AECOM

WORK ORDER INITIATION FORM
for the CITY OF CLEARWATER

Date:

Project Number: _____

City Project Number: **17-0040-AP**

1. PROJECT TITLE:

Update of Airpark Layout Plan Drawing Set and Narrative Report for the Clearwater Airpark.

2. SCOPE OF SERVICES:

TASK 1 – FACILITIES INVENTORY

This task consists of collecting available data relative to the Clearwater Airpark (CLW) and the surrounding community.

TASK 1.1 - Review of and Collection of Needed Airpark Information

This task consists of collecting and analyzing relevant data contained in previous studies, past Airpark improvement projects, on-going planning studies, and other applicable sources. This information will be used to document and assess the existing baseline conditions of the Airpark. Information and data developed as part of this collection process will form the premise for the identification of future *Near-term* (0- to 5- year [2017-2022]), *Intermediate-term* (6- to 10- year [2022-2026]) and *Long-term* (11- to 20-year [2027-2036]) aviation demand and facility requirements.

Information obtained through examination of existing CLW reports, drawings, and inspection reports will be used to produce a facilities inventory that will likely include, but would not be limited to:

- Airpark location,
- Runway and Taxiways,
- Hangars,
- General Aviation (GA) Terminal,
- Fixed Base Operator,
- Fuel facility,
- On-Airpark ground access and parking,

- Airpark drainage,
- Airfield pavement condition,
- FAR Part 77 Surfaces and known obstruction to CLW-specific navigable airspace,
- FAA-approved Deviations from Design Standards (if applicable),
- Historical Local and Itinerant GA operations by "Design" Aircraft,
- Past and present number of Based GA aircraft,
- Past and present GA Passenger enplanements,
- Airpark field elevation, prevailing winds and "Hottest Day" temperature,
- Existing on-Airpark Land Use/On-Airpark Land Use plans,
- Florida Aviation System Plan (2025), and
- National Plan of Integrated Airpark Systems (NPIAS).

A variety of data and information currently available as previously generated by others will be reviewed and referenced as appropriate. All available documented historical operational activity statistics for CLW will be collected and reviewed as necessary for the determination of current and future aircraft operational characteristics, the Airport (Airpark) Reference Code (ARC), the Runway Design Code (RDC) and the Taxiway Design Code (TDC).

Emphasis will be placed upon the collection and review of the data and information that will primarily be provided by the City of Clearwater, Airpark Management and Airport Staff.

CLW-specific historical and forecast data will be collected to include, but not be limited to the following documents or published information:

- Previous CLW planning documents,
- National Plan of Integrated Airpark Systems (NPIAS-ASSET),
- FAA Terminal Area Forecasts (TAF),
- Florida Aviation System Plan (FASP) 2015 to 2034 General Aviation Operations / Based Aircraft Forecasts,
- Applicable CLW Land Use Compatibility Studies,
- Non-rectified Aerial Photography or base maps generated by others,
- Applicable inventories and/or assessments of Airpark facilities condition, and
- Respective Airpark facility Useful Life.

TASK 1.2 - Collection of Aviation Operational Data

Appropriate, available operational and based aircraft records will be compiled and reviewed to determine the current level of aviation activity at the Airpark. Current and historical data for the following topics will be collected (as available):

- General aviation operations (local and itinerant) and number of based aircraft,
- Based and itinerant general aviation aircraft fleet mix,
- Day/night operational split,
- Reported non-stop operational stage lengths,
- Itinerant military operations (if applicable),
- Other event-specific on-Airpark operations,
- Established Airpark Traffic Pattern and associated altitudes,
- Typical flight corridors and usage (includes flight training corridors and areas), and
- Know or documented airspace and air traffic limitations and operational constraints.

Data will be obtained from the following sources:

- Airpark Management/Fixed Based Operator (FBO),
- Airpark Tenants,
- City of Clearwater, and
- FAA and FDOT records and statistical publications.

TASK 1.3 – Airpark Facilities Information

A review and update as appropriate will be conducted regarding the previous data and information collected as part of the current inventory of existing Airpark facilities.

TASK 1.4 Review of Historical Aviation Activity

All available documented historical aircraft operational activity data statistics for CLW will be collected and reviewed as necessary for the determination of current and future aircraft operational characteristics, the ARC, RDC and TDC.

The aircraft operational activity data will form the basis for development of facility requirements such as runway length for critical aircraft, takeoff weights, apron sizes, taxiway/taxilane Object Free Areas, and other Airpark-specific criteria. Reported data or estimates may likely include, but not limited to the following elements:

- Aircraft Fleet Mix,
- Number, Type and Stage Length of General Aviation Operations,
- Average Day Peak Hour Operational Demand,
- Airspace and Airpark Traffic Pattern Considerations,
- Runway Utilization by Aircraft Type,
- Local/Itinerant Aircraft Operational Split,
- Number of Based Aircraft, and
- Apron Utilization.

TASK 1.5 Review of On-Airpark Land Use Planning

An On-Airpark Land Use Inventory will include the following:

- Land Designators for both Aviation and Non-Aviation Land Uses,
- Land Development Restrictions,
- Designated Airpark Property Boundaries,
- Location of On-Airpark Leased Land and Lease Conditions,
- Airpark Industrial/Commercial and Institutional Facilities, and
- Aviation-Related Industries and Activities.

TASK 1.6 Collection and Documentation of Meteorological Data

Ten-year surface observation data recorded and archived for CLW for the period 2007 through 2016 will be obtained from the FAA. This data will be analyzed to develop updated FAA Wind Rose graphics, Wind Persistency charts, and related meteorological statistics specific to the Airpark.

TASK 1.7 Development of Airpark Base Map Drawing

AECOM will develop an "Existing Conditions" base map drawing that will be used throughout the development of the Airport (Airpark) Layout Plan Drawing Set and Narrative Report. The current ALP Drawing will be updated as needed using the latest photogrammetry obtained from the FDOT's Aerial Photography Archives (*A+Plus* FDOT Enterprise Database) and other appropriate and available GIS databases. The base map drawing will ultimately serve as the basis for preparation of the ALP Drawing Set.

AECOM will not develop new mapping, or conduct surveying activities as part of the development of the development of the ALP Drawing Set and Narrative Report. Construction projects underway and other projects in advanced planning phase will be noted in the base mapping (as required).

TASK 2 – FORECASTS OF AVIATION ACTIVITY

The focus of this task is to develop FAA-approved forecasts of aviation activity through the reference and use of the Florida Aviation System Plan (FASP) 2015 to 2034 General Aviation Operations / Based Aircraft Forecasts specific to CLW as the "preferred" forecasts for development of this Narrative Report.

Both the current and the anticipated future aircraft fleet mix will be used for the planning of apron, hangar, and facility layout configurations. Based on the preferred aircraft operations forecast, the aircraft the fleet mix projections will also be update to identify and prioritize terminal area demand projections (i.e., apron, hangar, and terminal building space), as well as peak-hour activity projections. These projections will provide information for evaluating airfield facility needs and facility layouts in subsequent tasks.

Forecasts of Aviation Activity Section for the planning periods of +5, +10, and +20 years will be developed.

TASK 2.1 – Develop Aviation Activity Forecast

Utilizing and fully referencing the Florida Department of Transportation's (FDOT) forecast of aircraft operations and based aircraft for CLW, the Forecast of Aviation Activity Section will fully utilize and reference the FDOT Florida Aviation System Plan's (FASP) forecast of aircraft operations and level of locally-based aircraft as the "preferred" forecasts for development of this ALP Update and Narrative Report.

TASK 2.2 – Develop Derivative Aviation Activity Forecasts

Based on the preferred aircraft operations forecast, a derivative aircraft fleet mix projection will also be developed to identify and prioritize terminal area demand projections as well as peak-hour activity projections for the Near-, Intermediate- and Long-term forecast horizons.

These projections will provide information for evaluating airfield facility needs and facility layouts in subsequent tasks.

- Based aircraft totals and fleet mix.
- Annual general aviation operations (local vs. itinerant).
- Annual instrument operations, and
- Peak month, average day peak month, and peak hour operations.

TASK 2.3 – Working Paper No. 1 – Aviation Activity Forecast

Upon completion of the development of the *Forecasts of Aviation Activity* a draft Forecast of Aviation Activity Working Paper will be prepared. The rationale for arriving at the projected numbers and comparisons of the forecasts with other previously agency-published forecasts will be documented. Comparisons to aviation activity operational levels projected within the FAA's Terminal Area Forecast (TAF), previously approved CLW-specific FAA aviation activity forecasts, and FDOT CFASPP operational forecasts will also be made.

With City of Clearwater approval, this draft version of the Forecast of Aviation Activity and Working Paper will be submitted to the FAA and FDOT Aviation and Spaceports Office for review and approval.

Typically, before undertaking the tasks for the Demand/Capacity Analysis, FAA written approval of the forecast is required. FAA's approval is assumed to be received within one month of the draft Forecast of Aviation Activity submittal. The February 2017 FASP releases of the 2015 to 2034 General Aviation Operations / Based Aircraft Forecasts will be used. For the aviation activity forecast for this ALP Drawing Set Update and Narrative Report.

TASK 3 – DEMAND/CAPACITY ANALYSIS AND IDENTIFICATION OF FACILITY DEVELOPMENT NEEDS

The objective of this Task is to evaluate the ability of the existing airfield, airspace, and landside systems to accommodate existing and future aviation activity levels as forecast in Task 2, Forecasts of Aviation Activity.

AECOM will determine the capacity of the airfield, airside, landside and the CLW general aviation passenger terminal. Using these derived capacity benchmarks, these values will be correlated to the three forecast scenarios prepared in Task 2 to determine when and if additional facilities and improvements will be required.

TASK 3.1 Landside Facility Capacity and Facility Development Needs

The capacity, functionality and efficiency of the following landside components will be examined:

- Regional and Local Roadway Access,
- Public Parking, and
- Employee Parking.

TASK 3.2 General Aviation Development Needs

As a measure of facility needs, general aviation apron and aircraft storage hangar facility requirements will be analyzed by comparing existing and projected future levels of based and itinerant aircraft operational and parking demand.

TASK 3.3 Airfield Layout and Geometry Improvement Needs

The objective of this subtask is to evaluate the ability of the existing airfield (runway and taxiway) layout and geometry of the current system of runway and taxiways to accommodate existing and future aircraft operations in a safe and efficient manner.

Currently, several apron-to-runway and taxilane–to-runway connectors exist that do not fully conform to the FAA's latest safety-related geometric design criteria. The associated need to improve existing, construct new and/are provide painted islands that would ameliorate all existing taxiway connectors will be validated as part of this update of the Airport (Airpark) Layout Plan Drawing Set and Narrative Report. Associated assessments of the airfield facilities will include, but will not be limited to the identification of future:

- Critical "Design" Aircraft,
- Runway Layout/Geometry/Length,
- Runway Safety Areas,
- Runway Protection Zones,
- Runway Pavement Section Design/Strength/Condition,
- Taxiway Layout/Geometry/Pavement Section Design,
- Airfield Lighting, Signage and Pavement Markings Condition, and
- Navigable Airspace Protection Needs.

TASK 3.4 Support Facility Needs

This analysis will evaluate landside facilities such as the Airpark maintenance, fuel storage and other support functions so they may be compared with future Airpark operational requirements. The requirements for many of these facilities will be based upon consultation with the users

rather than formula-based rules. Fuel requirements will be based upon both operational demand and operational/storage needs.

TASK 3.5 Airpark Security Needs

Using the May 2004 Transportation Security Administration (TSA) Information Publication *A-001, Security Guidelines for General Aviation Airports*, the Narrative Report will identify and incorporate the TSA's recommended guidelines that are intended to provide U.S. general aviation Airpark owners, operators and users with a set of federally endorsed security enhancements and methods for implementation.

The guidelines contain the that publication's Airpark Characteristics Measurement Tool that helps to define unique security needs for differing Airparks. Because these guidelines were developed from industry best practices, it is anticipated that the City of Clearwater and the CLW management already have some or these entire TSA-recommended security enhancement measures in place.

TASK 3.6 Working Paper No. 2. Airpark Demand/Capacity Analysis and Identification of Facility Development Needs

The second Working Paper will be delivered to the City of Clearwater, FAA and FDOT Aviation and Spaceports Office in PDF-electronic format for review purposes. Any requested changes, edits, revisions, or deletions will be made with a Final Revised copy of the Working Paper returned to each reviewer.

TASK 4 - AIRPARK FACILITY DEVELOPMENT CONCEPTS

This task examines the existing and projected future Airpark deficiencies identified in the Demand/Capacity Analysis and Identification of Facility Development Needs assessments. AECOM will work with the City of Clearwater and Airpark staff to identify and assess up to three (3) Airpark Development Concepts. A preferred Airpark Development Concept will be selected by the City of Clearwater that will be reflected in the various sheets of the Airpark Layout Plan Drawing Set and Narrative Report.

TASK 4.1 Identification of Potential Airpark Development Concepts

This task serves to identify and assess viable and prudent Airpark improvement development projects that will satisfy facility-related capacity deficiencies previously identified in Task 3. Some of the identified improvement projects are related solely to the need to modify existing airfield pavement geometries to fully satisfy FAA Industrial Circular 150/5300-13A, Change 1, *Airport Design*. Other recommended Airpark facility improvement projects serve to provide additional aircraft hangar storage space over the twenty-year planning period as demand dictates. Lastly, a variety of anticipated Airpark improvement projects will provide the base upon which to attract and retain the development of Airpark-compatible economic generating land uses within the confines of the Airpark.

TASK 4.2 Selection/Adoption of Recommended Airpark Development Plan

This subtask will involve the City's selection and adoption of the Recommended Airpark Facility Development Concepts for the Near-, Intermediate- and Long-term planning horizons. As requested or required, AECOM will assist the City in identifying and prioritizing the phased-development of the various Airpark facility improvement projects based upon existing, or projected future demand, or safety-related needs.

TASK 4.3 Project Timing and Phasing

AECOM will review the recommended Airpark Development Plan to help make a list of Near-, Intermediate-, and Long-term projects and to help to identify cumulative impacts that could be associated with them. AECOM will also identify Near-term capital development projects that are known to trigger additional environmental processing to consider whether the environmental processing should be initiated before the completion of the 20-year Airpark planning process.

TASK 4.4 Working Paper No. 3. Airpark Facility Development and Evaluation

The third Working Paper will be delivered to the City of Clearwater, FAA and FDOT Aviation and Spaceports Office in PDF-electronic format for review purposes. Any requested changes, edits, revisions, or deletions will be made with a Final Revised copy of the Working Paper returned to each reviewer.

TASK 4.5 Meeting with City Management (1st)

Following the delivery of the Working Paper Number 3, AECOM will meet with Airport Management and staff, as well as other City representatives (as appropriate) to receive comment, guidance and guidance regarding the draft Working Paper.

TASK 5 – ON-AIRPARK LAND USE DEVELOPMENT PLAN

TASK 5.1 – Determination on On-Airpark Land Uses

The On-Airpark Land Use Drawing will be updated based upon the City's immediate and anticipated future on-airport land use needs. All previous Master Plan alternative on-airport land use planning will be considered (including review of the land currently used as a Golf Course) will be reflected within the entire ALP Drawing Set update and discussed within the Narrative Report.

TASK 6 AIRPARK FACILITY DEVELOPMENT IMPLEMENTATION PLAN

The Airpark Improvement Implementation Plan will be developed as an iterative process in parallel and concurrent with Project Costs developed under Task 7. Working with the City of Clearwater, AECOM will prepare a list of recommended Airpark facility improvements to meet the forecast aviation activity levels associated with Near-term time frame. Developing the implementation schedule is an iterative process because project costs, developed under the next task, and the financial feasibility of these projects, can cause individual projects to be shifted from one time frame to another. Activity levels trigger the requirements for improvements, rather than pre-determined time frames. Thus, depending on how a particular segment of activity meets the forecast, certain improvements may be accelerated or delayed. The five-year program will however be developed in sufficient detail to be used for State, Local and (potential) Federal funding purposes.

TASK 6.1 Identification and Implementation of Selected Future Airpark Facility Development Plan Elements

This subtask will provide describe and graphically depict, by Near-, Intermediate-, and Long-term planning horizon, the various planned Airpark facility improvements that are based upon the City's identification and selection of the Recommended Airpark Facility Development Implementation Plan. Each planned facility improvement will be described and illustrated using color graphic schematics.

The Airpark Facility Development Implementation Plan will reflect Airpark facility development needs based on aircraft operations and aircraft basing levels that are specific to CLW. Individual projects will be responsive to the priority of need and the anticipated availability of State, Local, or (potential) Federal funds. Rationale for the inclusion or exclusion of individual projects will be presented.

Tables accompanied by a Near, Intermediate, and Long-term staging drawings will be prepared for inclusion in the Narrative Report and for use during meetings and presentations.

Specific Airpark facility improvement/development projects will be itemized and developed in detail to allow accurate preliminary cost estimates to be made under the next task. Projects will be given a priority rating and a phased construction/implementation schedule will be developed. The construction projects will be supplemented by anticipated environmental and compliance requirements that will be determined on a project-specific basis.

The final Airpark Facility Development Implementation Plan will be coordinated with projected revenue forecast. The first stage of the Implementation Plan's Near-term will be presented for the FDOT's and FAA's considerations as part of the 5-year Joint Automated Capital Improvement Program (JACIP).

TASK 6.2 – Working Paper No. 4 - AIRPARK FACILITY DEVELOPMENT IMPLEMENTATION PLAN

A fourth Airpark Facility Development Implementation Plan Working Paper will be developed for review and comment by the City of Clearwater and, as appropriate, Airpark management and staff. Following the receipt of any comments, and and/or requests for correction edits, additions

or deletions to this Working Paper will be delivered to FAA and FDOT Aviation and Spaceports Office in PDF-electronic format for review purposes. Any requested changes, edits, revisions, or deletions will be made with a Final Revised copy of the Working Paper returned to each reviewer.

TASK 7 AIRPARK CAPITAL IMPROVEMENT PLAN / FINANCIAL FEASIBILITY ANALYSIS

The financial analysis will adjust the scope, timing, and funding of projects so as to meet financial targets within the constraints of limited funding sources. The financial plan will 1) help match appropriate source and amount of capital funds with scheduled and intended use of funds, and 2) estimate likely impact of implementing the development of Airpark improvement projects on key financial variables.

TASK 7.1 Review of Current Airpark Capital Improvement Program

As part of the inventory of financial information, AECOM will interview key City management and CLW staff to identify and update our understanding of pertinent legal documents and agreements which affect financial management of the Airpark, AECOM will collect and review documents that will include, but will not be limited to;

- Historical, Detailed Financial Statements and Audit Reports,
- Financial Statements for the Current Year,
- Operating and Capital Budgets,
- Capital Improvement and Major Maintenance Programs,
- Airpark Tenant Rates and Charges,
- Other Airpark Lease, Concession, Use and Privilege Agreements,
- Applicable FAA and FDOT Aviation Grant Records, and
- Potential Funding Sources for the future CLW Capital Improvement Program.

TASK 7.2 Develop Capital Improvement Program

A Capital Improvement Program (CIP) will be prepared that classifies recommendations for improvements over the planning period for the Near-, Intermediate- and Long-term planning horizons.

The CIP will be adjusted to meet financial feasibility requirements. Capital costs will be estimated for each of the development items contained in the CIP based on current year (2017) dollars. Cost estimates will also consider engineering/design, construction, and management costs. As part of this planning process, a financing capacity analysis will be performed. The primary objective is to develop conceptual-level estimates of capital resources available during the time horizon of the CLW Narrative Report giving consideration to financial targets, federal, State and local City financial policies, legal and contractual constraints, and potential internal and contributed capital.

The current Airpark Capital Improvement Plan (CIP) will be adjusted to meet financial feasibility requirements. Capital costs will be estimated for each of the development items contained in the CIP based on current (2017) dollars. Cost estimates will also consider engineering/design, construction, and management costs. As part of this planning process, a financing capacity analysis will be performed. The primary objective is to develop conceptual-level estimates of capital resources available during the three planning periods as part of the development of the ALP Drawing Set and Narrative Report giving consideration to financial targets, (potential) State, Local and potential Federal financial policies, legal and contractual constraints, potential internal and contributed capital.

Three tables accompanied by 5-, 10-, and 20-year staging drawings will be prepared for inclusion in the report and for use during meetings and presentations. The implementation plan will reflect need based on aircraft operations and aircraft basing levels that are specific to CLW. Individual projects will be responsive to the priority of need and the anticipated availability of State, Local as well as potentially Federal funds. Rationale for the inclusion or exclusion of individual projects will be presented.

Specific construction projects will be itemized and developed in detail to allow accurate preliminary cost estimates to be made under Task 7.3. Projects will be given a preliminary priority rating and a phased construction/implementation schedule will be developed. The construction projects will be supplemented by environmental and compliance requirements determined to be needed.

Graphic depictions of the phased improvements will be developed showing Near, Intermediate, and Long-term development projects. The final implementation plan will be coordinated with projected revenue forecast. The Near-term planning period of the implementation plan will be presented in the FAA's 5-year Joint Automated Capital Improvement Program (JACIP).

TASK 7.3 Development of Rough Order of Magnitude Costs
Using current (2017) dollars, the Narrative Report will provide Rough Order of Magnitude Costs for each of the selected future development plan facility improvements as prioritized by the City for the Near-, Intermediate-, and Long-term planning horizons.

TASK 7.4 Working Paper No. 5 Capital Improvement Program
The fifth Working Paper will be delivered to the City of Clearwater and FDOT Aviation and Spaceports Office in PDF-electronic format for review purposes. Any requested changes, edits, revisions, or deletions will be made with a Final Revised copy of the Working Paper returned to each reviewer.

TASK 7.5 Financial Feasibility Analysis
This task will provide guidance on what will be required to demonstrate the City's ability to fund the Airpark Facility Improvement Plan, particularly within the Nera-term (0 to 5-year) planning horizon. The Financial Feasibility Analysis will serve to demonstrate the City's ability to fund the recommended Airpark Facility Improvement and will serve as the primary enabling function of the Capital Improvement Plan.

TASK 7.5.1 Funding Sources
This task will discuss, for consideration, several typical sources of Airpark facet development funding sources, that would typically include, but would not be limited to: Local (City), State (FDOT) and potential Federal (FAA) and public debt (bonds).

TASK 7.5.2 Local Funding
This task will discuss and document past Airpark funding as provided by the City of Clearwater and Airpark-generated cash flows.

TASK 7.5.3 State Funding Sources
This task will discuss and document past Airpark funding participation by the Florida Department of Transportation's (FDOT) Aviation and Spaceports Office.

TASK 7.5.4 Other Potential Funding Sources

This task will discuss and document the requirements for funding participation via entitlement funds offered by the Federal Aviation Administration funding through the Airport Improvement Program (AIP), Additional AIP funds, designated as discretionary, may also be available for eligible projects, based on the FAA's national priority system and several other factors.

Because the Airpark is currently listed as a Public Use Reliever General Aviation Airport, with the FAA's National Plan of Integrated Airport Systems (NPIAS), the Airpark and the City of Clearwater may be eligible to receive AIP funding for eligible and justified projects, as described in FAA Order 5100.38, *Airport Improvement Program Handbook*.

TASK 7.5.5 Historical Revenues and Expenses

Working with designated Airpark Management and City staff, AECOM will document historical Airpark revenues and expenses. These financial records will serve to develop and validate the Financial Feasibility of the Airpark's Near-, Intermediate, and Long-term Capital; Improvement Plan.

TASK 7.5.6 Projected Revenues and Expenses

Working with designated Airpark Management and City staff, AECOM will develop anticipated future levels of Airpark revenues and expenses. These monetary records will serve to develop and validate the Financial Feasibility of the Airpark's Near-, Intermediate, and Long-term Capital; Improvement Plan.

TASK 7.6 Working Paper No. 6 Financial Feasibility Analysis

The sixth Working Paper will be delivered to the City of Clearwater and FDOT Aviation and Spaceports Office in PDF-electronic format for review purposes. Any requested changes, edits, revisions, or deletions will be made with a Final Revised copy of the Working Paper returned to each reviewer.

TASK 7.7 Meeting with City Management 2nd

Following the delivery of the Working Paper Number 6, AECOM will meet with Airport Management and staff, as well as other City representatives (as appropriate) to receive comment, guidance and guidance regarding the draft Working Paper.

TASK 8 AIRPORT (AIRPARK) LAYOUT PLAN DRAWING SET

TASK 8.1 Development of Airpark Layout Plan Drawing Set

The Airpark Layout Plan Drawing Set as developed for this planning effort will be developed to fully satisfy Appendix A. ALP *Review Checklist* of FAA Airparks Standard Operating Procedure (SOP) 2.00 - *Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs) and guidance offered in the FDOT Aviation Office Guidebook for Airpark Master Planning.*

A total of eight (8) separate drawings sheets will be developed as part of the Airpark Layout Plan Drawing Set. The Airpark Layout Drawing (Future Conditions) [Sheet 4 of 8] will be submitted to the FAA's Orlando Airparks District Office for "Signed and Stamped" Conditional Approval.

Utilizing existing CADD-based drawings and newly-developed planning as part of this update of the Narrative Report and Airpark Layout Drawing Set, the following drawing sheets will be prepared:

- Sheet 1 of 8 - Cover Sheet,
- Sheet 2 of 8 – Airpark Data Sheet
- Sheet 3 of 8 - Airpark Layout Drawing (ALD) Existing Conditions,
- Sheet 4 of 8 - Airpark Layout Drawing (ALD) Future Conditions,
- Sheet 5 of 8 - Airpark Airspace Drawing (Visual only),
- Sheet 6 of 8 - Inner Portion of the Approach Surface Drawing Runway 16,
- Sheet 7 of 8 - Inner Portion of the Approach Surface Drawing Runway 34, and
- Sheet 8 of 8 - On-Airpark Land Use Map.

Notes:

An Airport Property Inventory Map (Exhibit "A"), AGIS Surveys or mapping will not be conducted or utilized as part of the ALP Drawing Set update.

TASK 8.1.1 Sheet 1 of 8 - Cover Sheet

The Cover Sheet will contain the drawing set title, an index of the drawings, a location map, and a vicinity map, list the name of the Airpark, and the listing of all drawings of the ALP set.

TASK 8.1.2 Sheet 2 of 8 - Data Sheet

The ALP Drawing Set Data Sheet will list required data and information as well as the associated Wind Rose graphics and any applicable Declared Distance drawings.

TASK 8.1.3 Sheet 3 of 8 - Airpark Layout Drawing (Existing Conditions)

The ALP drawing will depict all existing Airpark facilities and graphically show the existing conditions of the Airpark. The drawing will be developed in plan view to the extent necessary to fully depict the entire development of the Airpark at a horizontal drawing scale of 1" = 300'.

TASK 8.1.4 Sheet 4 of 8 - Airpark Layout Drawing (Future Conditions)

The ALP drawing will depict all existing and planned future recommended Airpark facility improvements that resulted from the preferred alternative previously identified. The drawing

will be developed in plan view to the extent necessary to fully depict the entire development of the Airpark at a horizontal drawing scale of 1" = 300'.

TASK 8.1.5 Sheet 5 of 8 - Airpark Airspace Plan

This drawing will prepare depicting the FAR Part 77 Visual Civil Airpark Imaginary Surfaces for CLW and will include the following elements,

- CFR Part 77 Visual Imaginary Surfaces associated with the existing runway at 50-foot height contour intervals,
- All designated Airpark property boundaries located within the extents of the applicable CFR Part 77 Visual Imaginary Surfaces,
- Airfield layout (20-year Plan),
- All known or charted natural or man-made obstructions and other major structures within the CFR Part 77 Visual Imaginary Surfaces using existing information provided by CLW management, FAA or others, and
- Obstruction Removal Action Plan Table (if required or applicable).

The drawing will be developed in plan view to the extent necessary to fully depict the Horizontal Surface and Inner Portion of the Approach Surface at a horizontal drawing scale of 1"=2,000' on enlarged USGS 7.5 minute Quadrangle Maps or equivalent electronic data files providing similar base mapping information.

TASK 8.1.6 Sheet 6 of 8 - Inner Portion of the Approach Surfaces for Runway 16

These drawings will be derived from existing data and produced at a horizontal scale of 1" = 400' and a vertical scale of 1" = 40' and compiled on an aerial photographic background or equivalent electronic data files providing similar base mapping information. The approach surfaces and other applicable siting or protection surfaces will be based on the planned future decommissioning of the existing published Instrument Approach Procedures and will depict only Visual Approach and Transitional Surfaces.

An obstruction table identifying natural or man-made obstructions by number, description, location and penetration and proposed disposition will be included.

- The Threshold Siting Surface will also be shown within the inner portion of the approach surfaces that are most critical to Airpark operational safety. Plan and profile drawings for the runway ends will be prepared to show the following information,
- Plan and profile for each runway end,
- Obstruction elevations and clearances for each runway end using information provided by the City or others (i.e., Clearwater Air Park 150/5330-18B-Compliant Obstruction Survey [(2012_CLW_ANALPV_4589.SPC] as conducted on July 15, 2011), and
- Obstruction removal plan (if required).

Vertical clearances will be shown between roadways and railways and the applicable inner approach surfaces at point where the roadways or railways intersect the approach surface edges and extended runway centerline. Vertical obstacles, along the extended runway centerline will be shown using any available and applicable and prudent obstacle or ground survey information.

TASK 8.1.7 Sheet 7 of 8 - Inner Portion of the Approach Surfaces for Runway 34

These drawings will be derived from existing data and produced at a horizontal scale of 1" = 400' and a vertical scale of 1" = 40' and compiled on an aerial photographic background or equivalent electronic data files providing similar base mapping information. The approach surfaces and other applicable siting or protection surfaces will be based on the planned future decommissioning of the existing published Instrument Approach procedures and will depict only Visual Approach and Transitional Surfaces.

An obstruction table identifying natural or man-made obstructions by number, description, location and penetration and proposed disposition will be included.

- The Threshold Siting Surface will also be shown within the inner portion of the approach surfaces that are most critical to Airpark operational safety. Plan and profile drawings for the runway ends will be prepared to show the following information,
- Plan and profile for each runway end,
- Obstruction elevations and clearances for each runway end using information provided by the City, and
- Obstruction removal plan (if required).

Vertical clearances will be shown between roadways and railways and the applicable inner approach surfaces at point where the roadways or railways intersect the approach surface edges and extended runway centerline will be shown using any available and applicable and prudent obstacle or grounds survey information.

TASK 8.1.8 Sheet 8 of 8 - On-Airpark Land Use

A detailed On-Airpark Land Use Map that includes both aviation and non-aviation uses will be developed. This map will set forth a conceptualized land use plan within the extent of the designated Airpark property. The drawing will be developed in plan-view to the extent necessary to fully depict the extents of the latest revised designated Airpark property boundaries and the land uses immediately adjacent to the Airpark at a drawing scale of 1"=300'.

The land area within the proposed Airpark boundary will be subdivided into various land use categories to assure that the entire resource is being used to the optimum level to obtain Airpark benefits. The first priority in this process will be to reserve all Airpark designated property identified as being essential to the continuation of the safe and efficient use of the Airpark operations area (AOA). This designator will not be limited to meeting the 20-year needs identified in the CLW preferred alternative.

Land that is not designated as needed for aviation-related purposes and not restricted based on grant assurances will be considered for other purposes including commercial or industrial development. In those areas where such uses are recommended, a preliminary site layout will be developed that will provide a conceptual plan for Long- term development. This plan will assure that adequate utilities, surface access, lot sizes, etc. can be provided so appropriate tenants can be attracted.

The entire On-Airpark Land Use Plan will be developed with the recognition that the largest benefit to be derived from non-aviation development is the revenue generation potential. All

advice will be in compliance with the provisions of FAA Order 5190.6A, Airport Compliance Handbook, and will be reviewed with FAA prior to finalizing.

TASK 9.0 DELIVERY OF AIRPARK LAYOUT PLAN DRAWING SET

TASK 9.1 Submit Preliminary Draft ALP Drawing Set to CLW for Review (Round 1)

AECOM will develop and deliver two (2) printed full-sized copies of the Preliminary Draft ALP Drawing Set to the City of Clearwater for review and comment purposes. As part of this process and delivery of the CLW ALP Drawing Set, project communication coordination protocols will be established between AECOM, the City of Clearwater, the FAA and the FDOT District 7 Office. Primary and alternate points of contact for AECOM and the City of Clearwater will be established to facilitate timely and effective project-related communication and resolution of questions, issues, and technical clarifications.

TASK 9.2 Revise and Resubmit Draft ALP Drawing Set per Comments (Round 2)

Upon receipt of the City of Clearwater's comments, requests or needed revisions of the Draft ALP Drawing Set, AECOM will make any and all revisions and deliver two (2) copies to the City of Clearwater for final review.

TASK 9.3 Deliver Draft ALP Drawing Set to FAA and FDOT for Review (Round 3)

Following the City of Clearwater's review and on behalf of the City of Clearwater, AECOM will transmit two (2) copies each of the Draft ALP Set to Hendy County, the FAA's Orlando ADO and the FDOT's Aviation and Spaceports Office via the FDOT District 7 Office for review and comment. Support documentation will include the ALP checklist per FAA SOP 2.00, and as requested by the FDOT Aviation and Spaceports Office.

TASK 9.4 Revise and Resubmit per Comments (Round 4)

Upon receipt of the FAA's and FDOTs' comments, requests or needed revisions of the Draft ALP Drawing Set, AECOM will make any and all revisions and deliver two (2) copies each of the Draft ALP Set to the Draft ALP Drawing Set to all reviewers for a second and final review.

TASK 9.5 Submit Draft ALP Drawing Set to FAA for ADO and Regional Review (Round5)

Following the City of Clearwater's review and acceptance of the "Revised Final" Draft ALP Set, the City of Clearwater (or AECOM on behalf of the City of Clearwater) will submit nine (9) copies of the Draft ALP Set to the FAA's Orlando ADO for circularization within the FAA Southern Region Divisions. Two (2) final review copies will be submitted to the FDOT.

TASK 9.6 Revise and submit eleven (11) Printed Copies of Final ALP Drawing Set to FAA for Conditional Approval Stamp and Signature (Round 6)

Following the FAA's Regional review and acceptance of the "Revised Final" Draft ALP Set, the City of Clearwater (or AECOM on behalf of the City of Clearwater) will submit eleven (11) copies of the Draft ALP Set to the FAA's Orlando ADO for "Conditional Approval" Stamp and Signature.

AECOM will provide the City of Clearwater nine (9) signed copies of the FAA-Signed ALP Drawing and Ten (10) Compact Discs (CDs) of the ALP in an Adobe Acrobat "PDF" format. Two (2) final FAA-signed copies of the ALP Drawing Set will be submitted to the FDOT.

TASK 10 DELIVERY OF NARRATIVE REPORT AND EXECUTIVE SUMMARY
Utilizing all of the data, information, planning and decisions undertaken as part of this planning effort, a Narrative Report and Executive Summary will be developed in accordance with guidance provided in FAA SOP 2.00, Appendix A. *ALP Review Checklist*, A1, *and Narrative Report*.

TASK 10.1 Submit Preliminary Draft Narrative Report to the City of Clearwater for Review (Round 1)
Following review and approval of the development plan and funding program for the Airpark a Preliminary Draft Narrative Report will be prepared to reflect information developed in the Working Papers and decisions made during the course of this study.

Two (2) review copies of the Narrative Report will be submitted to the City of Clearwater and Airpark Staff for review and comment.

TASK 10.2 Revise and Resubmit per City Comments (Round 2)
Upon receiving comments, revisions will be made and six (6) Draft Narrative Reports will be forwarded to the City (2) FAA (2) and FDOT (2) for review and comment.

TASK 10.3 Presentation of Draft Narrative Report and ALP Drawing Set to Public at Public Meeting
Upon the City's review of the Draft Narrative Report and Draft Airport Layout Plan Drawing Set, AECOM will present (at the City's direction and venue of choice, the draft Narrative Report and ALP Drawing Set to Public. It is anticipated that this meeting will be scheduled, advertised and conducted as part of the City's normal Airport Advisory Board Meetings. AECOM will provide, via Public Information Meeting style, mounted Presentation Boards and handouts, information regarding the update of the Airport Layout Plan Drawings and the associated Narrative Report.

TASK 10.4 Deliver Draft Final Narrative Report to FAA and FDOT for Review (Round 3)
Upon the City's review of the Draft Narrative Report, AECOM will produce and deliver six (6) Draft Final Narrative Reports to the City. Two (2) copies of the Draft Final Narrative Report will be sent to FDOT.

TASK 10.5 Submit Final Narrative Report to the City for Approval (Round 4)
Upon the City's and FDOT's final review of the Draft Final Narrative Report, AECOM will deliver twelve (12) Final Narrative Reports. Eight (8) copies of the Final Narrative Report will be delivered to the City and two (2) copies of the Final Narrative Report will be sent to FDOT.

3. PROJECT GOALS:

The project goal is to complete the update of the Airport Layout Plan Drawing Set and Narrative Report in conformance with Federal Aviation Administration and Florida Department of Transportation requirements. At project conclusion a new short-term capital development program will be defined, along with proper justification and associated budget.

4. BUDGET:

Attachment "C" provides the fee estimate detail. This price includes labor and expenses anticipated to be incurred by AECOM for the completion of the defined tasks in accordance with Professional Services Method "B" – Lump Sum for a fee of $99,325.00.

5. SCHEDULE:

The project is to be completed within 240 calendar days from issuance of notice-to-proceed. It is understood this time is not inclusive of FAA and FDOT review periods.

6. STAFF ASSIGNMENT (Consultant):

Officer-in-Charge:	Steven Henriquez, P.E.
Project Manager:	Michael Thompson
CADD Technician:	Robert Morris
Admin. Assistant:	Diane Kline

7. CORRESPONDENCE/REPORTING PROCEDURES:

Engineer's project correspondence shall be directed to Michael Thompson. All City project correspondence shall be directed to Joe DeCicco, Project Manager, Ed Chesney, P.E. and Michael MacDonald.

8. INVOICING/FUNDING PROCEDURES:

For work performed, invoices shall be submitted monthly to the City of Clearwater, Engineering Department, Attn: Veronica Josef, Senior Staff Assistant, PO Box 4748, Clearwater, Florida 33758-4748.

City Invoicing Code: 0315-94886-561300-542-000-0000

9. INVOICING PROCEDURES

At a minimum, in addition to the invoice amount(s) the following information shall be provided on all invoices submitted on the Work Order:

A. Purchase Order Number and Contract Amount.
B. The time period (begin and end date) covered by the invoice.
C. A short narrative summary of activities completed in the time period.
D. Contract billing method – Lump Sum or Cost Times Multiplier.
E. If Lump Sum, the percent completion, amount due, previous amount earned and total earned to date for all tasks (direct costs, if any, shall be included in lump sum amount).
F. If Cost Times Multiplier, hours, hourly rates, names of individuals being billed, amount due, previous amount earned, total earned to date for each task and other direct costs (receipts will be required for any single item with a cost of $50 or greater or cumulative monthly expenses greater than $100).
G. If the Work Order is funded by multiple funding codes, an itemization of tasks and invoice amounts by funding code.

10. SPECIAL CONSIDERATIONS:

The consultant named above is required to comply with Section 119.0701, Florida Statutes (2013) where applicable.

PREPARED BY:

Steven Henriquez, PE
Vice President
AECOM

8/23/17
Date

APPROVED BY:

Michael D. Quillen, PE
City Engineer
City of Clearwater

8-24-17
Date

Attachment "A"

CITY OF CLEARWATER
ENGINEERING DEPARTMENT

WORK ORDER INITIATION FORM
CITY DELIVERABLES

1. FORMAT

The design plans shall be compiled utilizing the following methods:

1. City of Clearwater CAD standards.
2. Datum: Horizontal and Vertical datum shall be referenced to North American Vertical Datum of 1988 (vertical) and North American Datum of 1983/90 (horizontal). The unit of measurement shall be the United States Foot. Any deviation from this datum will not be accepted unless reviewed by City of Clearwater Engineering/Geographic Technology Division.

2. DELIVERABLES

The design plans shall be produced on bond material, 24" x 36" at a scale of 1" = 20' unless approved otherwise. Upon completion the consultant shall deliver all drawing files in digital format with all project data in Autodesk Civil 3D file format. If not available Land Desktop files are still acceptable, however the City or Clearwater is currently phasing out Land Desktop.

NOTE: If approved deviation from Clearwater CAD standards are used the Consultant shall include all necessary information to aid in manipulating the drawings including either PCP, CTB file or pen schedule for plotting. The drawing file shall include only authorized fonts, shapes, line types or other attributes contained in the standard release of Autodesk, Inc. software. All block references and references contained within the drawing file shall be included. Please address any questions regarding format to Mr. Tom Mahony, at (727) 562 4762 or email address Tom.Mahony@myClearwater.com.

All electronic files (CAD and Specification files) must be delivered upon completion of project or with 100% plan submittal to City of Clearwater.

Attachment "B"
Update of Airpark Layout Plan Drawing Set and Narrative Report for the Clearwater Airpark
AECOM
WORK ORDER INITIATION FORM
PROJECT BUDGET

Task	Description	Subconsultant Services	Labor	Total
1.0	Review / Collection of Airpark Information			
				$12,550
2.0	Forecasts of Aviation Activity			
				$4,910
3.0	Demand Capacity Analysis of Facility Development Needs			
				$5,455
4.0	Airpark Facility Development Concepts			
				$9,195
5.0	On-Airport Land Use Development Plan			
				$2,460
6.0	Facility Development Implementation Plan			
				$6,760
7.0	Capital Improvement Financial Feasibility Analysis			
				$8,165
8.0	Airpark Layout Plan Drawing Set			
				$27,340
9.0	Delivery of Airpark Layout Plan Drawing Set			
				$11,950
10.0	Delivery of Narrative Report and Executive Summary			
				$10,540
Subtotal, Labor and Subcontractors				$99,325.00
Permit Review Fees				$0
Other Direct Costs (prints, photocopies, postage, etc.) (Not applicable to lump sum Work Orders)				$0
Grand Total				$99,325.00

	TASK DESCRIPTION	ECOM Cost	Expenses			Total Project Cost	
				Direct Costs			
				Printing/Car	Other		
TASK 1							
1.1	Review of and Collection of Needed Airpark Information	$2,605	$0	$0	$0	$2,605	
1.2	Collection of Aviation Operational Data	$1,135	$0	$0	$0	$1,135	
1.3	Airpark Facilities Information	$415	$0	$0	$0	$415	
1.4	Review of Historical Aviation Activity	$415	$0	$0	$0	$415	
1.5	Review of On-Airpark Land Use Planning	$415	$0	$0	$0	$415	
1.6	Collection and Documentation of Meteorological Data	$2,860	$0	$0	$0	$2,860	
1.7	Development of Airpark Base Map Drawing	$4,705	$0	$0	$0	$4,705	
	Sub	**2,550**	**$0**	**$0**	**$0**	**$12,550**	**12.64%**
TASK 2	FORECASTS OF AVIATION ACTIVITY						
2.1	Develop Aviation Activity Forecast	$1,700	$0	$0	$0	$1,700	
2.2	Develop Derivative Aviation Activity Forecasts	$830	$0	$0	$0	$830	
2.3	Working Paper No. 1 – Aviation Activity Forecast	$2,380	$0	$0	$0	$2,380	
	Sub	**4,910**	**$0**	**$0**	**$0**	**$4,910**	**4.94%**
TASK 3	DEMAND/CAPACITY ANALYSIS AND IDENTIFICATION OF FACILITY DEVELOP						
3.1	Landside Facility Capacity and Facility Development Needs	$415	$0	$0	$0	$415	
3.2	General Aviation Development Needs	$415	$0	$0	$0	$415	
3.3	Airfield Layout and Geometry Improvement Needs	$415	$0	$0	$0	$415	
3.4	Support Facility Needs	$415	$0	$0	$0	$415	
3.5	Airpark Security Needs	$415	$0	$0	$0	$415	
3.6	Working Paper No. 2. Airpark Demand/Capacity Analysis and Identi of Facility Development Needs	$3,380	$0	$0	$0	$3,380	
	Sub	**5,455**	**$0**	**$0**	**$0**	**$5,455**	**5.49%**
TASK 4	AIRPARK FACILITY DEVELOPMENT CONCEPTS						
4.1	Identification of Potential Airpark Development Concepts	$1,330	$0	$0	$0	$1,330	
4.2	Selection/Adoption of Recommended Airpark Development Plan	$1,330	$0	$0	$0	$1,330	
4.3	Project Timing and Phasing	$1,330	$0	$0	$0	$1,330	
4.4	Working Paper No. 3. Airpark Facility Development and Evaluation	$2,715	$0	$0	$0	$2,715	
4.5	Meeting with City Management (1st)	$2,490	$0	$0	$0	$2,490	
	Sub	**9,195**	**$0**	**$0**	**$0**	**$9,195**	**9.26%**
Task 5	ON-AIRPORT LAND USE DEVELOPMENT PLAN						
5.1	Determination on On-Airport Land Uses	$2,460	$0	$0	$0	$2,460	
	Sub	**2,460**	**$0**	**$0**	**$0**	**$2,460**	**2.48%**
TASK 6	AIRPARK FACILITY DEVELOPMENT IMPLEMENTATION PLAN						
6.1	Identification and Implementation of Selected Future Airpark Facility Developm Plan	$3,130	$0	$0	$0	$3,130	
6.2	Working Paper No. 4 - Airpark Facility Development Implemenation Plan	$3,630	$0	$0	$0	$3,630	
	Sub	**6,760**	**$0**	**$0**	**$0**	**$6,760**	**6.81%**
Task 7	AIRPARK CAPITAL IMPROVEMENT PLAN / FINANCIAL FEASIBILITY ANALYSI						
7.1	Review of Current Airpark Capital Improvement Program	$1,590	$0	$0	$0	$1,590	
7.2	Develop Capital Improvement Program	$0	$0	$0	$0	$0	
7.3	Development of Rough Order of Magnitude Costs	$0	$0	$0	$0	$0	
7.4	Working Paper No. 5 Capital Improvement Program	$2,380	$0	$0	$0	$2,380	
7.5	Financial Feasibility Analysis	$0	$0	$0	$0	$0	
7.5.1	Funding Sources	$270	$0	$0	$0	$270	
7.5.2	Local Funding	$0	$0	$0	$0	$0	
7.5.3	State Funding Sources	$0	$0	$0	$0	$0	
7.5.4	Other Potential Funding Sources	$0	$0	$0	$0	$0	
7.5.5	Historical Revenues and Expenses	$165	$0	$0	$0	$165	
7.5.6	Projected Revenues and Expenses	$0	$0	$0	$0	$0	
7.6	Working Paper No. 6 Financial Feasibility Analysis	$2,380	$0	$0	$0	$2,380	
7.7	Meeting with City Management 2nd	$1,380	$0	$0	$0	$1,380	
		8,165	**$0**	**$0**	**$0**	**$8,165**	**8.22%**
TASK 8	AIRPORT (AIRPARK) LAYOUT PLAN DRAWING SET						
8.1	Development of Airpark Layout Plan Drawing Set						
8.1.1	Sheet 1 of 8 - Cover Sheet	$2,460	$0	$0	$0	$2,460	
8.1.2	Sheet 2 of 8 - Data Sheet	$1,840	$0	$0	$0	$1,840	
8.1.3	Sheet 3 of 8 - Airpark Layout Drawing (Existing Conditions)	$4,340	$0	$0	$0	$4,340	
8.1.4	Sheet 4 of 8 - Airpark Layout Drawing (Future Conditions)	$4,340	$0	$0	$0	$4,340	
8.1.5	Sheet 5 of 8 - Airpark Airspace Plan	$4,340	$0	$0	$0	$4,340	
8.1.6	Sheet 6 of 8 - Inner Portion of the Approach Surfaces for Runway 16	$4,340	$0	$0	$0	$4,340	
8.1.7	Sheet 7 of 8 - Inner Portion of the Approach Surfaces for Runway 34	$2,840	$0	$0	$0	$2,840	
8.1.8	Sheet 8 of 8 - On-Airpark Land Use	$2,840	$0	$0	$0	$2,840	
	Sub	**7,340**	**$0**	**$0**	**$0**	**$27,340**	**27.53%**
TASK 9	DELIVERY OF AIRPARK LAYOUT PLAN DRAWING SET						
9.1	Submit Preliminary Draft ALP Drawing Set to CLW for Review (Round 1)	$2,630	$0		$0	$2,630	
9.2	Revise and Resubmit Draft ALP Drawing Set per Comments (Round 2)	$1,760	$0		$0	$1,760	

	TASK DESCRIPTION	ECOM Cost	Expenses				
				Direct Costs		Total Project Cost	
				Printing/Car	Other		
9.3	Deliver Draft ALP Drawing Set to FAA and FDOT for Review (Round 3)	$1,760	$0		$0	$1,760	
9.4	Revise and Resubmit per Comments (Round 4)	$1,760	$0		$0	$1,760	
9.5	Submit Draft ALP Drawing Set to FAA for ADO and Regional Review (Round5) and Signature (Round 6)	$1,760	$0		$0	$1,760	
9.6	Revise and submit eleven (11) Printed Copies of Final ALP Drawing Set to F Conditional Approval Stamp and Signature (Round 6	$1,760	$0	$520	$0	$2,280	
	Sub T	11,430	$0	$520	$0	$11,950	12.03%
TASK 10	DELIVERY OF NARRATIVE REPORT AND EXECUTIVE SUMMARY						
10.1	Submit Preliminary Draft Narrative Report to the City of Clearwater for Review (1)	$3,370	$0		$0	$3,370	
10.2	Revise and Resubmit per Authority Comments (Round 2)	$2,090	$0		$0	$2,090	
10.3	Presentation of Draft Narrative Report and ALP Drawing Set to Public at Meeting						
10.4	Deliver Draft Final Narrative Report to FAA and FDOT for Review (Round 3)	$2,090	$0		$0	$2,090	
10.5	Submit Final Narrative Report to the City for Approval / Adoption (Round 4)	$2,090	$0	$900	$0	$2,990	
	Sub T	9,640	$0	$900	$0	$10,540	10.61%
	Grand T	97,905	$0	$1,420	$0	$99,325	100.00%