

# Executive Director's REPORT



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## AIRPORT MASTER PLAN UPDATE

The Working Paper #1, which is comprised of Chapters 2 & 3 (Inventory and Forecasts) has been completed and is ready for submittal. Working Paper #2 (Demand/ Capacity and Facility Requirements) is in progress.

### **Chapter 2 - Inventory of Existing Conditions**

The collection and evaluation of baseline information relating to the Airport's property, facilities, services, location, and tenants, as well as access, utilities, and environmental considerations has been completed. A complete Boundary Survey has been developed in conjunction with the Inventory chapter and on-going aerial mapping.

### **Chapter 3 - Aviation Activity Forecasts**

This chapter presents projections of aviation activity that form the basis for the future development needs of the Airport. Previous activity forecasts, industry trends, socio-economic conditions, and historic data have been analyzed and applied to forecasting methodologies accepted by both the FAA and FDOT. For a complete picture of operational activities and emerging opportunities at SEF, tenant interviews were conducted on November 2nd with Volo, Tecnam, Carter Aircraft, and JB Aircraft Engine. Follow-up phone calls were made to Lockwood Aviation, FLG and Xtreme Aviation to obtain similar information. Using this information, forecasts were completed and are now ready to be submitted to the FAA for review and approval.

## Summary of Aviation Activity Forecasts

	2017	2023	2028	2038
<b>Based Aircraft</b>				
Single Engine	66	72	75	81
Multi-Engine (piston & turboprop)	14	16	17	19
Jet	5	7	11	23
Rotorcraft	6	7	9	12
<b>Total</b>	<b>91</b>	<b>102</b>	<b>112</b>	<b>135</b>
<b>Operations</b>				
Local	29,795	32,867	35,279	42,719
Itinerant	42,875	51,408	60,070	79,336
<b>Total</b>	<b>72,670</b>	<b>84,275</b>	<b>95,349</b>	<b>122,055</b>
Instrument Operations	1,200	1,601	2,002	3,295
<b>Operational Fleet Mix</b>				
Single-Engine	55,956	64,049	68,652	79,336
Multi-Engine (piston & turboprop)	11,627	13,484	15,255	19,529
Jet	727	1,685	3,814	12,205
Rotorcraft	4,360	5,057	7,628	10,985
<b>Peak Activity</b>				
Peak Month Operations	10,901	12,641	14,302	18,308
Average Day Operations	357	414	469	600
Peak Hour Operations	36	41	47	60

### CSX Rail Spur Rehab/ Reconstruction

Surveying and geotechnical field work has been completed. Topographical survey CAD files have been developed and are ready for design efforts. Geotechnical test results should be available within the next week.

A meeting with the rail tenants was conducted on November 14th. Representatives from SAA, Atkins, TurfCare, Genpak, and Funder were present. During this meeting, current operational requirements were discussed, including number of rail cars, schedule of deliveries, and issues with current facilities. Following the tenant meeting, Atkins conducted a rail assessment inspection

of the 2.26 miles of the industrial track spur. A summary of that assessment is provided below:

**DRAINAGE:** Little to no drainage improvements were made when the tracks were initially installed, and in several areas there are instances of nearby soil/sand washing into the tracks, in between the gauge, and rising above the top surface of the ties. There are almost no drainage ditches, and the track is the drainage low point in many of the areas. The large culvert under the tracks is in need of full replacement, as the corrugated metal pipes running underneath the track are rusted and collapsing.

**TIES:** All the ties currently installed are timber ties. Many of them are in rough shape, with issues ranging from splitting, to damaged spike area, to completely destroyed ties that do not support the rail at all. Individual ties have been replaced along the alignment, but they are few and far between. Very few of the ties are salvageable. The poor drainage is likely causing the majority of the damage to the ties.

**BALLAST:** Some areas do not have ballast at all, but rather a sand-like mixture that completely covers the ties. Ballast that is present appears to be #5 ballast, designed for walking on, which may be salvaged.





**RAIL:** The rail size constantly changes between 85lb and 100lb rail. 100lb rail is present through the turnouts, while everywhere else uses 85lb rail. Transition rail joints are clearly marked. The rail condition is not good, with significant rusting, pitting, and corrosion. The rail has been worn down so much that the height of the rail has been reduced by a significant amount, and the head of the rail has rolled into the gauge, impacting the gauge width. The rail is chipping off completely in several areas. Size of rail would need to be increased to meet current CSX standards of 132 lb, so the 85 lb rail would not be salvageable.

**TURNOUTS:** All turnouts were measured to be #8 turnouts, with the exception of the mainline turnout which was a #10. Gauge and cross level measurements were taken at 6 locations within all 12 turnouts, and the results show that both the gauge and the cross level are very inconsistent. The switch machines are all hand thrown and are all fully operable. In a couple locations, the ties supporting the switch machine had failed and were not supporting the switch rails properly, leading to heavy wear. The frogs were all in decent condition and had flangeways and depths within a reasonable tolerance.

**ROAD CROSSINGS:** There are four main road crossings, each with a different style crossing. The first one near Genpak is just asphalt poured on top of the rails, with no designed flangeways. The second crossing at Boeing Ave is mostly dirt and sand. The third crossing at Webster Turn Dr uses rubber crossing panels, but their condition is very poor and will require replacement. Finally, at the Funder Delivery entrance, there are flangeway formers installed in pavement. Additionally, there is an informal

crossing near Advanced Drainage Systems that was created by flooding the ballast. It does not seem to serve much of a purpose anymore, and would most likely be removed during reconstruction.

### Terminal Apron Rehab/Reconstruction

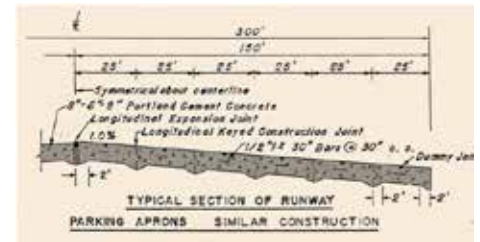
Surveying, non-destructive testing, and geotechnical field work have been completed. Topographical survey CAD files are being developed and geotechnical test results should be available within the next two weeks.

Field investigation of the existing concrete pavement and drainage system has been completed in accordance with FAA requirements. This investigation included evaluation of the various pavement distresses to determine severity and possible causes. These distresses have been mapped and will be included in the Alternatives Analysis Report. This report will look at the following rehab/reconstruction alternatives:

- Crack sealing and Joint repair w/ isolated slab replacement
- Crack & Sealing w/ Asphalt Overlay
- Full depth reconstruction w/ Asphalt
- Full depth reconstruction w/ Concrete

Each alternative will be evaluated based on life-cycle cost (initial construction cost vs. future maintenance costs) and operational needs. It is anticipated that more than one alternative may be used for different areas of the apron.

An FAA Grant pre-application has been submitted for construction of the Terminal Apron Rehab/Reconstruction. The FAA has confirmed that they have programmed \$6,975,000 in discretionary funding for this project, with the FDOT providing an additional \$387,500. The funding is currently spread out over three years, with



approximately \$2M available in 2018. The Design will consider available funding and construction phasing to determine the appropriate rehab/reconstruction method and limits of construction for Bid Package #1, to be advertised in March 2018. Construction would be expected to start in September 2018. Bid Packages #2 & #3 will follow in subsequent years.

### Terminal Building Roof Replacement

Four sets of proposal documents were received at the November 30, 2017 bid opening for the Terminal Building Roof Replacement project. Proposals were received from:

- Advanced Roofing
- Atlas-Apex
- LCobb Construction
- SolarShield Industries

LCobb Construction, Inc. submitted the low responsive bid for Option 1 (Standing Seam Roofing System) in the amount of \$396,709.00.

Advanced Roofing, Inc. submitted the low responsive bid for Option 2 (Metal Barrel Tile Roofing System) in the amount of \$428,595.00.

Subject to SAA Board decision on which roofing option is selected (and corresponding contractor is awarded), the roof replacement can be completed within 120 calendar days from Notice to Proceed.

### Terminal HVAC Improvements

Improvements to the Terminal Building HVAC system, which includes:

- Replacement of all Variable Volume and Temperature (VVT) boxes in all three HVAC systems,
- Procurement and installation of a new Direct Digital Control (DDC) System.
- Testing and Commissioning of the HVAC system improvements.

Bid documents have been developed and the RFP is waiting to be advertised.



**“New” fire truck ready for action. Now it has to be inspected by ISO (International Organization for Standardization) which is in progress.**

## U.S. SPORT AVIATION EXPO NEWS & UPDATES

The upcoming U.S. Sport Aviation Expo promises to offer many surprises and opportunities for aviation enthusiasts this January—from simulator training on a Redbird FMX, a superior-quality, full motion, Advanced Aviation Training Device with Leading Edge Flight Training School to personal time with Astronaut, Story Musgrave, to Drone races...there will be something for everyone.

Sport, Adventure and LSA “shoppers” can find an airplane type to suit their needs, from amphibians to folding-wing trainers to hot-performing backcountry dream machines. Sebring’s Expo looks forward to this event as much as our attendees to see all that the many wonderful exhibitors have to offer this January 24-27.

Below we feature some new additions to the lineup to stoke the interest of light sport and sport flyers.

### Commanding lineup of speakers & forums

Dr. Story Musgrave, Astronaut who performed the first shuttle spacewalk on Challenger’s first flight into space; Kat Swain, instructor of military and civilian pilots, and now a drone pilot expert; and Dr. Peggy Chabrian, Founder of Women in Aviation and multi-engine pilot and flight instructor will all be speaking and be available during the day to meet with attendees.

Two of the forums aviation enthusiasts won’t want to miss:

Building Your Own Aircraft—One of

the country’s leading experts, Sebastien Heintz, will discuss how building your own aircraft (from a kit) is a lot easier and more affordable than many realize. Discussion will cover the needed skills and tools, as well as budget and time. States Sebastien, “New technology makes building and flying your own aircraft easier than ever!”

Robert Goyer, Vice President and Editor-in-Chief of Plane & Pilot Magazine will lead a panel of experts in a discussion about The Intersection Of Homebuilt And Part 23. Panelists joining the discussion will be Dan Johnson of [bydanjohnson.com](http://bydanjohnson.com),

Tom Peghiny of Flight Design USA, and Sebastien Heintz of Zenith Aircraft Company.

### Two new Exhibitors for Sebring Expo

**CIRRUS AIRCRAFT:** Former Aircraft Commander for the United States Air Force, Nate Delaney will showcase Cirrus Aircraft with their flagship model, the SR22T. The turbocharged SR22T incorporates advanced electronic and standard safety technologies including Cirrus Perspective+ by Garmin Avionics and the unique Cirrus Airframe Parachute System® (CAPS®).

**ICON:** ICON Aircraft, maker of the revolutionary ICON A5 Light Sport Aircraft, opened its ICON Flight Center (IFC) at Tampa’s Peter O. Knight Airport last year which makes participation at Sebring Expo much easier. IFC Tampa

joins ICON’s existing IFC in Northern California and will serve as a convenient East Coast hub where A5 deposit holders and the general public can complete flight training and rent aircraft. U.S. Sport Aviation Expo is excited to have ICON exhibiting in 2018.

Former Boeing Chairman & CEO Phil Condit Joins ICON Aircraft Board of Directors

“I’m convinced ICON is onto something great and has a chance to revolutionize aviation,” said Condit. “I’ve been involved closely with the company over the years and have been blown away by ICON’s ingenuity and unique ability to combine outstanding aircraft engineering with exceptional industrial design. I’ve never seen anything like it in aviation.”

### YAZ (Young Aviators Zone)

Youth are invited to come explore, learn about all things aviation and meet aviators who have defied the odds and broken records at the YAZ. Youth under 10 get in free.

**Tickets can be purchased online at <https://www.sportaviationexpo.com/tickets>**



## **Everglades Building**

We are working a very serious lead for the Everglades building. The company manufactures and assembles automated inspection systems that utilize ultrasonic and eddy current technologies.

## **Land Acquisition**

I have individually updated each Member.

## **HURRICANE IRMA UPDATE**

**AIRPORT TERMINAL BUILDING ROOF (RFP)** Board to decide on roof system at Thursdays meeting.

**BUILDING 60 RFP:**

Met with foam roofing contractor this date along with architect from Atkins Global. Because of the wide spacing of purlins (8 feet on center) additional purlins would be needed along with other structural work to use a standard roofing system. We are comparing roofing systems costs.

**BUILDING 110 (REPLACEMENT FOR BUILDING 103) RFP:**

This building will replace Building 103 and perhaps add one additional bay (total of 5). This is an “in-kind replacement” with upgraded facilities.

The following buildings will be under one RFQ (design-build ready to advertise):

**BUILDING 103 (OLD COMMERCIAL HANGARS):**

The feasibility memo is in process. Short answer is it may be best to convert this building to a non-aeronautical use because of structural damage and retrofitting new hangar doors.

**TERMINAL BUILDING:**

Exterior and interior repairs and upgrades – including replacement of flooring, removal of wallpaper, interior painting, exterior doors, architectural light poles, etc.

**T-HANGAR BUILDINGS #105-108:**

Minor structural

**BUILDING 727 (EVERGLADES):**

Minor interior work

**BUILDING 906 (OLD EVERGLADES):**

Minor interior damage

**BUILDING 104:**

Roof replacement and minor interior and exterior repair work.



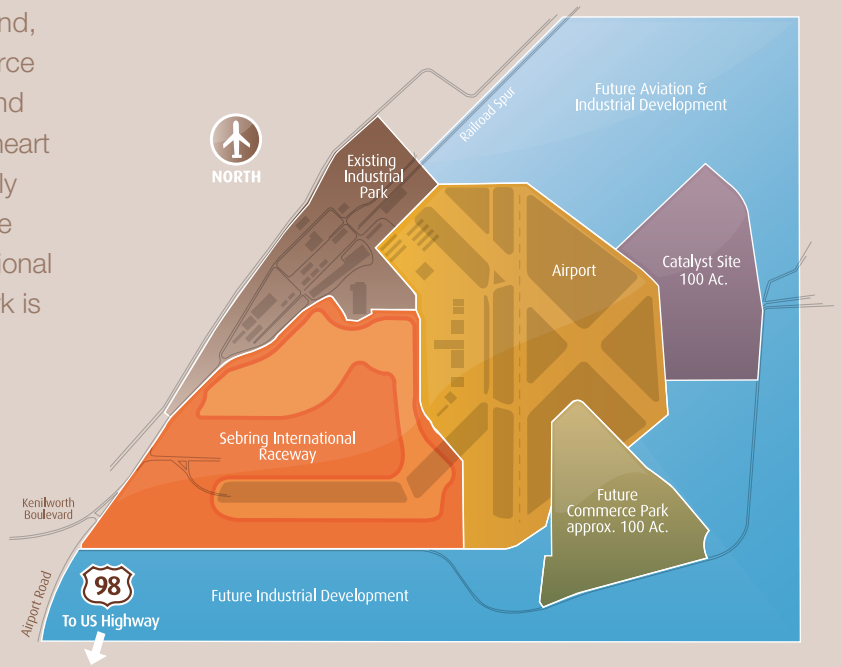


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**With strategic access** to major markets by land, sea and air—Sebring Regional Airport and Commerce Park offers a wide range of business advantages and incentives to support your company’s future. In the heart of Central Florida, the 2,000-acre park is conveniently situated within a 150-mile radius of 85 percent of the state’s population. Already home to Sebring International Raceway, a premier sports car racing facility, the park is uniquely positioned to accelerate your business.

**SITE MAP**

-  Future Development
-  Catalyst Site
-  Future Commerce Park
-  Existing Industrial Park
-  Airport
-  Sebring International Raceway



**ACCELERATE YOUR BUSINESS'S POTENTIAL**