

July 27, 2009

***Palm Beach County
Notice for Public Comment
Intention to Impose and Use a Passenger Facility Charge (PFC)
at the Palm Beach International Airport (PBI),
Use a PFC at North Palm Beach County General Aviation Airport (F45), and
Use a PFC at Palm Beach County Park Airport (LNA)***

Palm Beach County (the County) is posting this public notice as part of the passenger facility charge (PFC) application process under 14 CFR § 158.24 for the Palm Beach International Airport (PBI). The County will be notifying the Federal Aviation Administration (FAA) of its intent to Impose and Use a PFC. As part of this procedure, the county is providing the following information regarding proposed PFC Application No. 09-10-C-00-PBI.

PFC Level, Estimated Total PFC Revenue, Proposed Charge Effective Date, and Estimated Charge Expiration Date

The County, will seek a PFC with the following characteristics:

- PFC level: The County will be submitting an application to impose a PFC of \$4.50 at PBI.
- Estimated total PFC Authority to Impose and Use under this application: \$13,637,432.
- Proposed charge effective date: February 1, 2010, (the current FAA authorized charge expiration date for approved PFC applications) or upon expiration of collection of PFCs for currently approved applications, whichever comes first.
- Estimated charge expiration date: June 1, 2011 (or until collected revenues plus interest thereon equal the allowable costs of the approved projects, as permitted by regulation).

These dates are estimated based on PFC collections and expenditures as of March 31, 2009; estimated enplanements for Fiscal Year (FY) 2009 at PBI; projections of future enplanements assuming no growth in FY 2010 and 2.7 percent annual enplaned passenger growth, thereafter; and 90.0 percent collectibility on enplaned passengers.

Name of County Contact to whom Comments Should be Sent:

- As required under 14 CFR § 158.24, the County will be accepting public comments on the proposed PFC Application No. 09-10-C-00-PBI up to forty-five (45) days after the date of posting this public notice on our Internet Web site. Any comments should be sent to Mr. Jerry Allen, Deputy Director, Planning & Community Affairs, Palm Beach County Department of Airport, 846 Palm Beach International Airport, West Palm Beach, FL 33406.

Description of each new project:

1. PBI Runway Pavement Rehab and Repairs

- a) Description: The project involves project management, planning, design, construction management, and construction administration for the repair and

rehabilitation of Runway 9L/27R at Palm Beach International Airport (PBI). The improvements will be accomplished over a period of approximately 200 Calendar Days and encompasses crack sealing, partial- and full-depth patch repairs, milling and overlay, drainage inlet repairs, and flexible/rigid pavement interface repair. Specifically, the repairs comprise the following corrections to pavement distressed conditions throughout various locations within the PBI air operations area.

- b) Justification: The Department of Airports (DOA) maintains a proactive maintenance program for its airport's airfield pavements and has identified periodic pavement overlays (based on pavement condition evaluations performed as part of its Annual Facilities Inspections program) as a cost-effective approach for protecting the long-term longevity of the sub-surface pavement sections and maintaining a safe operating surface for aircraft operations. In July 2006, CH2M HILL, in association with Applied Pavement Technology, Inc., performed an evaluation of the current pavement condition for each of the four airport facilities within Palm Beach County. The PBI evaluation described various locations where longitudinal and transverse (L&T), block, reflective, slippage and alligator cracking were prominent on the runways, taxiways and aprons. Additionally, there is rutting, potholing, weathering and raveling on various asphaltic concrete (AC) pavement surfaces, corner spalling and a shattered slab on various Portland Cement Concrete (PCC) pavement surfaces, and an elevation difference at the HMA/PCC joint interface. The improvements proposed under this project will seek to extend the life of the airfield pavement surfaces and correct distressed conditions observed during the annual inspections and pavement evaluations in order to preserve safe aircraft operations at each of Palm Beach County's airports.
- c) Project Cost: \$20,000
- d) PFC Amount: \$10,000
- e) Start Date: October 2007
- f) Completion Date: September 2010

2. PBI Taxiway Pavement Rehab and Repairs

- a) Description: The project involves project management, planning, design, construction management, and construction administration for the repair and rehabilitation of taxiway pavements at PBI. The improvements will be accomplished over a period of approximately 200 Calendar Days and encompasses crack sealing, partial- and full-depth patch repairs, milling and overlay, drainage inlet repairs, and flexible/rigid pavement interface repair. Specifically, the repairs comprise the following corrections to pavement distressed conditions throughout various locations within the PBI air operations area:
 - Taxiway A Crack Sealing;
 - Taxiway B Crack Sealing;
 - Taxiway F Crack Sealing;
 - Taxiway C5 Mill and Overlay;
 - Taxiway R Patching and Crack Sealing;
 - Asphaltic Concrete (AC)/Portland Cement Concrete (PCC) Interface Repair;
 - Sections of Taxiway A - Mill and Overlay (Terminal Apron to Taxiway B);
 - Sections of Taxiway M - Patch Repairs and Crack Sealing.
- b) Justification: The Department of Airports (DOA) maintains a proactive maintenance program for its airport's airfield pavements and has identified periodic pavement

overlays (based on pavement condition evaluations performed as part of its Annual Facilities Inspections program) as a cost-effective approach for protecting the long-term longevity of the sub-surface pavement sections and maintaining a safe operating surface for aircraft operations. In July 2006, CH2M HILL, in association with Applied Pavement Technology, Inc., performed an evaluation of the current pavement condition for each of the four airport facilities within Palm Beach County. The PBI evaluation described various locations where longitudinal and transverse (L&T), block, reflective, slippage and alligator cracking were prominent on the runways, taxiways and aprons. Additionally, there is rutting, potholing, weathering and raveling on various asphaltic concrete (AC) pavement surfaces, corner spalling and a shattered slab on various Portland Cement Concrete (PCC) pavement surfaces, and an elevation difference at the HMA/PCC joint interface. The improvements proposed under this project will seek to extend the life of the airfield pavement surfaces and correct distressed conditions observed during the annual inspections and pavement evaluations in order to preserve safe aircraft operations at each of Palm Beach County's airports.

- c) Project Cost: \$1,765,000
- d) PFC Amount: \$882,500
- e) Start Date: October 2007
- f) Completion Date: September 2010

3. PBI Apron Pavement Rehab and Repairs

- a) Description: The project involves project management, planning, design, construction management, and construction administration for the repair and rehabilitation of various apron pavements at PBI. The improvements will be accomplished over a period of approximately 200 Calendar Days and encompasses crack sealing, partial- and full-depth patch repairs, milling and overlay, drainage inlet repairs, and flexible/rigid pavement interface repair. Specifically, the repairs comprise the following corrections to pavement distressed conditions throughout various locations within the PBI air operations area:
 - Asphaltic Concrete (AC)/Portland Cement Concrete (PCC) Interface Repair;
 - Sections of Concourse B Asphalt Apron/Taxilane - Mill and Overlay;
 - Sections of Taxiway A - Mill and Overlay (Terminal Apron to Taxiway B);
 - Sections of Terminal Apron Taxiway B2 - Mill and Overlay;
 - Sections of Concourse B to C Terminal Apron - Mill and Overlay;
 - Hardstand Apron Concrete Repairs;
- b) Justification: The Department of Airports (DOA) maintains a proactive maintenance program for its airport's airfield pavements and has identified periodic pavement overlays (based on pavement condition evaluations performed as part of its Annual Facilities Inspections program) as a cost-effective approach for protecting the long-term longevity of the sub-surface pavement sections and maintaining a safe operating surface for aircraft operations. In July 2006, CH2M HILL, in association with Applied Pavement Technology, Inc., performed an evaluation of the current pavement condition for each of the four airport facilities within Palm Beach County. The PBI evaluation described various locations where longitudinal and transverse (L&T), block, reflective, slippage and alligator cracking were prominent on the runways, taxiways and aprons. Additionally, there is rutting, potholing, weathering and raveling on various asphaltic concrete (AC) pavement surfaces, corner spalling and a shattered slab on various Portland Cement Concrete (PCC) pavement surfaces, and an elevation difference at the HMA/PCC joint interface. The improvements proposed

under this project will seek to extend the life of the airfield pavement surfaces and correct distressed conditions observed during the annual inspections and pavement evaluations in order to preserve safe aircraft operations at each of Palm Beach County's airports.

- c) Project Cost: \$5,295,000
- d) PFC Amount: \$2,647,500
- e) Start Date: October 2007
- f) Completion Date: September 2010

4. PBI Air Cargo Ramp Expansion

- a) Description: This project includes project management, planning, design, permitting, mitigation, construction management and administration, financing, and construction of a new 65,500 square foot concrete aircraft parking apron, 19,400 square feet of full-strength asphalt taxiway, 46,000 square feet of asphalt for ground equipment storage and new asphalt access driveway at PBI. Construction includes demolition, grading, drainage, paving, fence, automated gates, potable water line relocation and electrical work. Electrical work includes demolition of existing mast lighting and airfield lights and ductbanks.
- b) Justification: The project is needed to provide additional cargo aircraft parking capacity directly adjacent to the Air Cargo Building. The existing aircraft ramp, which provides capacity for up to two Boeing 757 aircraft and the associated ground servicing equipment, is fully utilized by the primary all-cargo operator at PBI – United Parcel Service (UPS). A new air cargo tenant/operator will commence operations December 2009 and will require one aircraft position and space for the associated ground servicing equipment to support its air cargo operations. Thus, the project is needed to provide the aircraft apron needed to support this new tenant's operations and the region's demand for air cargo transport.
- c) Project Cost: \$2,089,729 (partial funding through FAA AIP Grant 3-12-0085-049-2009)
- d) PFC Amount: \$522,432
- e) Start Date: December 2008
- f) Completion Date: January 2010

5. PBI FIS Expansion

- a) Description: This project includes project management, planning, design, permitting, construction management and administration, financing, and construction for the renovation of approximately 6,000 square feet of Immigration and Customs offices, passenger area and baggage claim area in the Federal Inspection Services (FIS) area in the main terminal at PBI. In addition, three (3) immigration positions will be added and an existing flat plate carousel will be replaced with a larger sloped plate carousel capable of handling new incoming flights. An exterior existing wall will be removed to allow for an expansion of approximately 2,100 square feet of additional space. The existing exterior canopy will be expanded by approximately 1,600 square feet to allow for a covered baggage loading area.
- b) Justification: At the present time, the FIS area cannot handle a large number of passengers that must claim their baggage and be processed after arriving at the airport. This project will increase the capacity within the FIS processing area, making it more attractive to prospective carriers and offering a greater level of service to the flying public
- c) Project Cost: \$2,000,000
- d) PFC Amount: \$2,000,000

- e) Start Date: February 2009
- f) Completion Date: February 2011
- g) PFC Level: \$3.00

6. PBI Security Cameras

- a) Description: The project involves the replacement of approximately fifty (50) CCTV cameras located within and around the terminal building at PBI. These cameras are an integral part of the Airport's current airport security and access control system. In addition, the project includes up to twenty-five (25) additional CCTV cameras at various locations along the AOA perimeter to control access to the airfield and other non-public, secure areas. These new cameras would be connected to and integrated with the Airport's current security system – as such, infrastructure requirements and additional equipment needed within the Airport's Communications and Control Center are also included in this project.
- b) Justification: The project is needed to replace older, aging equipment with new and more modern technology, while also expanding the coverage of security surveillance and access control from the terminal area to the air operations area and other high-security areas within the Airport.
- c) Project Cost: \$920,000
- d) PFC Amount: \$920,000
- e) Start Date: September 2009
- f) Completion Date: September 2011

7. PBI Baggage System Improvements – Programming & Conceptual Design

- a) Description: The DOA has identified a multi-phase project to replace and upgrade the existing baggage processing systems (inbound and outbound) at PBI to provide additional capacity and improve the overall operating efficiency of the existing baggage processing system. The existing system was constructed as part of the initial terminal development in the mid-to-late 1980's. This programming and conceptual design project will help define the scope of the project for both the bag claim (inbound) and bag makeup (outbound) facilities as well as determining the extent of system replacement needed and the amount of additional system capacity required to support the Airport's gate capacity and future demand.
- b) Justification: As noted above, the existing baggage processing system (comprising bag claim units for processing bags on inbound flights and baggage make-up devices for processing bags on outbound flights) is nearing its 20-year operating life. While a few of the conveyor units have been replaced and ongoing maintenance of the system has been proactive, the parts and components of the various processing devices are showing the effects of aging and the efficiency of the system can be improved given modern technology and operating standards. In addition, the construction of the new gates on Concourse C will require additional baggage processing capacity as greater utilization of PBI's gate inventory materializes in the coming years. The DOA has determined that undertaking this project during the slower demand periods anticipated for the near-term will help minimize disruptions to the airlines and airport operations, while also reducing the inconvenience to passengers and airports users during construction.
- c) Project Cost: \$500,000
- d) PFC Amount: \$500,000
- e) Start Date: September 2009
- f) Completion Date: September 2010

8. PBI Common Use Terminal Equipment (CUTE)

- a) Description: This project involves the gradual and incremental deployment of shared tenant systems at Palm Beach International Airport (PBI) to support the common use of certain ticketing facilities and gates at the Airport. The Department of Airports intends to roll-out the installation of the common use terminal equipment within a few of the terminal facilities (gates and ticketing counters) that they presently controlled (i.e., non-leased facilities) and make the common use facilities available to seasonal carriers, charter operators, or signatory airlines that need to accommodate one or a few daily flights at the airport from facilities for which they do not maintain a leasing agreement. The DOA hopes to improve the utilization of existing facilities and provide added flexibility to airlines serving PBI with the addition of this system
- b) Justification: By installing the CUTE equipment, the DOA seeks to improve the utilization of the non-leased or underutilized facilities at the Airport and have the ability to better manage its assets as well as provide for increased competition among carriers. The installation of these systems has proven to offer several key benefits at other commercial service airports, which the DOA believes can also result at PBI. These benefits include improved performance and lower costs for airlines; improved utilization of ticket counters and gates; and improved customer service for passengers and tenants.
- c) Project Cost: \$1,500,000
- d) PFC Amount: \$1,500,000
- e) Start Date: September 2009
- f) Completion Date: September 2011

9. PBI Remote Receiver Relocation

- a) Description: The Remote Transmitter/Receiver (RTR) is a navigational aid used for communications between aircraft and the air traffic control facilities at PBI. It is comprised of two separate antennae systems that work as a complementary system: the remote transmitter (RT) presently located northwest of the existing electrical vault and the remote receiver (RR), presently located to the south of the existing Runway 9R threshold. The existing RT, which was constructed in the late 1970's/early 1980's, is located within the former Town of Golfview acquisition area, which has been identified as the relocation site for the existing fixed base operator facilities in the future.
- b) Justification: The RR facility is an older NAVAID system that has increasingly demonstrated insufficient signal integrity. Relocation of this facility will benefit the current users of the airport by providing increased reliability and safety. As such, the DOA has identified the relocation and possible replacement of the RTR facilities to new sites whereby airport facility development, revenue enhancement opportunities, and RTR signal integrity are not compromised.
- c) Project Cost: \$800,000
- d) PFC Amount: \$800,000
- e) Start Date: October 2009
- f) Completion Date: December 2010

10. F45 Wetland Wildlife Hazard Mitigation

- a) Description: This project will provide for removal of wetland wildlife hazards and the purchase of wetland mitigation credits needed to offset wetland impacts at North Palm Beach County General Aviation Airport (F45). Due to the limited

available space at the Airport and the desire to remove potential conflicts, credits to offset the impacts would most likely need to be purchased off-site rather than create new wetlands on or around F45.

- b) Justification: Based on the results of the recently-completed wildlife hazard assessment at F45, it is necessary to mitigate for wildlife attractants on the airport. Several wetlands at the airport are located in close proximity to the runway/taxiway environment, prompting the need to remove or relocate them in order to minimize the impact to aircraft operations.
- c) Project Cost: \$2,600,000
- d) PFC Amount: \$1,300,000
- e) Start Date: June 2009
- f) Completion Date: December 2010

11. F45 Phase 1 – Connection to County Water & Sewer Service

- a) Description: This project will provide for the planning, design and construction of facilities to support the connection of F45 to Palm Beach County’s water and sewer service located to the north of the airport. At the present time, F45 is served by a well and package plant to provide water and wastewater services, respectively.
- b) Justification: Due to the continued development of the airport to support aviation demand, it is necessary to upgrade the utility infrastructure at the airport. Additionally, it has become increasingly difficult, both financially and physically, to maintain and operate the existing well and package plant.
- c) Project Cost: \$1,300,000
- d) PFC Amount: \$650,000
- e) Start Date: December 2009
- f) Completion Date: December 2011

12. LNA Runway 15-33 Repair/Rehabilitation

- a) Description: This project provides for the rehabilitation and repair of Runway 15-33 at Palm Beach County Park Airport (LNA). It was determined that 38,800 square yards of runway pavement (section 6215) require some milling, cleaning, repairing, sealing of existing cracks and overlay with new pavement. Runway 33 approach end (section 6205) requires rehabilitation work (milling, cleaning, repairing, crack sealing and pavement overlay) on approximately 3,000 square yards. A similar rehabilitation work is required on 21,950 square yards of runway shoulders (section 6215). Finally, Runway 15 turnaround area (section 4405) should be removed and the area restored.
- b) Justification: Based on the results of the 2006 Palm Beach County annual airport pavement evaluation report and the statewide airfield pavement management program report conducted by the Florida Department of Transportation (FDOT) in 2008, this pavement is in need of rehab/repair in order to extend the useful life of the pavement sections for operational use by aircraft. The critical PCI for Regional Reliever Airports is 65. Below that PCI, the deterioration is so great that routine maintenance is no longer cost-efficient. PCI are as follow:

	<u>PCI</u>
Section 6215	59
Section 6205	54
Section 4405	11

- c) Project Cost: \$1,500,000

- d) PFC Amount: \$750,000
- e) Start Date: September 2009
- f) Completion Date: April 2011

13. LNA Terminal Apron Rehabilitation

- a) Description: This project provides for the rehabilitation and repair of the existing apron (Section 4120) adjacent to the fixed base operator (FBO) terminal building at LNA. Pavement rehabilitation scope requires milling, cleaning, repairing, crack sealing and pavement overlay on approximately 2,780 square yards.
- b) Justification: Based on the results of the 2006 Palm Beach County annual airport pavement evaluation report and the statewide airfield pavement management program report conducted by FDOT in 2008, this pavement is in need of rehab/repair in order to extend the useful life of the pavement sections for operational use by aircraft. The critical PCI for Regional Reliever Airports is 65. Below that PCI, the deterioration is so great that routine maintenance is no longer cost-efficient. The PCI evaluated by the FDOT for that section of apron pavement (Section 4120) is 44.
- c) Project Cost: \$500,000
- d) PFC Amount: \$250,000
- e) Start Date: September 2009
- f) Completion Date: April 2011

14. LNA Taxiway “C” Rehabilitation

- a) Description: This project provides for the rehabilitation and repair of Taxiway Charlie (“C”) at LNA, the apron edge taxiway that provides access from the apron/tie-down area to the runways. The rehabilitation work concerns the section of Taxiway Charlie located between Taxiway Bravo and Runway 3-21, comprising approximately 19,000 square yards. The rehabilitation work includes milling, cleaning, repairing, crack sealing and pavement overlay.
- b) Justification: Based on the results of the 2006 Palm Beach County annual airport pavement evaluation report and the statewide airfield pavement management program report conducted by FDOT in 2008, this pavement is in need of rehab/repair in order to extend the useful life of the pavement sections for operational use by aircraft. The PCI evaluated by the FDOT for Section 105 is 46. This section encompasses more than 90% of the total area to rehabilitate. Section 110 accounts for the rest of the area to rehabilitate with a PCI of 64.
- c) Project Cost: \$1,750,000
- d) PFC Amount: \$875,000
- e) Start Date: September 2009
- f) Completion Date: April 2011

15. PFC Implementation and Administrative Costs

- a) Description: Includes professional fees for services rendered from the DOA’s consultant in developing, implementing, and coordinating the PFC program at the airport.
- b) Justification: Allowable PFC cost
- c) Project Cost: \$30,000
- d) PFC Amount: \$30,000
- e) Start Date: January 2009
- f) Completion Date: June 2010