



Federal Aviation Administration (FAA)
Orlando Airports District Office

Airport Grant Pre-application Checklist

(COMPLETE ONE CHECKLIST PER GRANT REQUEST)

Airport: Brooksville-Tampa Bay Regional Airport (BKV)
Sponsor: Hernando County Board of County Commissioners
City, State: Brooksville, FL
Date of Pre- Application: October 24, 2025

☐ **We do not plan on having a project this fiscal year. The FAA is authorized to carry our entitlements into the next fiscal year. (If checked, skip below pre-application checklist, sign/date and return to ADO)**

Items Required with Pre-application (select N/A only if applicable to the project)

No.	Document	Yes	N/A
1.	Cover Letter	☒	
2.	Detailed Project Information Sheet (per project item)	☒	
a.	Project Description and Justification (<i>for Planning or Environmental Projects include Scope of Work</i>)	☒	
b.	Special Circumstances	☐	☒
c.	Project Funding (be aware of your federal funding entitlement dollars)	☒	
d.	Project Cost Estimate	☒	
e.	Project Preliminary Checklist	☒	
f.	Proposed Project Schedule	☒	
g.	Project Sketch	☒	☐
3.	Environmental Determination Documentation (per project item)	☒	

Jeff Rogers, County Administrator

Sponsor's Designated Official Representative (*Type or Print*)

Sponsor's Designated Official Representative (*Signature*)

Date

The purpose of this checklist is to identify some of the requirements associated with requesting federal funds. This checklist was created by the Orlando ADO for Florida airport sponsors to submit in lieu of SF 424, 5100-100 / 101 (OMB 4040-004, 2120-0569) in order to simplify the pre-application package. **Note the SF 424 and 5100 forms are still required components of the grant application package.**

Hernando County Board of County Commissioners
Brooksville-Tampa Bay Regional Airport
15800 Flight Path Drive
Brooksville, FL 34604

October 30, 2025

Jennifer Ganley, P.E.
Program Manager
Federal Aviation Administration
Orlando Airports District Office
8427 SouthPark Circle, Suite 524
Orlando, FL 32819

Dear Ms. Ganley,

Subject: Brooksville-Tampa Bay Regional Airport (BKV)
FY 2025 Bipartisan Infrastructure Law – Airfield Pavement Improvements
(Design)
Pre-Application Cover Letter

In accordance with our established 3-year Capital Improvement Plan (CIP), enclosed please find the 2025 BIL pre-application for the following projects:

1. Airfield Pavement Improvements - Design

This application covers costs for design, permitting, survey, geotechnical, environmental, independent fee estimate, and bidding.

The following items are enclosed for each of the above projects in the grant pre-application:

- ➔ Airport Grant Pre-Application Checklist
- ➔ Detailed Project Information Sheet
 - Description and Justification (scope of work for planning or environmental projects)
 - Project Funding
 - Project Cost Estimate
 - Project Preliminary Checklist
 - Proposed Project Schedule
 - Project Sketch
- ➔ Environmental Documentation (Categorical Exclusion)

At this time, we are requesting \$516,325.00 based on estimate / negotiated agreement as reflected in the airport's CIP in which resembles the information provided to the ADO via the CIP update. We understand that any substantial increase in our federal funding request may jeopardize funding for the enclosed project. An application based on bids or negotiated agreement is expected to be submitted to the ADO by the established deadline issued by the Federal Register Notice (FRN) or by the ADO.

Sincerely,

Steve Miller
Airport Manager
Brooksville-Tampa Bay Regional Airport

Project No. 1: Detailed Project Information Sheet

Airport Improvement Program (AIP)

Airport: Brooksville-Tampa Bay Regional Airport (BKV)
City, ST: Brooksville, FL
DUNS / TAX ID No. 073212920
SAM Expiration Date: 01/10/2026
Project Title: Airfield Pavement Improvements - Design

Project Description:

The project will include the following airfield pavement improvements:

- Schedule A – Reconstruction (Full Depth Reclamation) of 229,500 square feet of existing apron asphalt pavement.
- Schedule B – Reconstruction (Full Depth Reclamation) of 127,400 square feet (1,473 linear feet) of existing hangar taxilane pavement.
- Schedule C – Construct 66,050 square feet (924 linear feet) of new asphalt taxilane pavement with landside access and parking. 3.5 acres of trees will be cleared for the construction of the new t-hangar taxilanes and the anticipated constriction of the new two new t-hangar buildings. The NEPA requirements are a portion of the tree removal area has been addressed under the FAA approved Land Clearing and Grading for Wildlife Hazard Mitigation Documented CATEX dated May 17, 2023. Should gopher tortoises be present in the tree clearing area, they will be relocated.

Project Justification:

The areas of pavement in the in Schedules A, B, and C are estimated to be over 20 years old. The reconstruction of these pavement areas will extend the life of the pavement and remove the potential presence of FOD.

- Schedule A – The 2024 FDOT Airfield Pavement Evaluation Report identified this pavement area as fair with PCI ratings of 62 (Section 4140) and 64 (Section 4135). The pavement is estimated to have deteriorated to 58 and 60, respectively by 2027. This pavement area serves as the airport's main general aviation ramp and this project will ensure proper strength and maintenance of the pavement.
- Schedule B – The 2024 FDOT Airfield Pavement Evaluation Report identified this pavement area as fair to poor with PCI ratings of 55 (Section 4205), 54 (Section 4210), 59 (Section 4215), and 64 (Section 4220). The pavement is estimated to have deteriorated to 52 through 60 by 2027. This pavement area is experiencing cracking which can result in the present of FOD. This project will bring this pavement area back to safe operating standards.
- Schedule C – The new taxilane will be constructed in preparation for the two new t-hangar buildings that will accommodate the existing demand for additional aircraft storage. The tree clearing associated with this schedule will eliminate habitat for wildlife in accordance with the Airports Wildlife Hazard Management Plan.

Was this project in the airport's Capital Improvement Plan (CIP) in JACIP and accepted as eligible/justified in the FAA's Airport Capital Improvement Plan (ACIP)?

☒ Yes ☐ No (explain below)

None

Special Circumstances (check if applicable to the project):

- | | | |
|--|--|--|
| ☐ Force Account Services | ☐ Benefit Cost Analysis | ☐ [Enter Other] |
| ☐ Mods. To Standards | ☐ Design-build or CMR | ☐ [Enter Other] |
| ☐ AIP eligible & non-eligible | ☐ Exceeds FAA Stds. | ☐ [Enter Other] |

None

Project Funding:

Total Cost (100%)	FAA Share (95%)	State (4%)	Local (1%)
\$543,500.00	\$516,325.00	\$21,740.00	\$5,435.00

Type of Funding Proposed (FAA Share Only)			
Fund Type ¹	Funds Available	Funds to be Used	Funds Remaining
NP FY2023 BIL	\$492,001.00	\$492,001.00	\$0.00
NP FY2024 BIL	\$851,000.00	\$24,324.00	\$826,676.00
NP FY2025 BIL	\$687,000.00	\$0.00	\$687,000.00
Total	\$2,030,001.00	\$516,325.00	\$1,513,676.00

Alternate Funding Plan: *In the event that the AIP funding is not granted, the Owner will attempt to coordinate funding with FDOT or move the project out to a future year.*

Project Cost Estimate Breakdown:

Components	Cost (100%)	FAA Share (95%)
Airport Administration	\$10,000.00	\$9,500.00
Schedule A - Design Costs (Survey, Geotechnical, Environmental, Design, & Permitting)	\$176,000.00	\$167,200.00
Schedule B - Design Costs (Survey, Geotechnical, Environmental, Design, & Permitting)	\$174,000.00	\$165,300.00
Schedule C - Design Costs (Survey, Geotechnical, Environmental, Design, & Permitting)	\$181,000.00	\$171,950.00
Independent Fee Estimate	\$2,500.00	\$2,375.00
Subtotal Amount	\$543,500.00	\$516,325.00
Total Estimated Project Cost (100%)	\$543,500.00	
Total FAA Share Cost (95%)	\$516,325.00	

¹ P = Primary; PN = Primary Non-Hub; NP = Non-Primary; C = Cargo; D = Discretionary; AIG = IIJA Airport Infrastructure Grants; ATP = IIJA Airport Terminal Program; FY = Fiscal Year

**NOTE: FAA does not participate on allowances / contingencies. By FAA policy, a line item for estimated administrative costs can be included in the grant application if the sponsor cannot accurately calculate the total administrative costs. However, these estimated administrative costs must not exceed 2% of the grant amount or \$10,000, whichever is less.*

Project Preliminary Checklist:

AIP Document Pre-requisites	Dates	
Date of FAA Approved ALP	7/1/2020	
Date of last 5010, Airport Master Record verification for data corrections.	12/15/2017	
Date of last FAA approved Exhibit "A" Property Inventory Map w/ Exhibit "C", Title of Opinion	N/A	
Date of Environmental Determination (Pavement)	TBD	
Date of Environmental Determination (Tree Removal)	5/17/2023	
Date of last Airport Pavement Maintenance Program.	11/16/2024	
Date of Land Acquisition (if applicable)	N/A	
Impacts to FAA Facilities	Yes	No
Does the project impact FAA facilities?	☐	☒
Changes or Request to Runway Procedures per ALP?	Yes	No
Does the project impact existing and/or require new procedures?	☐	☒
If yes, provide a statement with dates of AGIS Survey Completed and Coordination with Flight Procedures via the FAA Instrument Flight Procedure (IFP) Information Gateway. (a 24-month advanced notice is required) - https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/		

Airfield Pavement Improvements - Design

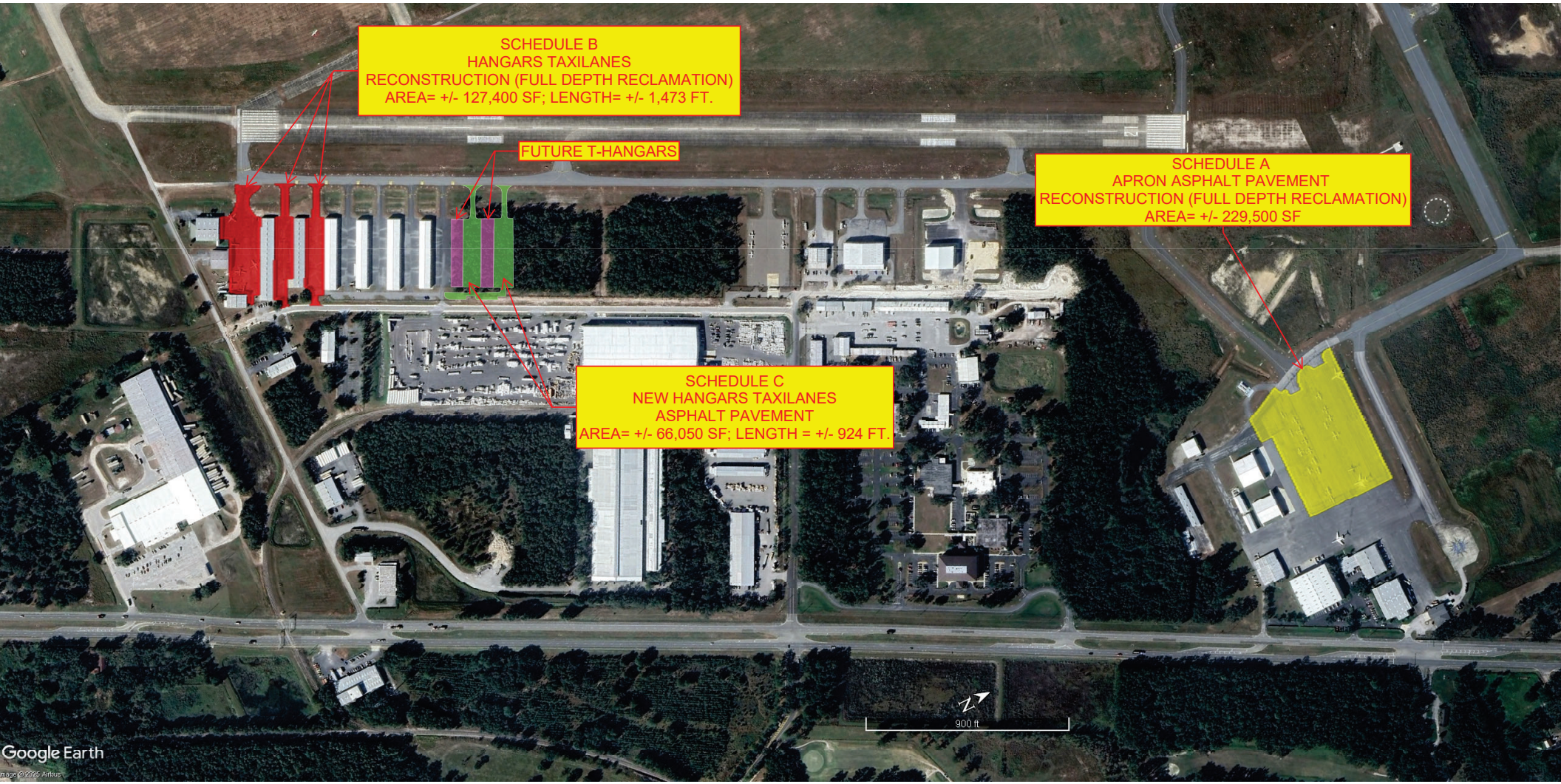
PROPOSED PROJECT SCHEDULE

<u>Task</u>	<u>Dates:</u>
Pre-Application Submittal to FAA ADO Planner	10/24/2025
Application Submittal to FAA ADO Engineer	3/31/2026
Grant Offer	5/1/2026
Execution of FAA Grant	5/1/2026
Pre-design Conference	5/12/2026
CSPP and Airspace Coordination in OE/AAA ²	8/12/2026
Completion of Plans, Specifications and Engineers Report	9/14/2026
Submit Plans and Specs to FAA ³	9/14/2026
Advertisement of Project for Bids	2/15/2027
Bid Opening	3/15/2027
Bid Tabulation Submittal and Recommendation of Award	3/29/2027
Submit Construction Grant	4/12/2027
Design Grant Close-Out ⁴	5/17/2027

² Coordination of CSPP and airspace in OE/AAA shall be completed / determined before grant application submittal. Refer to CSPP SOP 1.00 for CSPP project applicability requirements.

³ For any construction grants, Plans / Specs & the Engineers Report must be submitted to the ADO PM for review and approval prior to bid advertisement in accordance with 2 CFR 200. Sponsor will be responsible for removing / prorating all non-AIP eligible bid items identified prior to grant execution.

⁴ Project shall remain on schedule as shown above. Note that closeout of an AIP grant must not exceed four (4) years after grant execution date. You may refer to the AIP Handbook - Chapter 5, Section 8, Grant Closeout for additional details.



SCHEDULE B
HANGARS TAXILANES
RECONSTRUCTION (FULL DEPTH RECLAMATION)
AREA= +/- 127,400 SF; LENGTH= +/- 1,473 FT.

FUTURE T-HANGARS

SCHEDULE A
APRON ASPHALT PAVEMENT
RECONSTRUCTION (FULL DEPTH RECLAMATION)
AREA= +/- 229,500 SF

SCHEDULE C
NEW HANGARS TAXILANES
ASPHALT PAVEMENT
AREA= +/- 66,050 SF; LENGTH = +/- 924 FT.

**FAA ORLANDO AIRPORTS DISTRICT OFFICE – CATEGORICAL EXCLUSION (CATEX)
SHORT FORM**

Airport: Brooksville-Tampa Bay Regional Airport (BKV) Project Title: Airfield Pavement Improvements - Design

Use this CATEX Short Form if the Proposed Action is a federal action subject to NEPA and normally would not have a significant effect(s) on the human environment. **Identify the applicable category on the line below from FAA Order 1050.1G, Appendix B, sections B-2.1 through B-2.6 for the Proposed Action.**

B-2.4(e) Rehabilitation of existing apron pavement, reconstruction of existing t-hangar taxilanes, and construction of new t-hangar taxilanes _____.

List all components of the Proposed Action and Connected Actions (if any) on a separate sheet. *A CATEX should not be used for a segment or an interdependent part of a larger proposed action.* **Include** a summary of existing conditions at the Proposed Action site. **Attach** a site map identifying the Proposed Action area on the airport's current ALP and a recent aerial of the Proposed Action area.

Certify that the Proposed Action and Connected Actions are **NOT** likely to have extraordinary circumstances or significant impacts. Significance thresholds and factors to consider are in FAA Order 1050.1G, Appendix A, Exhibit A-1. Extraordinary circumstances are listed in FAA Order 1050.1G, Appendix B, B-1(b), and summarized below:

- (1) An adverse effect on cultural resources protected under the National Historic Preservation Act of 1966, as amended, 54 U.S.C. § 300101, *et seq.*;
- (2) An effect on resources protected under Section 4(f) of the Department of Transportation Act;
- (3) An effect on natural, ecological, or scenic resources of Federal, state, Tribal (including Tribal trust or treaty protected resources), or local significance (e.g., federally listed or proposed endangered, threatened, or candidate species, or designated or proposed critical habitat under the Endangered Species Act, 16 U.S.C. §§ 1531-1544);
- (4) An effect on the following resources: resources protected by the Fish and Wildlife Coordination Act, 16 U.S.C. §§ 661-667d; wetlands; floodplains; coastal zones; national marine sanctuaries; wilderness areas; National Resource Conservation Service-designated prime and unique farmlands; energy supply and natural resources; resources protected under the Wild and Scenic Rivers Act, 16 U.S.C. §§ 1271-1287, and rivers or river segments listed on the Nationwide Rivers Inventory (NRI); and solid waste management;
- (5) A division or disruption of an established community, or a disruption of orderly, planned development, or an inconsistency with plans or goals that have been adopted by the community in which the project is located;
- (6) An increase in congestion from surface transportation (by causing a decrease in the level of service below acceptable levels determined by the appropriate transportation agency, such as a highway agency);
- (7) An effect on noise levels of noise sensitive areas;
- (8) An effect on air quality or violation of Federal, state, tribal, or local air quality standards under the Clean Air Act, 42 U.S.C. §§ 7401-7671q;
- (9) An effect on water quality, sole source aquifers, a public water supply system, or state or tribal water quality standards established under the Clean Water Act, 33 U.S.C. §§ 1251-1387, and the Safe Drinking Water Act, 42 U.S.C. §§ 300f-300j-26;
- (10) Effects on the quality of the human environment that are likely to be highly controversial on environmental grounds. The term "highly controversial on environmental grounds" means there is a substantial dispute regarding the analytical outcomes of the environmental review. Controversies on environmental grounds relate to a substantive issue pertaining to the analysis of effects, such as reasonable disagreement over the degree, extent, or nature of a proposed action's environmental impacts or over the action's risks of causing environmental harm. Mere opposition is not sufficient for a proposed action or its impacts to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a Federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement regarding the impacts of a proposed action exists. However, while a substantial number of persons affected by the action is a consideration, it is not necessarily determinative that extraordinary circumstances exist. If in doubt about whether a proposed action is highly controversial on environmental grounds, consult with the Orlando ADO;
- (11) Likelihood to be inconsistent with any Federal, state, tribal, or local law relating to the environmental aspects of the proposed action; or
- (12) Likelihood to create a significant impact on the human environment, including, but not limited to, actions likely to cause a significant lighting impact on residential areas or commercial use of business properties, likely to cause a significant impact on the visual nature of surrounding land uses, likely to cause environmental contamination by hazardous materials, or likely to disturb an existing hazardous material contamination site such that new environmental contamination risks are created.

Based on the information in this Short Form CATEX and supporting information, I certify that the Proposed Action and Connected Actions meet(s) all requirements for a CATEX in accordance with FAA Order 1050.1G and do not have any extraordinary circumstances or significant impacts.

SS M. M. 10/28/25
Signature of Authorized Airport Representative Date

FAA Determination (signature of the Responsible FAA Official):

Categorically Excluded: HEATHER CHASEZ Digitally signed by HEATHER CHASEZ
Date: 2025.10.28 16:40:06 -04'00' Date: _____

CATEGORICAL EXCLUSION ENVIRONMENTAL DETERMINATION CHECKLIST

Brooksville-Tampa Bay Regional Airport (BKV)

Airport: _____

Prepared and certified by: Timeka Carter Date: 10/24/2025

	YES**	NO	COMMENTS
THE PROPOSED ACTION MUST BE LISTED IN FAA ORDER 1050.1G, APPENDIX B, SECTIONS B-2.1 THROUGH B-2.6 AS AN ACTIVITY THAT WOULD NORMALLY BE CATEGORICALLY EXCLUDED			
THE PROPOSED ACTION CONSISTS OF:			
Helicopter facilities or operations	☐	☒	
Land acquisition	☐	☒	
New airport serving general aviation	☐	☒	
Access or service road construction	☐	☐	
New airport location	☐	☒	
New runway	☐	☒	
Runway extension, strengthening, reconstruction, resurfacing or widening	☐	☒	
Converting prime or unique farmland	☐	☒	
Runway Safety Area (RSA) improvements	☐	☒	
ILS or ALS installation	☐	☒	
Airport development (hangars, terminal expansion)	☐	☒	
On-airport aboveground or underground fuel storage tanks	☐	☒	
Construction, reconstruction, or relocation of an ATCT	☐	☒	
THE PROPOSED ACTION WILL AFFECT:			
Historic/Archeological/Cultural Resources	☐	☒	
Section 4(f) or 6(f) resources	☐	☒	
Federally listed, endangered, threatened, or candidate species, or designated/proposed critical habitat	☐	☒	
Federal, state, tribal, or local natural, ecological, or scenic resources	☐	☒	
Wetlands, floodplains, waterways, coastal zones	☐	☒	
Energy supply or natural resources	☐	☒	
Protected rivers or river segments	☐	☒	
Established community(s), planned development, or plans/goals adopted by the local community	☐	☒	
Surface vehicular traffic (reduce LOS)	☐	☒	
Air quality or violate Federal, state, tribal or local standards	☐	☒	
Water quality, a sole source aquifer, public water supply system, or federal, state, or tribal water quality standards	☐	☒	
THE PROPOSED ACTION IS LIKELY TO:			
Be Highly Controversial on Environmental Grounds	☐	☒	
Be Inconsistent with Federal, state, tribal, or local law relating to environmental aspects	☐	☒	
Cause residential or business relocations	☐	☒	
Increase noise levels over Noise Sensitive Land Uses within the 65 dBA noise contour or newly include Noise Sensitive Land Uses within the 65 dBA noise contour.	☐	☒	
Contain Hazardous Materials or Affect Hazardous Materials/Sites	☐	☒	
Create a Wildlife Hazard per AC 150/5200-33	☐	☒	
Increase lighting impacts on residential communities or impact the visual nature of surrounding land uses	☐	☒	

** Attach detailed explanations or analysis for all "yes" answers on a separate sheet that supports a Categorical Exclusion determination.

[illegible]