



AIRPORT ADVISORY BOARD MEETING AGENDA

Monday, February 02, 2026 at 1:30 PM

Historic City Hall, Commission Chambers – 225 East Main Street, Suite 105

www.cityofwauchula.gov

INVOCATION

PLEDGE OF ALLEGIANCE

CALL TO ORDER

ROLL CALL

APPROVAL OF AGENDA

MINUTES FOR APPROVAL

- 1.** Minutes for 12/01/2025 Wauchula Municipal Airport Advisory Board Meeting

PUBLIC COMMENT / NON-AGENDA ITEMS

ITEMS TO DISCUSS

- 2.** Establish Chairman and Vice-Chairman for 2026
- 3.** DB T-Hangars and Hangar Repairs
- 4.** RW 36 Extension Update
- 5.** New Two-Tank Fuel Farm Project and Generator Set Update
- 6.** Rotating Beacon Update
- 7.** Additional Items from Advisory Board Members

ADJOURNMENT



AIRPORT ADVISORY BOARD MEETING MINUTES

Monday, December 01, 2025 at 1:30 PM

Historic City Hall, Commission Chambers – 225 East Main Street, Suite 105

www.cityofwauchula.gov

INVOCATION

PLEDGE OF ALLEGIANCE

CALL TO ORDER

ROLL CALL

In attendance

PRESENT

Ward Grimes
Michael Landskroner
Chairman Michael Gillispie
Vice Chairman Michael Burch

ABSENT

Steve Johnson

Approval of Agenda

Motion made by Vice Chairman Burch, Seconded by Landskroner.

Voting Yea: Grimes, Landskroner, Chairman Gillispie, Vice Chairman Burch

MINUTES FOR APPROVAL

1. Minutes for 10/06/2025 Wauchula Municipal Airport Advisory Board Meeting

Motion made by Landskroner, Seconded by Vice Chairman Burch.

Voting Yea: Grimes, Landskroner, Chairman Gillispie, Vice Chairman Burch

PUBLIC COMMENT / NON-AGENDA ITEMS

No Public Comments

ITEMS TO DISCUSS

Russ with AVCON presented updates for items 2-5

Refer to Staff Project Report for additional information

6. John Eason provided update on Myakka Head Flight School
20 yr Lease is being reviewed by attorneys. Still waiting on Site Plan to review, then DOT/FAA will also need to review. Build is not to exceed 30 ft in height and location to be west of the current Taxi Lane.
7. New Member Discussion - Denise Grimsley

Due to her reputation in Hardee County, her knowledge of the community, the AAB were all in favor of electing her as a new board member.

Voting Yea: Grimes, Landskroner, Chairman Gillispie, Vice Chairman Burch

This will be discussed at the next City Commission workshop, then voted/appointed at the next City Commission Board Meeting.

8. New Member Discussion - Michael Thompson

Mr. Thompson joined meeting via Zoom. He is a student pilot and VP of JetLoan Capital

All current members were in favor of Michael Thompson joining the AAB.

Voting Yea: Grimes, Landskroner, Chairman Gillispie, Vice Chairman Burch

This will be discussed at the next City Commission workshop, then voted/appointed at the next City Commission Board Meeting.

ADJOURNMENT

Prior to Adjournment

Eason announced there will be new member discussion in January to recommend/appoint new Chair and reminder that Stephen Johnson has decided to step down from the board and not continue his spot on the board.

Additional discussion was made regarding Ward Grimes impact on the board and difficulties he faced being on the board. Ward has chosen to step down from the board to avoid sunshine violations due to his position in management with The City of Wauchula

with no further discussion

Chair Gillispie adjourned meeting at 208pm

CITY OF WAUCHULA MUNICIPAL STAFF PROJECT REPORT

Dec 1, 2025

CITY COMMISSION CHAMBERS, SUITE 105
225 EAST MAIN STREET, WAUCHULA, FLORIDA

Advisory Board Members
Michael Gillispie, Chair
Mike Wilkinson, Vice-Chair
Ward Grimes
Stephen Johnson
Mike Burch

City Administration
City Manager Olivia Minshew
Deputy City Manager John Eason
Assistant City Manager\Finance Director – Sandee Braxton
City Clerk Stephanie Camacho

AGENDA

Invocation

Pledge of Allegiance

Call to Order – Please silence cell phones

Roll Call – Secretary/Clerk

Declaration of Quorum

Approval of Agenda

Approval of Minutes: Sept 8, 2025

Updates in red. History in blue.

I. **DB T-Hangars and Hangar Repairs**

- A. **T-Hangars:** AVCON has received the sealed land survey. The geotechnical team has completed their field work, and the team expects a geotechnical engineering report to be submitted soon. The survey has been uploaded to JACIP. The geotechnical report has been delivered and uploaded to JACIP and delivered to the City. The next step is to begin the preliminary construction plans design process. The intent is to try to synchronize the project with the other two building projects so that they might be bid together to save costs based on economies of scale. This project is in **95-100%** design stage. The Team is trying to synchronize the design with the ongoing Hangar

rehabilitation project, so that the projects can be bid together to save costs. Once the repair project plans are approved by the adjustor, this project will be designed. The project has started preliminary design in order to synchronize with the Hurricane Ian repairs. Update: The project will need to be decoupled from the Hangar Repair project based on input from the Insurance Carriers. Work in progress 30% startup design. Update: Delivered 30% design, 50% design, 60% design, work in progress 75% design. Update: Work in Progress - 95 %Design. Plans should be available this week for review by the Airport. **Update – Submitted 95% Project Manual and Plans last Wednesday for City review. Removed the DBE requirements based on FDOT Legislation and Executive Orders recently issued.**

- B. Hangar Repairs:** AVCON has developed a base scope and fee for design/build of repair of existing hangars damaged by Hurricane Ian. The Airport has reached out to FAA for BIL funding to supplement the insurance claim to make the necessary repairs. At this time several communications have been received from FAA and they are weighing the eligibility of this funding request using BIL funds. A pre-application was submitted for BIL funds on October 18 to FAA requesting funds. Based on input from the insurance company the scope/fee for the design work is being reviewed, and will be provided to staff for review as soon as possible. After several rounds of review by the insurance company's adjustors, they have approved the scope and fee for AVCON and structural repair experts to perform the design plans\permitting. The City and AVCON have signed the agreement, and the subconsultants are being signed up currently. The next step is for the subconsultants' to schedule their field laser scan survey. The Structural Engineer is on site tomorrow with AVCON's structural engineer performing their field review of the hangar buildings. Update: The structural engineer has completed the draft drawings to approximately 95% level. Staff have forwarded to the insurance company representatives for review and comment, to implement for the 100% drawings stage. Project is ahead of schedule. Update: The structural engineers are reviewing a request from FEMA regarding justification of costs, and update of estimated costs of repairs, based on the final plans. Our PEMB consultant is also reviewing. This effort is in support of the Airport staff request for additional construction funds. The plans have been provided to the insurance company representatives for review. Laser scans delivered to the Insurance Reps. Support files are needed to view the scan files with RECAP and those have been requested from the subconsultant. Insurance company has authorized bidding of the project once the T-Hangar plans and specs are completed, and after Hurricane Milton assessments are completed. Update: The support files were transmitted to the Insurance company representatives as requested. This project will need to be decoupled from the T-Hangar project as the Insurance reps have asked the Team to start bidding procedures. The Team is working on the front end documents to bid the project based on the plans. Update: A meeting was held with the insurance carriers, AVCON, and the Airport/City staff to determine a solution to the complexity of the damages sustained to the hangar buildings by two separate storms. The result of the meeting was for McLarens to provide a Hurricane

Milton damage assessment with photographs to add to the plans and specifications. Once those are received, AVCON will incorporate in the bid documents and forward to all parties for review. It is anticipated that the project will be broken down by each hangar, and possibly separated by storm, into separate bid schedules/line items for bidding and construction tracking purposes. The project will then be publicly bid in order to increase competition and get the best prices. After bids are received, analyzed, and a bidder recommended, the two companies will work together behind the scenes to establish which repairs will be funded by which agency. Update: Team has incorporated the Hurricane Milton photos and report into the drawings and sent to the Insurance companies for review. Structural engineer has recommended a limited scope to add Hurricane Milton repair drawings to the scope. Awaiting feedback from Insurance companies on this proposal. Update: Insurance companies and City approved the additional structural engineering fees necessary to address the Hurricane Milton damages. The structural engineers should be complete with the new drawings necessary by this week: WE 04/25/25. Update: Review completed last week by McLarens Engineer reps for the underwriters. Update: Project is currently Bidding. There are 3 plansholders, with a fourth expected. Please see attached plansholders list. Update: Bids were received on September 21, 2025. There were four competitive bids, with L. Cobb Construction the apparent low bidder. AVCON, Inc., is reviewing the bids and should have a recommendation to Award letter with bid tabulation for the City and Insurance companies by the end of this week. AVCON is checking references and insurance ratings, and assimilating the detailed bid data. The next step is for the City Attorney and Insurance/Re-insurance carriers to review the bids/Recommendation to Award. Update: McLarens still has the bid award under review by their experts, with the latest correspondence as shown below. The Notice of Intent to Award the contract has been sent to the City for review and signing, then forwarding to L. Cobb Construction as soon as McLarens responds. Hello all,

“McLarens has not identified any additional costs that should be captured under Ian. The expert panel is updating the Milton Statement of Loss and will be published to the Wauchula team.”

C.

Schedule:

1. T-Hangar Design/Build Plans – 95% Complete – work in progress – bidding on a slightly separate but recent track. Plans available this week. Next steps –
 - a. City review and comment,
 - b. then apply for SFWMD permit, incorporate City comments, and then generate 100% plans and specifications to submit to FDOT for final review and approval.
 - c. Incorporate any FDOT comments,
 - d. Propose bid advertisement date for City approval
 - e. Advertise for bids

II. RW 36 Extension Update

- A. **Justification and Environmental Study:** Peter Green of FAA has agreed to a second meeting to review the proposed outline. AVCON has completed the draft pre-planning document and delivered it to the City and FDOT for review. The next step is for FAA to review after the coordination meeting is held, which will be used to make any adjustments. The second meeting was held with Peter Green of FAA, with the outline received well. The issue of the RPZ was brought up and responded to. AVCON submitted the draft EA report based on the outline. AVCON submitted the environmental engineer's report from the design phase, as well as the proposed scope for the planning phase to fill any gaps in the scopes, to FAA. All reports are under review by FAA. Peter Green has left the ADO at the time of this writing to go to the Southern Region in Atlanta. So this study may be passed on to a new reviewer. Update: The project team has met with the new FAA review Amy Reed, and FDOT to orient her to the project. In addition the team met internally afterwards to discuss the additional work needed to complete the historical artifacts, and other sections of the study. In addition, the issue of the aviation easements and how to process that with the land owner was discussed this week. The project team explored the possibility of dual extensions to relieve the aviation easement requirement due to the overhanging RPZ. The FDOT PTGA is for only two years, and will expire in March of 2025. Therefore we anticipate an extension request for at least 6 months to one year will be needed. Anticipated completion of the EA is December 2025. Update: The project team continues to meet weekly on the project. The latest submittal was last week July 30, 2024, of the Final Draft form of the Purpose and Needs Chapter to all parties. FDOT has indicated that comments from Management at Central Office are forthcoming for several months, but not yet received. Team will carry on, based on recent discussions with Dawn Gallon of FDOT. The team is getting pricing from the extension surveyor for the Aviation easement metes and bounds survey required for the extended Runway Protection Zone (RPZ). The purpose and Need have been delivered to the Airport and the FAA (Amy Reed) for review. Update: The purpose and need chapter comments have been received and implemented and sent back to FAA. FAA has authorized the Team to proceed with the Alternatives and Special Studies phases of the Environmental Assessment. FDOT Central Office has reviewed and approved the Justification and kicked it down to the Management in District #1 for review and approval. A meeting has been scheduled for the 5th of November with FAA to review the next steps. The Additional Aviation Easement Survey field work has been completed. The survey deliverable is expected in a couple of weeks. Update : FDOT advised via email on November 18, 2024 that the document titled "Wauchula Municipal Airport (CHN) Runway 36 Extension Justification Study followed the methodology recommended in the FAA AC 150/5325-4B, Runway Length Requirements for Airport Design. Once the airport has reached the 500 operations of the Aircraft Design Group II, the project will meet the justification for FDOT funding. Subject to the availability of

appropriated funds, the Department may participate in all the capital cost of the project at that time. The airport sponsor may begin the project with pre-construction studies, design, and construction using the funding allocated by the legislature and with other sponsor resources. At the time the project meets the justification criteria, FDOT will make a final determination regarding the project and funding percentages pursuant to Chapter 332, FS: Airports and Other Air Navigation Facilities.” Following the meeting with the FAA on November 5, 2024 a subsequent meeting was held with FAA on December 9, 2024 to approaches for the special purpose studies, specifically the Biological Assessment (BA) and the Cultural Resource Assessment Survey (CRAS). During that time, FAA informed AVCON that the Caracara study as part of the BA would need to commence with US Fish and Wildlife approval no later than January 10, 2025 or the project would be delayed until the next season (one year). At that time, AVCON’s subconsultant, Young Bear Environmental, began coordination with FAA to prepare a scope amendment for the required species surveys. Final scope and fee was received by Young Bear on December 30, 2024. Additional fees for the subs and AVCON are \$100,000 and the survey period for the BA is approximately months. AVCON will request approval to proceed with the survey and request an extension.

B. Young Bear Fee for Amendment 1	\$89,500.00
Archeological Consultants Inc. Fee	\$3,000.00
Subtotal Subconsultants:	\$92,500.00
AVCON Fee	\$7,500.00
TOTAL	\$100,000.00

<i>Specific Purpose Species Surveys</i>	
Amendment 1:	\$ 89,500.00
CRCA:	\$ 45,000.00
E BLRA:	\$ 20,000.00
SE AMKE:	\$ 5,000.00
FL SACR:	\$ 5,000.00
Gopher Tortoise:	\$ 2,000.00
BA Report:	\$ 12,500.00

Update: FDOT awarded the additional funds expeditiously and both subconsultants have been engaged and are working. ACI will be on-site this Friday. Update: The FAA representative has been switched from Amy Reed to Heather Chasez due to the recent federal staffing cuts. The Area Equivalent Method (AEM) noise analysis was submitted to the FAA for review. The latest correspondence from FAA is that the AEM method of noise analysis is not acceptable, and the Planning team will be forced into a full integrated noise model methodology. The reason is that the RNAV GPS approach will need to be re-written by FAA TERPS Approach procedures. Update: Received FAA approval of the draft Cultural Resource Assessment Survey (CRAS) and Alternatives Analysis. Currently working on the noise analysis utilizing the Aviation Environmental Design Tool (AEDT). The Biological Assessment (BA) being prepared by Young Bear Environmental (YBE) remains in progress and on target with the originally provided schedule. YBE is coordinating with the US Army Corps of Engineers (USACE) regarding a potential jurisdictional determination for the nearby wetlands. Due to the increase in effort and expenses regarding the FAA required expanded noise modeling, and full EA efforts, the design team is anticipating a small additional services request currently being formulated for presentation to the Airport. Update: Noise Analysis completed and forwarded to client for review/coordination meeting was held. The next step is to forward to FAA. This step will conclude the preliminary Draft NEPA process, and begin the official one-year maximum full NEPA review process. Update: Latest NEPA review meeting was held last Thursday, August 29, 2025. The updated biotech report which includes a new covered species, the Tri-colored Bat was added to the assessment. The full NEPA/biotech report with all appendices is nearly 500 pages. The team has reviewed and discussed moving on to the initial submittal to FAA to start the clock ticking (9 months for final review is expected, but not later than Oct 1 2026). Currently the overarching NEPA report itself is approximately 60 pages, with FAA setting a limit of 75 pages, not including the appendices. The historical artifacts report by ACI was approved by the Department of State. The approval letter will be attached to the NEPA documentation to FAA. See attached additional documentation and a summary of the recent coordination meeting, as well as comments on the latest biotech report without appendices. Update: Noise study received by FAA, and comments received back from Heather Chasez. Recent correspondence indicates that she is in agreement with our responses to her comments. Biological assessment regarding the wetland examination is being scheduled with the South West Florida Water Management District (SWFWMD). The issue here is that both FAA and SWFWMD need to determine if any of the wetlands are jurisdictional by the Army Corps of Engineers (ACOE). Once that field review is scheduled and both biologists (SWFWMD and YBE) agree to the limits as flagged, then the Response to Comments can be completed for the civil construction permit under the Request for Additional Information #1 (RAI #1) submittal back to

SWFWMD. Update: Wetland review has been scheduled for November 13, 2025 with YBE and SFWMD biologists to agree on delineation/impacts. The project has received notification from FAA that the full EA process will not be required if the wetland comes back as NOT Jurisdictional from the Army Corps of Engineers / SWFWMD. If this is the case, then the timeline for requirements and further review will not take nearly as long (deadline is October 2026). The project recently received correspondence from the ACOE requesting additional information on the wetland. This ACOE RAI will be responded to after the aforementioned wetland review on November 13, 2025. *Update: Wetland review with the SWFWMD and biotech consultant was completed on the 13th November as planned. Lichen lines survey has been completed and forwarded to SFWMD. Changes based on comments from District biologist to the Wetland impact summary and exhibits have been completed and forwarded to the District.*

Next Steps:

- 1. Incorporate changes to the construction plans based on the field review meeting.*
- 2. Address remaining two comments from the civil engineering review comments, including updated Wetland modeling based on the wetland survey from last week (design high water was adjusted).*
- 3. Once the District/Army Corps agree that the wetland is not jurisdictional, make a down payment on the wetland mitigation credits per the established plan at that time.*

- C. **Civil Design Plans:** *The preliminary schematic plans are currently being worked on (pre-30% design). The geotechnical and environmental studies are being generated by the subconsultant experts, and their draft reports have been requested, but not received to date. We have requested the reports again and will update the City and FDOT with those reports when received. The team has received the environmental Threatened and Endangered species report from the biologist. The only impacts will be the small impact to the existing wetland by Taxiway Alpha extension. The next step is for the design team to continue to work on the schematic design plans as the environmental study is developed in parallel. Update: The design team will carry on with the 30% design plans based on recent developments with the EA study and present staff with a new schedule for design which will be on a parallel track with the EA. It is anticipated that the design will be completed well ahead of the EA approval, so the team is trying to pace this effort accordingly. Update: FDOT confirmed that the team should carry on with the design of the runway extension but pace the effort along with the EA as much as possible, but slightly ahead so that the project can be bid out with fresh pricing and start construction as soon as possible in conjunction with the EA approval. According to Airport Staff and FDOT representatives the second installment has been authorized and should be issued to the Airport this cycle. The 30% design stage plans are being working on and several progress plots have been delivered to the Airport staff. The rough grading plans are*

completed, and the PAPI unit location calculations have been completed and incorporated into the plans. The Construct Safety and Phasing Plans are nearly completed and will be filed along with the 7460-1 filing at the 60% design stage. Update: The second installment of \$4.55 M has been received from FDOT, and accepted by the City, for the design and construction of the Runway Extension project. The 60% and 75% design stage plans have been completed and delivered to the Airport for review. The project is about a month ahead of schedule. See updated schedule below based on current progress. The majority of the current design effort is on the storm-water modeling calculations, and permit application and report in anticipation of submittal to the SWFWMD. Update: Project is nearing the 90% design stage, about one month ahead of schedule. Pre-application meeting was proposed by SWFWMD for April 1, 2025 which will kink the schedule. Design team will request an informal MS Teams meeting be held in the interim, so that the project can be introduced, guidance determined, and the calculations, application and report \ plans can be submitted promptly. Design team reached out to FDOT for participation on the additional survey services. No response has been received. Update: The pre-application meeting was held with the SWFWMD representatives and the design team including the environmental specialist. The District reps have requested the team fully model the flood stage of the adjacent wetlands for impacts. Since this element was not on the team's radar, additional time is needed to model the scenarios requested. We have adjusted the schedule accordingly for deliverable dates. Additionally, the SWFWMD biologist will need to meet with the design team's biologist in the field to set the wetland limits, review the surveyed flagging. Update: The Wetland Flood modeling needed to submit to the SWFWMD per the pre-application meeting has been completed and is under internal quality control review. Anticipate submittal to the District second or third week of June, 2025.

Proposed Schedule:

1. ~~30% 60% QC Submittal - Internal - NOV 8TH~~
2. ~~30% 60% Submittal - Civil \ Electrical - NOV 15TH To Owner~~
3. ~~60% 75% QC Submittal - Internal - JAN 17TH - Submitted December 24, 2024 - Completed~~
4. ~~60% 75% Submittal - Civil \ Electrical - JAN 24TH - Submitted December 24, 2024 - Completed~~
5. ~~90% QC Submittal - Internal - FEB 28TH~~
6. ~~90% Submittal - Civil \ Electrical - MAR 7TH~~
7. ~~100% QC Submittal - Internal - Wetland Flood Modeling Completed - Under QC Review. - COMPLETED~~
8. ~~100% Submittal - Civil \ Electrical - Pushed back to June 13, to coincide with permit application Submittal #1 with SWFWMD. - COMPLETED - Project is currently under review with the SWFWMD. The team will be uploading supplemental information to the District this week, prior to issuance of the first official Request for Information (RAI). The 95% plans have been QC reviewed internally by planning. The next internal stage is for engineering~~

QC review. A copy of the draft 95% with planning comments have been posted on the project ftp link below for City Staff and Board Members. FILE: 95Pct-2305201-QC_CheckSetFull-2025-07-18.pdf. Update: During coordination with the District, the Department of State requested the historical artifacts report as part of their permit conditions. The report was forwarded, reviewed by the DOS POC, and subsequently approved. A copy of the letter is required to be included in the RAI #001 response. Upon further coordination with the District, it was determined that the secondary impacts to wetlands could not be cleared and grubbed. The District is requiring clear-cutting only, with no disturbance to the soil, remaining stumps, or root systems. The team is updating the plans and specifications accordingly. In addition, there will be a moratorium on any clearing at all between the Months of May 1 and July 1 during the year of construction due to the Tri-colored Bat mating season, which suitable habitat was discovered in subsequent field reviews. This information must be included in the plans and specifications as well as RAI #001 submittal forthcoming. Update: All that is left to do is to upload the RAI #001 response to comments, once the wetland field review is completed by the SWFWMD and YBE. Then the team will complete its internal QC reviews, and forward to the Airport for an external review. Since the civil design is nearly completed, the plans will sit on the shelf until next year, when the over-arching NEPA reviews are completed. Update: Status is the same as above except that the team may need to adjust the wetland boundaries on the plans, and possibly adjust storm water quality calculations due to the new rules coming into effect on December 28, 2025.

Update: Plans will be changing slightly due to the new information and additional requirements discussed above. So additional effort will be required to bring the construction plans in-line with this information. The goal is to resubmit with the RAI by the end of this week, early next week.

Additional fees have been incurred to comply with permit requirements including the Avigation Easement Surveys, additional topographic and wetland surveys in the amounts detailed below.

Additional Wetland Flagging - Young Bear Environmental (YBE)	\$ 2,000.00
Additional Topographic Survey - GF Young Surveying, Inc. (GFY)	\$ 21,500.00
Avigation Easement Surveys - GF Young Surveying, Inc. (GFY)	\$ 8,600.00
<hr/>	
Total Additional Sub-Consultant Services	\$ 32,100.00

III. New Two-Tank Fuel Farm Project + Generator Set – A federal pre-application was formulated and submitted to FAA for the design of two new fuel tanks, truck turn-around, waste oil tank, and truck containment. FDOT was copied for programming in FY 2025. Update: Federal pre-applications were updated to include an Emergency Standby Engine Generator Set in order to capture expiring 2022 BIL AIG funds at the request of the Airport and FAA. The project qualified

for a Categorical Exclusion, and therefore will not require a separate environmental assessment by the FAA. Update: The next step is for AVCON to formulate a design scope/fee proposal, schedule, and grant application and submit it to the Airport. The deadline is April 28. The team is working on the grant application this week and will forward to the Airport by Friday. Update: Completed. Federal application is under FAA review for funding. Grant award announcements are expected not later than October 1, 2025. Update: FAA Grant offer received last week. The next step is for the City to return the offer signed back to FAA. Then the FAA will send the final version usually via secure service via email. Update – Completed. The next step is to ask for matching funds from FDOT, to be sent back to the CC along with the design scope of work for the consultant. Update: The Federal pre-application was forwarded to the FAA for the construction grant on Monday October 6, 2025 by the deadline. The next step is for the City to authorize the engineering design contract and upload to JACIP for FDOT approval. This is an FAA track design, so the schedule will be to design in the winter and spring, get bids by May 31, 2026, and submit a follow-on grant application by June 1, 2026 for the construction and construction engineering. The anticipated construction cost based on JACIP estimates is \$1.7M. Update: There will be an ACIP meeting held with the FAA on November 13 to discuss the 3 – 5 year capital projects plan. FAA indicated that there may be a shortfall in available funds for the Fuel Farm / Genset construction since the entire AIG budget is less than the current estimate. The project is not eligible for AIP funds, so the gap may need to come from the FDOT. Update: The ACIP meeting was held with FAA and FDOT regarding all projects. AVCON will be adding a rehabilitation project to include the existing apron and T-Hangar Taxilanes, which is FAA's current priority. We will also add/adjust the new apron expansion per the Airport Layou Plan / Airport Master Plan. A field study was held by the electrical group to kickoff the design. We have requested some information from the Airport to keep the design rolling. Due to the nature of the Fuel Farm/Genset project, AIG can only be used on the Fuel Farm, and AIP only on the GenSet, both totaling approximately \$1.1M. So we may have a 600K shortfall, which we discussed requesting from FDOT. FAA has asked us to split up the pre-applications into two to track the funding separately (work in progress).

- IV. **AMPU** – The Airport Master Plan Update will be deferred to another near-term outer year. Update: JACIP was updated to push the AMPU out to at least 2026 due to other ongoing project commitments. No Update, status is the same. Due to ongoing projects the AMPU will be pushed back another year or two. Update: FAA requested the AMPU be pushed back to 2027, and the team made those changes in JACIP.
- V. **New Rotating Beacon – Design/Construction** – FDOT will participate on a new Rotating Beacon Project at the Airport. Estimates have been forwarded and the Project created in JACIP. Update: A PTGA has been offered by FDOT, accepted, and executed for the project by the City/Airport. The next step is to formulate an engineering scope, fee, and schedule for review and approval by FDOT and the Airport/City (work in progress). Update: Work in progress to formulate an engineering scope of services – coordinating internally with electrical group. No change - hope to have this scope to the Airport/FDOT prior to Sept 1, 2025 for review. Update – work in progress – behind schedule. Update: This is an FDOT funded project. The next step is for the City to authorize the engineering design contract and upload to JACIP for FDOT approval. The scope

is anticipated to be sent in this week for review and approval by the City, then JACIP upload to FDOT. A design schedule will be forwarded to City Staff to share with the Board members. Update: Both scopes were sent in by the design team and executed by the City. The scopes were then uploaded to JACIP for review and approval by the FDOT. The team did receive approval through the JACIP system via email. The next step is to formulate a schedule for the project and forward to the Airport – work in progress. Update: The field review was completed along with the Fuel Farm/Vault study, and the project has been kicked off on design. AVCON will formulate the schedule and forward to Airport staff.

- VI. Apron Expansion Projects: These projects are slated for 2027-2029 timeframe and appear to need updating for costs for that period, due to recent changes in inflation, tariffs, materials shortages etcetera. Update: These projects, and their advancement will be discussed with FDOT and FAA at the upcoming ACIP coordination meeting. Update: Projects are already in the JACIP and the estimates will be updated along with the years as according to FAA priority. See FAA notes below from Stephen Wilson.

FAA NOTES ACIP Meeting 2025

FY26 Pre-Applications

Requested \$1.62M in Pre-App.

-New Fuel Farm (Construct) \$563,000 (Avail. AIG); Airport to meet internally on funding plan.

-New Airport Generator (Construct) \$600,000 (Avail. NPE)

FY27

Master Plan Update

FY28

Rehab Taxilanes (Design); PCI 53 – See Below

Rehab GA Apron (Design); PCI 57 – See Below

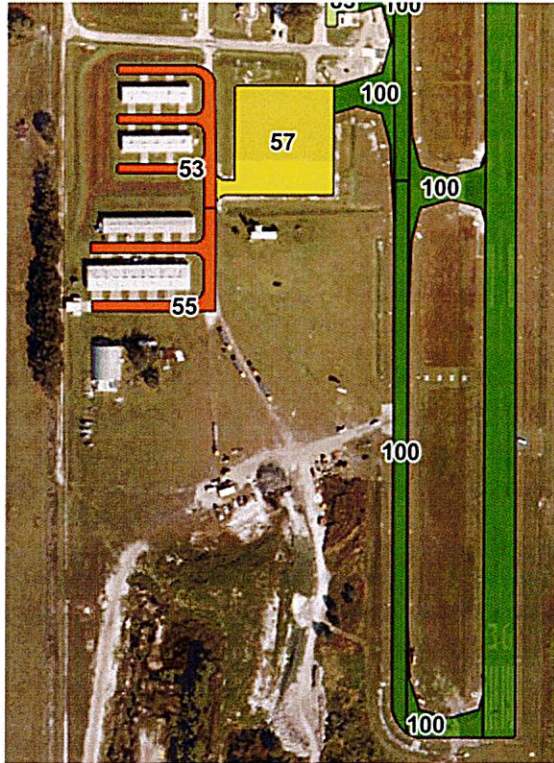
FY29

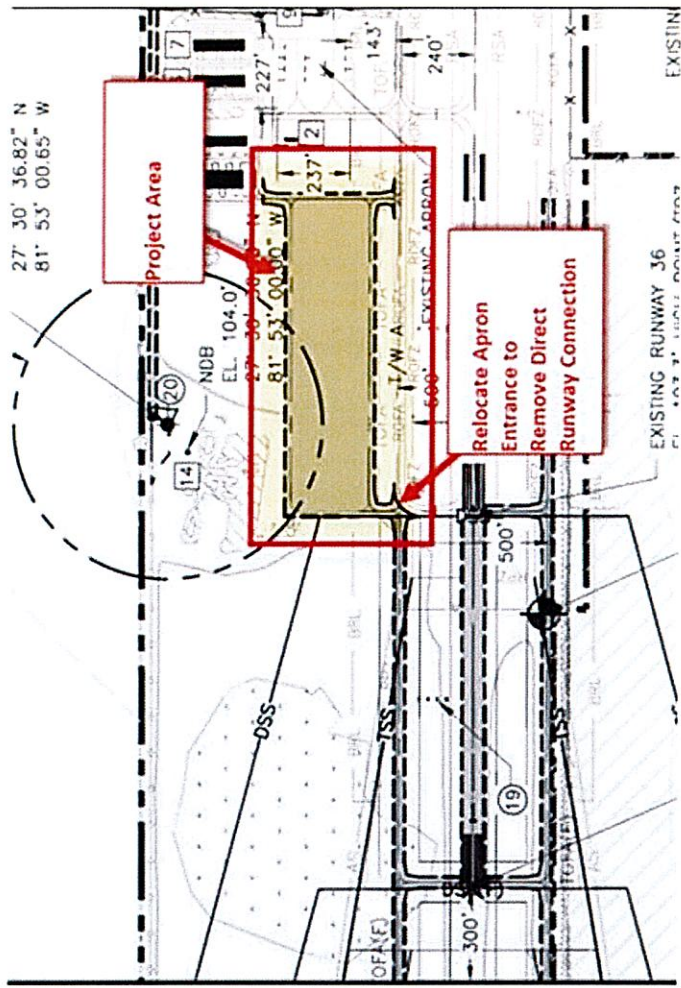
Rehab Taxilanes
(Construct)

Rehab GA Apron (Construct)

FY30

Expand Airport Apron (Design) – See Below





Notes

-No wildlife Issues (Airport has no animal strikes with full fencing).

-Obstructions have been cleared in the approach of RW 18

-Airport will update basedaircraft.com by December 1st.

UPIN	FM Item	ARP ST Priority	ARP FED Priority	Description	Requested Year(s)	Requested	Allocated Year(s)	Allocated	JPM	S	F
PFL0013972	452062-1	2	1	Extend Runway 36 1200 LF - Study	2025	\$447,059	2023 - 2025	\$450,000			
PFL0013979	452061-1	1	1	Fuel Farm - DESIGN	2025	\$167,369	2025 - 2026	\$1,100,000			
PFL0015163	456437-1			Rotating Beacon and Tower - Design/Construction	2025	\$325,000	2025	\$325,000			
PFL0006342	-	2	2	Airport Master Plan Update AMPU/AGIS - 2025	2026	\$360,000	N/A	\$0			
PFL0013981	-	1	1	Fuel Farm - CONSTRUCTION	2026	\$1,667,000	N/A	\$0			
PFL0015341	-			Airport Terminal Improvements	2026	\$1,750,000	N/A	\$0			
PFL0015342	-			Airport T-Hangars Improvements	2026	\$5,000,000	N/A	\$0			
PFL0006335	448721-1	2	3	Design and Construct Apron Expansions - Phases 1 and 2 - 2027-2029	2027 - 2029	\$1,991,000	2027 - 2029	\$1,991,000			
PFL0014510	-			Design/Build 10 Unit T-hangars	2027	\$3,000,000	N/A	\$0			
PFL0012906	-	2	3	Obstruction Removal - Trees	2028	\$350,000	N/A	\$0			
PFL0010740	-			Industrial Park Access Road-Design	2029	\$60,000	N/A	\$0			
PFL0012907	-	2	2	Obstruction Removal - Trees	2029	\$350,000	N/A	\$0			
PFL0010741	-			Industrial Park Access Road-Construction	2030	\$500,000	N/A	\$0			
PFL0010745	-		1	Airport Master Plan Update - 2030	2030	\$400,000	N/A	\$0			
PFL0004416	-	1	1	EA for Runway 5-23	2031	\$400,000	N/A	\$0			
PFL0006334	-			Design/Build 10 T-Hangars	2031	\$3,000,000	N/A	\$0			
PFL0000762	-		1	Acquire Land for Construction of new Runway 5-23 (Phase 1)	2032	\$2,378,000	N/A	\$0			
PFL0004418	-		1	Environmental Mitigation for new Runway 5-23	2033	\$250,000	N/A	\$0			
PFL0006239	-		1	Acquire Land for Runway 5-23(Phase 2)	2034	\$2,497,000	N/A	\$0			
PFL0009929	-		1	Design Apron Expansion - Phases 3 and 4	2035	\$100,000	N/A	\$0			
PFL0011328	-		1	Airport Master Plan Update - 2035	2035	\$400,000	N/A	\$0			
PFL0000767	-		1	Design of Runway 5-23	2036	\$1,000,000	N/A	\$0			
PFL0006339	-	1	1	Construct Apron Expansion (Phase 3)	2036	\$500,000	N/A	\$0			
PFL0012908	-	2	2	Obstruction Removal - Trees	2036	\$350,000	N/A	\$0			
PFL0002415	-			Site Development Utilities	2037	\$2,400,000	N/A	\$0			
PFL0008887	-		1	Runway 5-23- new Construction	2037	\$9,650,000	N/A	\$0			
PFL0006341	-			Design and Construct 10 T-Hangars	2038	\$3,000,000	N/A	\$0			
PFL0009930	-		1	Construct Apron Expansion - (Phase 4)	2039	\$500,000	N/A	\$0			
PFL0010746	-		1	New Industrial Park Access Improvements- DESIGN AND CONSTRUCTION	2041	\$1,775,000	N/A	\$0			
PFL0010747	-		1	Taxiway/ Taxi lane (Phase2)- DESIGN & CONSTRUCTION	2042	\$550,000	N/A	\$0			

ATTACHMENTS:

1. RW 36 Extension - Latest Agenda and minutes from the biweekly NEPA meeting of Oct 30, 2025.
2. Storm damaged hangars Insurance Carrier review response email with attachments.

Link to latest Runway 36 plans:

Wauchula

Copy + paste the link into your Windows Explorer or Internet browser URL

<https://av-sma.avconinc.com>

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