

Tri-County Airport Authority
1983 Tri-County Airport Rd,
Bonifay, Florida 32425

December 31, 2025

Mr. Miguel Martinez
Program Manager
Federal Aviation Administration
Orlando Airports District Office
SouthPark Building
8427 SouthPark Circle, Suite 524
Orlando, FL 32819

Dear Mr. Martinez,

Subject: Tri-County Airport Authority; Bonifay, Florida
FY 2027 Airport Improvement Program

In accordance with the Airport Improvement Program (AIP) and as established in our 3-year Capital Improvement Plan (CIP), enclosed please find the 2027 AIP pre-application for the following project:

1. KBCR General Aviation Apron Rehabilitation (Design Only)

The following items are enclosed for the above project 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 Determination Documentation

At this time, we are requesting \$144,837 in Non-Primary Entitlement Funding based on a project cost estimate and 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 federal funding request may jeopardize funding for the enclosed project. An application based on bids is expected to be submitted to the ADO by mid-April or the established deadline issued by your office.

Sincerely,

Tri-County Airport Authority



Federal Aviation Administration (FAA)
Orlando Airports District Office

Airport Grant Pre-application Checklist

(COMPLETE ONE CHECKLIST PER GRANT REQUEST)

Airport: **Tri-County Airport**
Sponsor: **Tri-County Airport Authority**
City, State: **Bonifay, Florida**
Date of Pre- Application: **December 31, 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	<input checked="" type="checkbox"/>	
2.	Detailed Project Information Sheet (per project item)	<input checked="" type="checkbox"/>	
a.	Project Description and Justification (<i>for Planning or Environmental Projects include Scope of Work</i>)	<input checked="" type="checkbox"/>	
b.	Special Circumstances	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Project Funding (be aware of your federal funding entitlement dollars)	<input checked="" type="checkbox"/>	
d.	Project Cost Estimate	<input checked="" type="checkbox"/>	
e.	Project Preliminary Checklist	<input checked="" type="checkbox"/>	
f.	Proposed Project Schedule	<input checked="" type="checkbox"/>	
g.	Project Sketch	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.	Environmental Determination Documentation (per project item)	<input checked="" type="checkbox"/>	

Mr. Jack Locke, Chair

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

Sponsor's Designated Official Representative (*Signature*)

December 31, 2025

Date

The purpose of this checklist is to identify some of the requirements and considerations associated with requesting Airport Improvement Program (AIP) 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 AIP pre-application package. **Note SF 424 and the 5100 forms are still required components of the AIP APPLICATION package.**

Project No. 2: Detailed Project Information Sheet

Bipartisan Infrastructure Law - Airport Infrastructure Grant (BIL | AIG)

Airport : Tri-County Airport (KBCR)
City, ST: Bonifay, Florida
DUNS / TAX ID No. 145865130 / 59-6000306
SAM Expiration Date:
Project Title: General Aviation Apron Rehabilitation (Design Only)

Project Description:

This project consists of the design of the rehabilitation of the existing GA apron. The work will consist of milling and repaving, applying a prime/tack coat, installing new tie-downs, and applying new taxilane markings.

Project Justification:

The PCI was 62 in 2024 and will have reduced by 2026 and will be in need of rehabilitation.

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)

N/A

Special Circumstances (check if applicable to the project):

- | | | |
|--|--|--|
| <input type="checkbox"/> Force Account Services | <input type="checkbox"/> Benefit Cost Analysis | <input type="checkbox"/> [Enter Other] |
| <input type="checkbox"/> Mods. To Standards | <input type="checkbox"/> Design-build or CMR | <input type="checkbox"/> [Enter Other] |
| <input type="checkbox"/> AIP eligible & non-eligible | <input type="checkbox"/> Exceeds FAA Stds. | <input type="checkbox"/> [Enter Other] |

None.

Project Funding:

Total Cost (100%)	FAA Share (95%)	State (5%)	Local (0%)
\$152,460	\$144,837	\$7,623	

Type of Funding Proposed (FAA Share Only)			
Fund Type	Funds Available	Funds to be Used	Funds Remaining
NPE FY2027	\$144,837	\$144,837	\$0
Total	\$144,837	\$144,837	\$0

*

Alternate Funding Plan: *Provide an alternate funding plan if discretionary funding is unavailable, such as a substitute entitlement only project, reduce scope through bid alternates, move the project out to a future year, etc.*

Project Cost Estimate Breakdown:

GA Apron Rehabilitation (Design Only)	Cost (100%)	FAA (95%)	State (5%)
	\$152,460	\$144,837	\$7,623
Total Estimated Project Cost (100%)	\$152,460		
Total FAA Share Cost (95%)	\$144,837		
Total FDOT Share Cost (5%)	\$7,623		

**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	4/29/2022	
Date of last 5010, Airport Master Record verification for data corrections.	3/10/2016	
Date of last FAA approved Exhibit "A" Property Inventory Map w/ Exhibit "C", Title of Opinion	4/29/2022	
Date of Environmental Determination	CAT EX Justification Attached	
Date of last Airport Pavement Maintenance Program.	10/16/2019	
Date of Land Acquisition (if applicable)		
Impacts to FAA Facilities	Yes	No
Does the project impact FAA facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, provide a statement with the status of FAA Reimbursable Agreement w/ FAA Planning & Requirements		

Project 2: GA Apron Rehabilitation (Design Only)

PROPOSED PROJECT SCHEDULE

<u>Proposed Project Schedule:</u>	<u>Dates:</u>
Selection of Consultant	8/8/2022
Pre-Application Submittal to FAA ADO Planner	12/23/2025
Application Submittal to FAA ADO Engineer	4/20/2026
Grant Offer	6/15/2026
Execution of FAA Grant	6/30/2026
Pre-design Conference	7/20/2025
CSPP and Airspace Coordination in iOE/AAA ¹	7/31/2025
Completion of Plans, Specifications and Engineers Report	9/30/2026
Submit Plans and Specs to FAA ²	9/30/2026
Advertisement of Project for Bids	12/15/2026
Bid Opening	1/3/2027
Bid Tabulation Submittal and Recommendation of Award	1/30/2027
Pre-construction Conference	3/1/2027
Notice to Proceed to Contractor ³	3/30/2027
Substantial Completion of Construction	8/30/2027
Final Inspection	9/30/2027
Project Close-Out ⁴	10/30/2027

= To be coordinated with the ADO Engineer prior to grant application submittal.

¹ Coordination of CSPP and airspace in iOE/AAA shall be completed / determined before grant application submittal. Refer to CSPP SOP 1.00 for CSPP project applicability requirements.

² 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.

³ Once all contract documents have been executed, the sponsor will issue a notice to proceed to the contractor. The sponsor must send a copy of the notice to proceed to the ADO PM.

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.

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

Airport: _____ Project Title: _____

Use this CATEX Short Form if the Proposed Action is a federal action subject to NEPA and normally would not individually or cumulatively have a significant effect on the human environment. **Identify the applicable paragraph on the line below from FAA Order 1050.1F, paragraphs 5-6.1 through 5-6.6 for the Proposed Action.**

_____.

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 1050.1F Exhibit 4-1. Extraordinary circumstances are listed in FAA Order 1050.1F paragraph 5-2, and summarized below:

- An adverse effect on cultural resources protected under the National Historic Preservation Act of 1966, as amended, 54 U.S.C. §300101 et seq.;
- An impact on properties protected under Section 4(f);
- An impact on natural, ecological, or scenic resources of Federal, state, tribal, 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);
- An impact 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;
- 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;
- An increase in congestion from surface transportation (by causing decrease in level of service below acceptable levels determined by appropriate transportation agency, such as a highway agency);
- An impact on noise levels of noise sensitive areas;
- An impact 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;
- An impact 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;
- Impacts 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 involving 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.
- Likelihood to be inconsistent with any Federal, state, tribal, or local law relating to the environmental aspects of the proposed action; or
- Likelihood to directly, indirectly, or cumulatively 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.F and do not have any extraordinary circumstances or significant impacts.

Signature of Authorized Airport Representative

Date

FAA Determination (signature of Program Manager):

Categorically Excluded: _____ Date: _____

Requires further environmental analysis: _____ Date: _____

CATEGORICAL EXCLUSION ENVIRONMENTAL DETERMINATION CHECKLIST

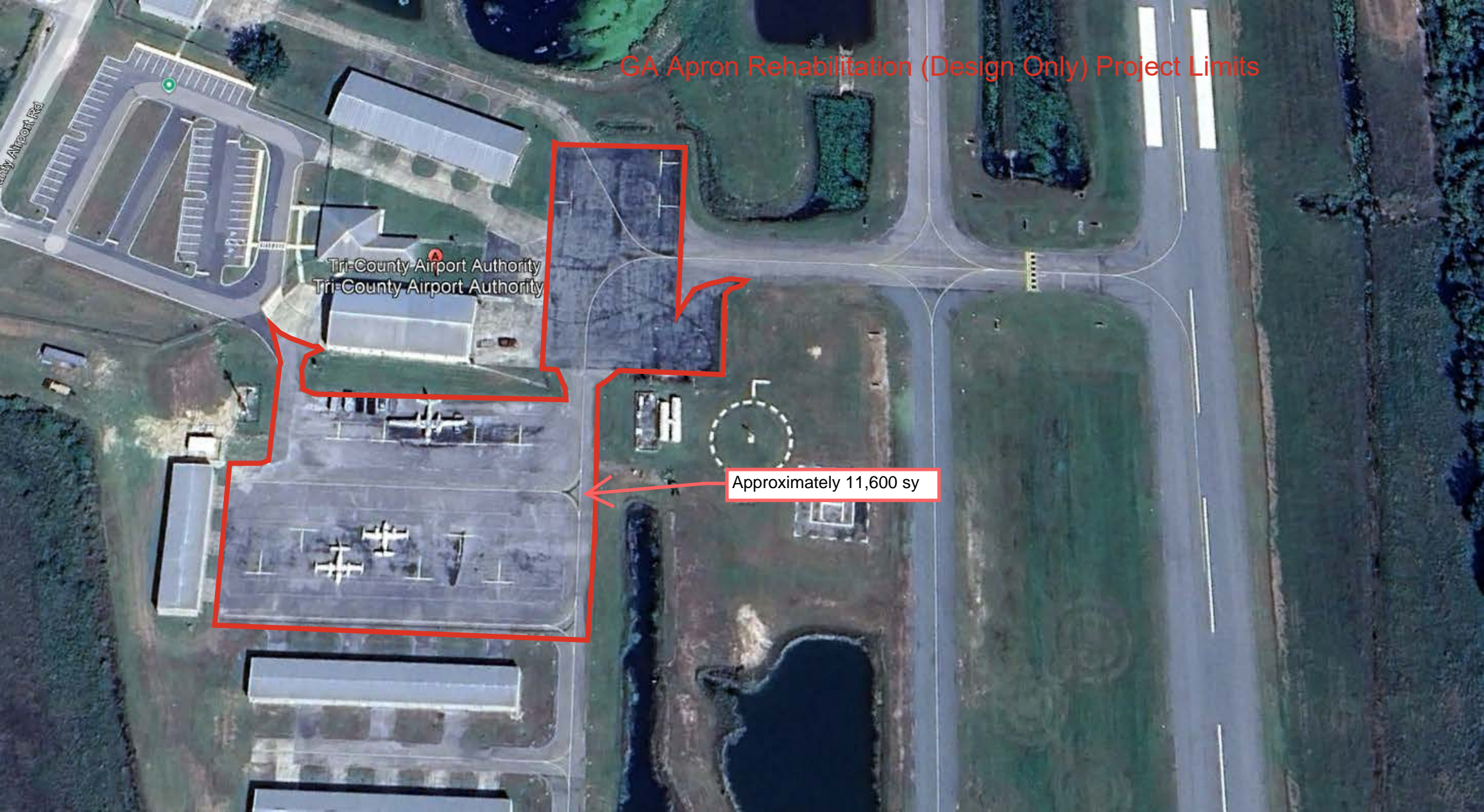
Airport: _____

Prepared and certified by: _____ Date: _____

	YES**	NO	COMMENTS
THE PROPOSED ACTION MUST BE LISTED IN FAA ORDER 1050.1F PARAS. 5-6.1-5-6.6 AS AN ACTION 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			
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.

GA Apron Rehabilitation (Design Only) Project Limits



Tri-County Airport Authority
Tri-County Airport Authority

Approximately 11,600 sy