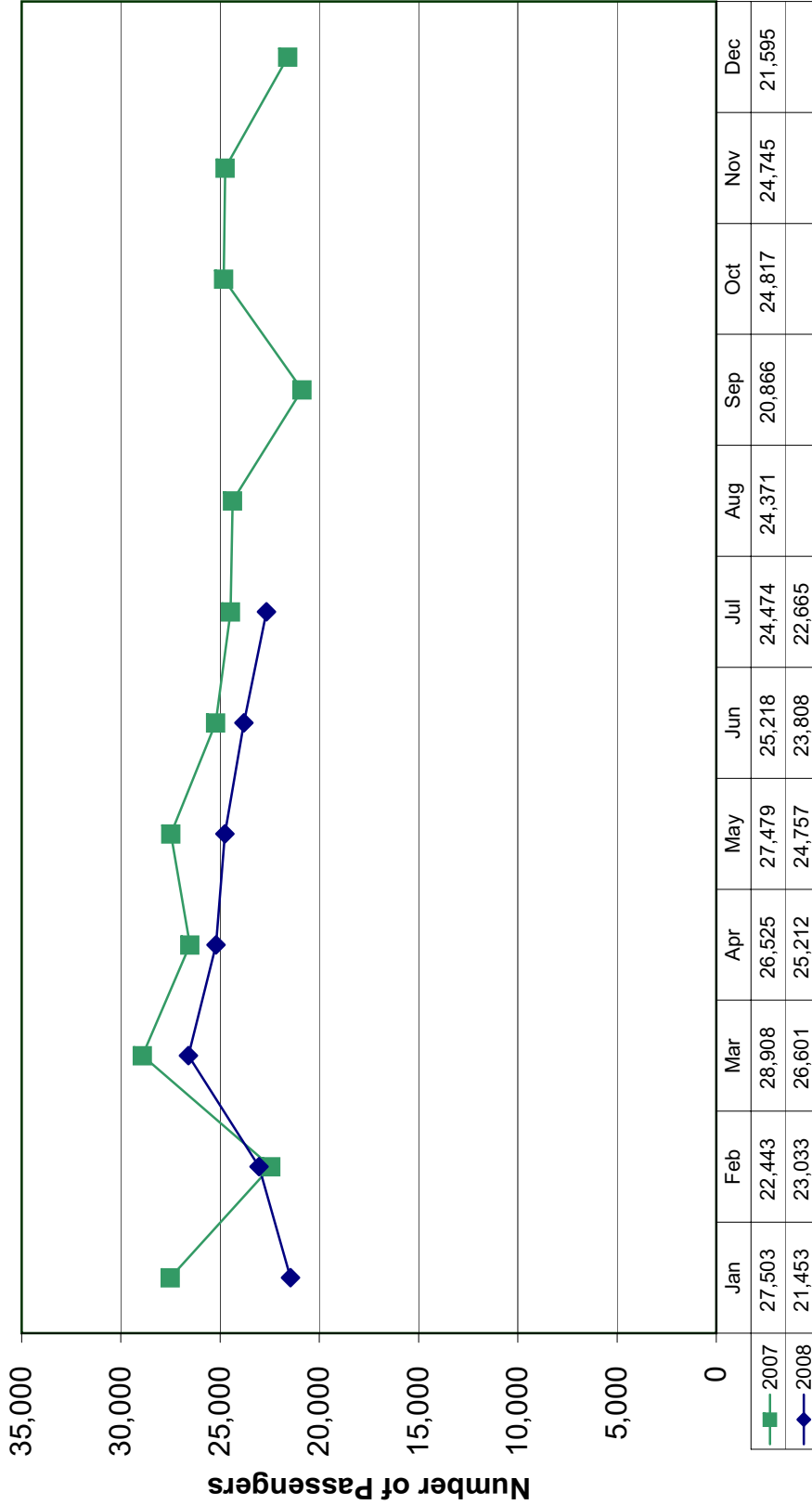
Federal Express also pays landing fees through Mountain Air Cargo, Inc. These fees average around \$400 per month. Staff is reviewing FedEx's lease proposal.

Gainesville Regional Airport
Air Traffic Volume and Fuel Flowage
For the Ten Months Ending July 31, 2008

	Actual 07/31/08	Prior 07/31/07	% Change Over Prior	F-YTD 07/31/08	F-YTD 07/31/07	% Change Over Prior
Air Traffic Volume Report						
Passengers						
Regional Carriers						
Deplaned	11,379	12,295	(7.45%)	117,189	125,093	(6.32%)
Enplaned	<u>11,054</u>	<u>11,955</u>	(7.54%)	<u>117,858</u>	<u>124,758</u>	(5.53%)
Totals	22,433	24,250	(7.49%)	235,047	249,851	(5.93%)
Non-Scheduled (Charter)						
Deplaned	116	112	3.57%	1,874	5,309	(64.70%)
Enplaned	<u>116</u>	<u>112</u>	3.57%	<u>1,806</u>	<u>5,196</u>	(65.24%)
Totals	232	224	3.57%	3,680	10,505	(64.97%)
Totals (All-Types)						
Deplaned	11,495	12,407	(7.35%)	119,063	130,402	(8.70%)
Enplaned	<u>11,170</u>	<u>12,067</u>	(7.43%)	<u>119,664</u>	<u>129,954</u>	(7.92%)
Totals	<u><u>22,665</u></u>	<u><u>24,474</u></u>	(7.39%)	<u><u>238,727</u></u>	<u><u>260,356</u></u>	(8.31%)
Cargo						
Air Freight						
Deplaned	59,575	61,205	(2.66%)	554,918	631,809	(12.17%)
Enplaned	<u>3,505</u>	<u>4,437</u>	(21.01%)	<u>54,462</u>	<u>129,478</u>	(57.94%)
Totals	63,080	65,642	(3.90%)	609,380	761,287	(19.95%)
Air Express						
Deplaned	0	0	0.00%	0	8,951	(100.00%)
Enplaned	<u>0</u>	<u>0</u>	0.00%	<u>1</u>	<u>335</u>	(99.70%)
Totals	0	0	0.00%	1	9,286	(99.99%)
Total Cargo	<u><u>63,080</u></u>	<u><u>65,642</u></u>	(3.90%)	<u><u>609,381</u></u>	<u><u>770,573</u></u>	(20.92%)
Tower Operations (Numbers)						
Air Carrier (60+Seats)	7	293	(97.61%)	1,402	2,017	(30.49%)
Commuter/Taxi(Under)	877	554	58.30%	9,019	7,668	17.62%
Cargo Carrier	36	32	12.50%	351	351	0.00%
Gen. Aviation	4,904	5,647	(13.16%)	52,594	56,097	(6.24%)
Military	<u>399</u>	<u>547</u>	(27.06%)	<u>4,908</u>	<u>7,861</u>	(37.57%)
Totals	6,223	7,073	(12.02%)	68,274	73,994	(7.73%)
Fuel Flowage Report (Gallons)						
General Aviation						
Jet A	68,897	72,941	(5.54%)	875,988	908,456	(3.57%)
AvGas	<u>16,367</u>	<u>21,027</u>	(22.16%)	<u>190,443</u>	<u>236,644</u>	(19.52%)
Total General Aviation	85,264	93,968	(9.26%)	1,066,431	1,145,100	(6.87%)
Airlines Jet A	111,830	120,455	(7.16%)	1,269,943	1,224,764	3.69%
Military Jet A	<u>16,158</u>	<u>16,649</u>	(2.95%)	<u>176,515</u>	<u>197,914</u>	(10.81%)
Total Fuel Flowage	<u><u>213,252</u></u>	<u><u>231,072</u></u>	(7.71%)	<u><u>2,512,889</u></u>	<u><u>2,567,778</u></u>	(2.14%)

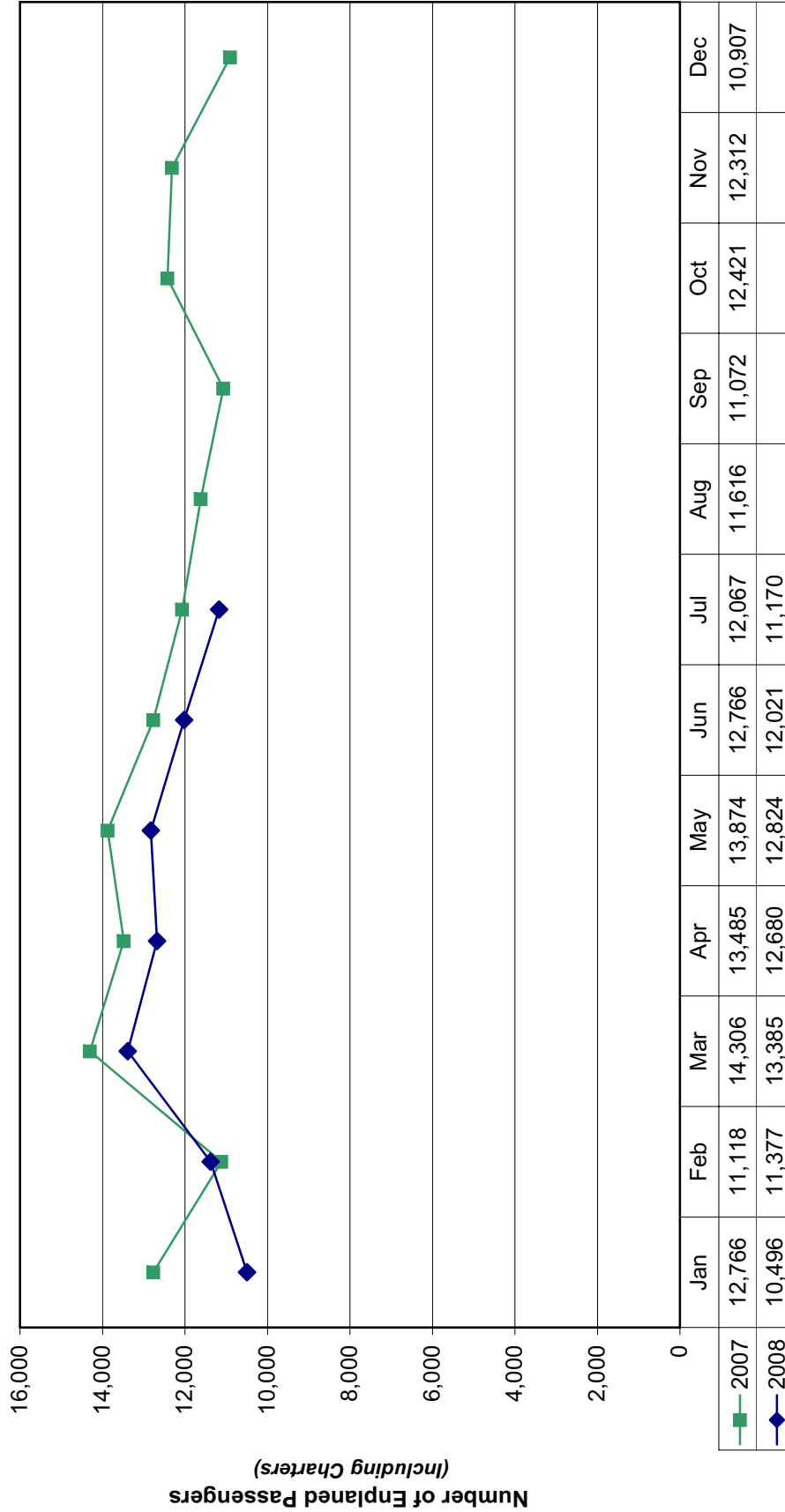


Passenger Traffic by Month July 2008



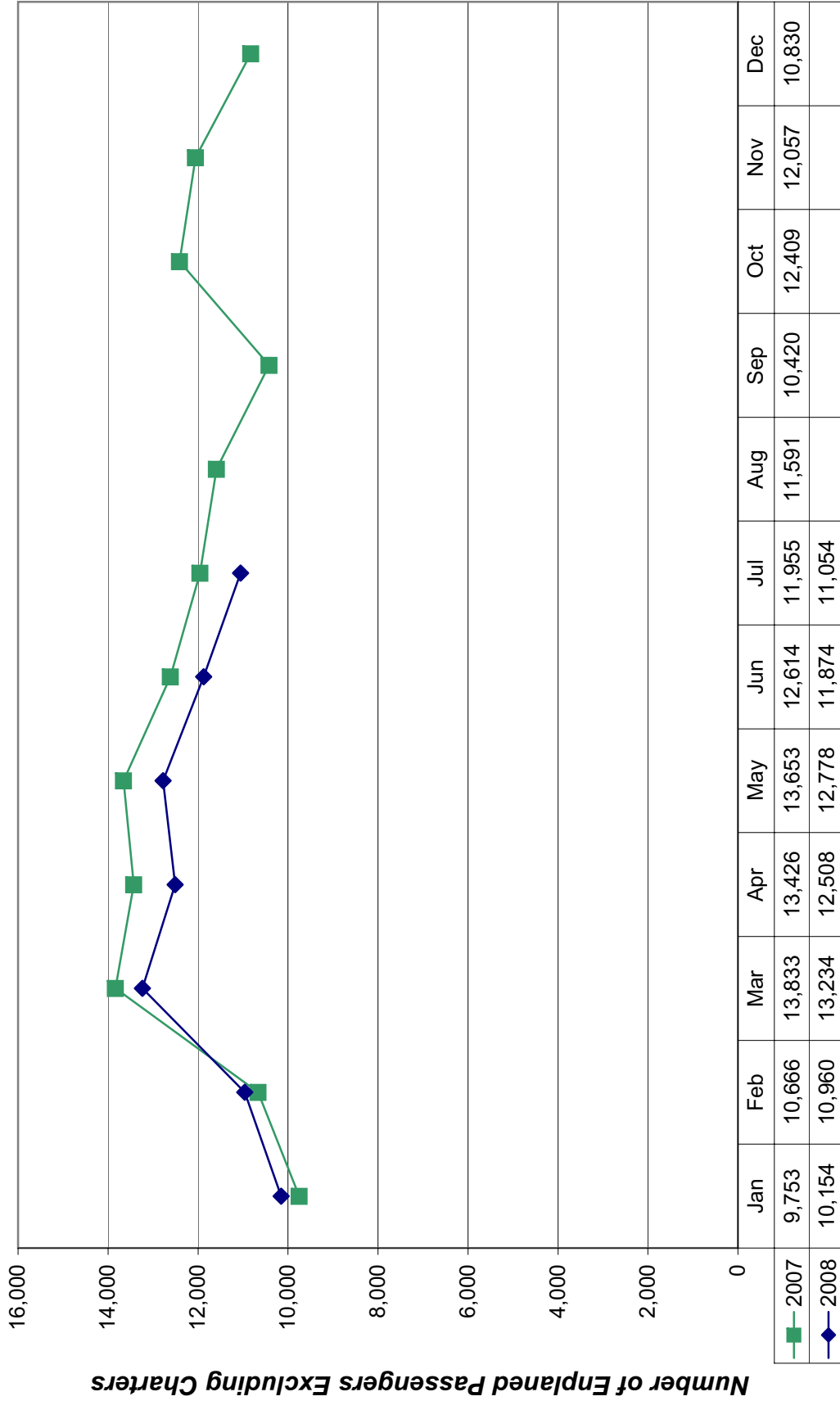


**Enplanements by Month
Including Charters
July 2008**





**Enplanements by Month
Excluding Charters
July 2008**



Number of Enplaned Passengers Excluding Charters

Gainesville Regional Airport
 Scheduled Commercial Passenger Traffic Load Factors
 For the Ten Months Ending July 31, 2008

	Total Passengers	Total Load Factor	F-YTD Total Passengers	F-YTD Load Factor
Airlines:				
Atlantic Southeast Airlines: (Delta Connection)				
Load Potential	8,810.00	100.0%	96,024.00	100.0%
Arriving	6,874.00	78.0%	67,557.00	70.4%
Departing	6,818.00	77.4%	69,044.00	71.9%
Total Passengers for the Month	13,692.00	77.7%	136,601.00	71.1%
Mesa Airlines: (US Airways Express)				
Load Potential	5,750.00	100.0%	58,900.00	100.0%
Arriving	4,505.00	78.3%	43,489.00	73.8%
Departing	4,236.00	73.7%	42,341.00	71.9%
Total Passengers for the Month	8,741.00	76.0%	85,830.00	72.9%
Gulfstream/Continental Connection:				
Load Potential		0.0%	13,604.00	100.0%
Arriving		0.0%	6,143.00	45.2%
Departing		0.0%	6,473.00	47.6%
Total Passengers for the Month		0.0%	12,616.00	46.4%
Totals for All Airlines				
Load Potential - Enplaned	14,560.00	50.0%	168,528.00	50.0%
Load Potential - Deplaned	14,560.00	50.0%	168,528.00	50.0%
Load Potential - Total	29,120.00	100.0%	337,056.00	100.0%
Total Passengers	22,433.00	77.0%	235,047.00	69.7%
Gulfstream/Continental Connection - Tampa Route				
Load Potential - Total E&D		0.0%	4,180.00	100.0%
Enplaned - Departing		0.0%	2,036.00	48.7%
Deplaned - Arriving		0.0%	1,547.00	37.0%
Total Passengers for the Month		0.0%	3,583.00	42.9%
Gulfstream/Continental Connection - Miami Route				
Load Potential - Total E&D		0.0%	9,424.00	100.0%
Enplaned - Departing		0.0%	4,437.00	47.1%
Deplaned - Arriving		0.0%	4,596.00	48.8%
Total Passengers for the Month		0.0%	9,033.00	47.9%

AIRPORT BUSINESS

2. Finance Report

An update on the GACRAA budget and a comparison with actual revenue and expenditures as of July 31, 2008 will be provided.

Recommendation: Listen to the report and give any applicable comment.

Pages 30 – 34 will be provided prior to the meeting.

AIRPORT BUSINESS

3. Governance & Nominating Committee Report

The Governance & Nominating Committee is scheduled to meet on Thursday, August 28, 2008 at 3:00 p.m. The committee will consider nominations for the offices of Chair, Vice-chair and Secretary/Treasurer for fiscal year FY2008-2009.

According to GACRAA's By-Laws, Article III, Section 2, the Governance & Nominating Committee shall present a slate of officers to the Board at its regular August Meeting. The election for each office shall be conducted at the regular September meeting of the Authority. Nominations can also be made from the floor at the September election of officers. The newly elected officers will begin their terms at the *conclusion* of the September meeting.

➔ **Present Slate of Candidates for Officer 2008-2009**

Recommendation: Listen to the committee report and provide comments.

TENANT REPORTS:

- 1. University Air Center – Construction Update**
- 2. Gator Aviation Services, LLC**
- 3. R D Air Services, LLC**

**Airport Tenants Association
Gainesville Pilots Association**

AIRPORT AUTHORITY INPUT

AIRPORT AUTHORITY ATTENDANCE

NOTE: If any person decides to appeal any decision made by the Airport Authority, with respect to any matters considered at a public meeting, they will need a record of the proceedings and for such purpose, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Person with disabilities who require assistance to participate in the meeting are requested to notify the Airport's Administrative manager at (352) 373-0249 at least 48 hours in advance, so that their needs may be accommodated.

Gainesville-Alachua County Regional Airport Authority

**Meeting Attendance for the Month of July, 2008
2007/2008**

	8/23/07	9/26/2007	10/25/2007	11/15/2007	12/13/2007	1/17/2008	2/28/2008	3/27/2008	4/24/2008	5/22/2008	6/26/2008	7/24/2008	8/28/2008	In Violation if absent at next meeting?
Brashear, Billy	A	A	P	P	P	P	P	P	P	P	P	P		
Breeze, William	P	P	P	P	P	P	P	A	P	P	P	P		
Goldstein, Mark	P	A	P	A	P	P	P	P	P	P	P	P		
Johnson, Peter L.	P	P	P	P	P	P	A	P	P	P	P	P		
McEachern, W. E. "Mac"	P	P	P	P	P	A	P	P	P	P	P	A		
Phillips, Wrin	A	P	A	A	A	P	P	P	A	P	A	P		
Stringfellow, Jim	P	A	P	P	A	P	P	P	P	A	P	P		
Thomas, K. Kinmon	A	P	P	P	A	P	P	P	P	P	P	P		
Woods, Janet	P	P	P	P	P	P	P	P	P	P	P	P		

A = Absent
P = Present

GUIDELINES FOR ADDRESSING
THE GAINESVILLE - ALACHUA COUNTY REGIONAL AIRPORT AUTHORITY
(GACRAA)
GAINESVILLE, FL

The GACRAA invites and encourages participation by petitioners and members of the public. This may be done by appearing at GACRAA meetings and meetings of GACRAA Committees.

REQUEST TO ADDRESS GACRAA
(being placed on the printed agenda for monthly meeting)

1. Call the Director of Aviation's Office no later than 4:00 PM ten (10) days preceding the monthly meeting.
2. Provide the following information to the office:
 - a. name, address, and occupation;
 - b. persons, group, or interest represented;
 - c. general subject of request; and
 - d. action sought by GACRAA
3. Routinely the monthly meetings begin at 5:00 PM; locations vary.
4. At the appropriate time on the agenda, the Chairman will recognize the citizen wishing to address GACRAA.
5. After being recognized, the citizen should step up to the microphone on the lectern, unless otherwise indicated by the presiding officer, and give his/her name and address in an audible tone of voice.

ADDRESSING GACRAA
(if not on the printed agenda)

1. A citizen may ask to be recognized under the category CITIZEN INPUT - NON-AGENDA ITEM.
2. See 5 above.

Or

1. A citizen may ask to be recognized to speak on a particular topic that is under discussion.
2. See 5 above.

ADDRESSING GACRAA COMMITTEES

1. The following are sources for where and when GACRAA meetings will be held:
 - a. Airport Administration Office (373-0249).
2. A citizen may ask to be recognized by the Chairman of the Committee to speak on the topic under discussion.

ADDRESSING GACRAA: All remarks shall be addressed to GACRAA as a body and not to any member thereof. No person other than a member of GACRAA and the person having the floor shall be permitted to enter into any discussion, either directly or through a member of GACRAA, without permission of the presiding officer. No question shall be asked except through the presiding officer.