

**City of Tallahassee, FL
Department of Aviation**

**Proposed Application to Federal Aviation Administration
For Authority to Impose a Passenger Facility Charge (PFC) at Tallahassee International
Airport and to Use PFC Revenue for Projects at Tallahassee International Airport**

Notice and Opportunity for Public Comment

The City of Tallahassee Aviation Department (City) proposes to file an application with the Federal Aviation Administration (FAA) to impose a Passenger Facility Charge (PFC) at Tallahassee International Airport (Airport) and use PFC revenue for new projects at the Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990, as amended (49 USC § 40117), and part 150 of the Federal Aviation Regulations (14 CFR part 158). This notice is published in accordance with 14 CFR § 158.24.

DATES: Comments must be received on or before **Tuesday, January 19, 2016**.

ADDRESS: Comments may be mailed to Erik Treudt, Capital Programs Administrator, Tallahassee International Airport, 3300 Capital Circle SW, Suite 1, Tallahassee, FL 32310. See item (viii) below.

The following information is provided in accordance with 14 CFR § 158.24(b)(1):

- (i) *A description of the projects the public agency is considering for funding by PFC's:*
- (ii) *A brief justification for each project the public agency is considering for funding by PFC's:*

A. Air Carrier Apron Improvements

Description. This project will fund for the expansion and improvements to the pavements, drainage, and lighting systems on the air carrier apron. This project will increase the size of the existing apron to allow for future growth of the terminal building and increase the number of gates and apron parking positions.

Project Need/Justification. This project is required in order to meet future aviation demand and for compliance of FAA Part 139. The 2015 FAA terminal area forecast projects that enplanement levels at the Airport will increase by approximately 1.3 percent annually. Continued increases in activity may require a future expansion of the terminal as well as the need to provide for additional capacity on the apron. In addition, the improvements to pavements, drainage, and lighting systems are needed to provide for a safe and reliable operating area for air carriers.

B. Airfield Lighting, Signage Improvements and Electrical Vault Upgrades

Description. This project includes airfield lighting, signage improvements, and upgrades to the electrical vault. This project includes relamping all taxiways lights with more efficient Light Emitting Diodes (LED) lights, relocating airfield signage to improve airfield traffic flow and safety, and provide upgrades to the electrical vault to ensure compliance with all FAA standards.

Project Need/Justification. The Airfield Lighting, Signage Improvements, and Electrical Vault Upgrades will significantly improve the overall safety of the airfield. The installation of the high intensity, more efficient LED lights will provide for a safer taxiway system in addition to reducing operational and maintenance cost. In addition, the relocation of airfield signage will greatly improve traffic flow on the airfield. The electrical vault is over 25 years old and

supports the entire airfield lighting. These upgrades are required to extend the useful life of the vault and ensure no disruptions to airfield lighting.

C. Airport Master Plan & ALP Update

Description. This project will provide an airport Master Plan and Airport Layout Plan (ALP) Update for use by the City. The previous Master Plan and ALP was completed in 2006 and has never been updated. Master Plan updates are completed periodically to keep projects consistent with the Airport's and community's needs. The ALP, a key element of a Master Plan, is a scaled drawing representing existing and future facilities and property necessary for the operation and development of the Airport. The updated Master Plan and ALP will be used as a planning and programming tool for future capital development and will address capital improvements through 2035.

Project Need/Justification. In June 2015, the FAA awarded Tallahassee Regional Airport (TLH) with an "International" designation. As TLH prepares for future international commercial and cargo activity, it may be necessary to plan for major infrastructure improvements that must be identified in the ALP. Keeping the ALP current is a legal requirement (Federal Grant Assurances No. 29 Airport Layout Plan) for airports that receive federal assistance. In addition the last Master Plan and ALP update was completed over nine years ago.

The Master Plan will provide guidelines for future airport development that will satisfy aviation demand in a cost-effective, feasible manner while addressing aviation, environmental and socioeconomic issues of the community.

D. Airfield Rehabilitation

Description. This project will provide funding to address ponding issues on Taxiway Alpha (A); modifications to Runway End Identifier Lighting (REILS) on Runway 9 and Runway 18; relocation of Power Control Units (PCU) located within the Runway Safety Area (RSA); and provide for the evaluation and stabilization of the RSA. Other areas of the airfield to be addressed include: airfield vegetation evaluation, turf type, insect control, controlled burn, and signage replacement.

Project Need/Justification. This project is necessary to provide a safe airfield and to stay in compliance with FAA standards. Changes in standards and upkeep of the airfield to meet current standards are a constant effort. Ponding issues on Taxiway A will need to be addressed to stay in compliance with FAA Part 139. In addition this project will address all issues within the RSA to comply with FAA Order 5200.8 Runway Safety Area Program.

E. Terminal Rehabilitation

Description. This project will improve and modernize the Ivan Munroe Terminal (Terminal) to accommodate growth and provide improved amenities for passengers. The Terminal, built in 1989 is approximately 185,000 square feet. This project includes the following: installation of an In-Line Explosive Detection System (EDS) baggage handling system; rehabilitation of the ticket counter area, rental car counter area and center concourse; new baggage conveyors at ticket counters; new terrazzo flooring; new terminal furniture; lighting and finishing upgrades; interior ceiling replacement; construction of a new 9,000 square-foot pre-fabricated metal building for new baggage make-up carousel; life safety system upgrades such as fire sprinkler and monitoring upgrades to existing system, which includes signage, door hardware, and component integration; upgrades to Transportation Security Administration (TSA) security checkpoint that includes new equipment, layout modifications, terrazzo flooring, and lighting upgrades; and the design, demolition, and replacement of selective Air Handler Units (AHU) that are over 25-years old and exceeded their useful life.

Project Need/Justification. The Terminal is over 25 years old and was designed and constructed before September 11, 2001 (9/11), with most passenger amenities pre-security. Changes in security requirements and operational procedures have compromised the condition and functionality of certain terminal areas to where they are no longer adequate to meet the needs of the traveling public. The Terminal Rehabilitation project will preserve capacity and enhance safety by upgrading infrastructure to current standards.

F. Airport Security Improvements

Description. This project will provide for the replacement and retrofit of both equipment and automated systems used for airport security, safety, access control and surveillance activities. This project will install new fixed and Pan/Tilt/Zoom interior and exterior cameras to replace existing cameras that have reached the end of their service life; replace proximity and biometric card readers that have reached the end of their service life; install a new perimeter security system utilizing thermal imaging technology; implement vehicle access gate improvements to gate operators, gate hardware and intercoms; install cameras and displays to improve monitoring of the inbound baggage belt system; replace end of service life emergency telephones and Automated External Defibrillator (AED) units; update airport automated access control system software and Closed-Circuit Television (CCTV) network equipment and infrastructure; and update airport key control systems and equipment.

Project Need/Justification. This project will rehabilitate and retrofit both equipment and automated systems used for airport security, safety, access control and surveillance activities. The airport will ensure compliance with federal regulations along with physical security upgrades.

G. Terminal Passenger Loading Bridge Acquisition and Installation

Description. This project involves the procurement and installation of six (6) new passenger loading bridges for gates at Concourses A and B. The new loading bridges will replace the existing passenger loading bridges, many of which have reached the end of their useful life. The two 10-year old bridges will be rehabilitated. The bridges will be equipped with self-contained air condition units, preconditioned air (PCA) units, ground power units (GPUs) and potable water connections.

Project Need/Justification. Six of the current passengers loading bridges are over 25 years old, while two are over 10 years in age. The six older gates are near the end of their useful life and the airport must frequently make repairs or take these bridges out of service. The passenger loading bridges are utilized by all of the carriers and when these units are out of service they give certain carriers a competitive advantage over other carriers. After installation, all gates will be equipped with the same quality loading bridge and thus each carrier will be providing the same level of service, thereby enhancing competition among all airline users at the Airport.

H. Airport Access and Roadway Realignment

Description. This project will provide for the realignment of the primary airport internal roadway system to allow for better more efficient access through the Airport. Improvements will require earthwork, bituminous pavements, curb and gutter, drainage pipe, and structures, storm water detention, lighting, and relocation of existing utilities.

Project Need/Justification.

The main access roadway which runs parallel to the Airport (SR 263) Capital Circle Southwest is being reconstructed from the existing two-lane roadway to a six-lane roadway in order to meet the need of current and future demand. This project will realign TLH's interior roadways to provide safer and more efficient access for ingress/egress from SR 263.

In addition other internal roadway improvements will enable better access to the, Fixed Base Operator (FBO) facility and the Air Cargo facility from the adjacent State Road 263. Completion of this project will help promote efficient access to the airport from the surrounding region and stimulate economic development.

I. South Ramp Reconstruction and Rehabilitation

Description. This project will provide for the design, engineering, bidding, construction, and program management services for the South Ramp Reconstruction and Rehabilitation project. The South Ramp is approximately 680,485 square feet. The last rehabilitation projects for this ramp were over 20 years ago and the ramp is nearing the end of its useful life. Based on the condition of the apron pavements identified during the 2015 pavement inspection report, the asphalt pavement exhibits typical distresses anticipated for asphalt pavements of similar age and nature.

Per the Florida Department of Transportation (FDOT) Statewide Airfield Pavement Management Program (June 2015), the weighted Pavement Condition Index (PCI) value of the apron is 50. Pavements below the PCI range of 55 are categorized as “Poor”. The South Ramp is showing medium and high severity distresses such as longitudinal and transverse cracking, alligator cracking, raveling and weathering. Due to the severity of the distresses, portions of the ramp are beginning to have major foreign object debris (FOD) problems. This project will mill and overlay 60 percent of the ramp, while the remaining 40 percent will require full depth reconstruction.

Project Need/Justification. This project will restore the useful life of the South Ramp. The recent FDOT Statewide Airfield Pavement Management Program identified the South Ramp with a weighted PCI of 50, which is categorized as Poor. The severity of the surface conditions has the propensity to create FOD. FOD could damage aircraft engines, potentially causing their failure, which would endanger aircraft passengers and crew. Thus this project will improve safety and maintain capacity. This public use ramp is critical for the smooth and efficient operations necessary to accommodate general aviation, military, business and charter aircraft.

J. Runway 18-36 Reconstruction

Description. This project provides for the design, engineering, construction, and project management of the reconstruction of Runway 18-36. Runway 18-36 is 7,000 feet long and 150 feet wide. Based on the condition of the runway identified during the 2015 pavement inspection report, the asphalt pavement exhibits typical distresses anticipated for asphalt pavement of similar age and nature.

Per the FDOT Statewide Airfield Pavement Management Program (June 2015), the weighted PCI value of the runway is 51, excluding the runway extension portion completed in 2015. Pavements below the PCI range of 55 are categorized as “Poor”. The runway is showing medium and high severity distresses such as longitudinal and transverse cracking, alligator cracking, raveling and weathering.

This project will include a mill and overlay of the runway, electrical upgrades, pavement markings, and new taxiway signage.

Project Need/Justification. The overlay of this runway is necessary to provide a safe and reliable runway system and stay in compliance with FAA Part 139 as well as preserve capacity. The last major rehabilitation was done over 20 years ago. Years of patch repair, crack sealing, and loading factors contributed to the compromised integrity of the surface. The high volume of aircraft operations over time and the closure of Runway 9-27 have

contributed to an even faster rate of surface degradation. Reconstruction of the runway surface is required to maintain a proper pavement surface for aircraft and to restore the useful life of the existing pavement.

K. Multi-User Passenger Information Display Systems (MUPIDS)

Description. Multi-User Passenger Information Display Systems (MUPIDS) provide travelers with up-to-date arrival and departure information for all airlines including alternate data sources for all airline information in case of airline network or communication failures.

This project will install (10) MUPIDS to include curbside and cell phone lot areas along with electrical upgrades and software needed to support this new system.

The MUPIDS banks will be strategically located at secure and non-secure locations in the terminal and concourses. Project will also include visual paging and digital signage capabilities along with the latest updated technology to include web integration which provides responsive design. System will also include in-flight tracking and weather feeds.

Project Need/Justification. The current MUPIDS is past its useful life and requires upgrades and replacement of monitors and related equipment. Constant use of the monitors has rendered many of the screens inoperable or incomprehensible due to screen burn. Replacement of the existing MUPIDS will provide traveling passengers with a more reliable system to provide up-to-date arrival and departure information as well as pertinent information in and around the Airport.

L. Runway 9-27 Construction Phase II

Description. This recently completed project provided for the design, engineering, construction, and project management of the reconstruction of Runway 9-27. Runway 9-27 is approximately 8,003 feet long by 150 feet wide. The pavement was constructed in 1976 and prior to this most recent project in 2015 was last rehabilitated in 1993. Based on the condition of the runway identified during the 2015 pavement inspection report, the asphalt pavement exhibited typical distresses anticipated for asphalt pavements of similar age and nature.

Per the FDOT Statewide Airfield Pavement Management Program 2015, the weighted PCI value of the runway was (65). Pavements below the PCI range of 55 are categorized as "Poor". The runway was showing medium and high severity distresses such as longitudinal and transverse cracking, alligator cracking, raveling and weathering.

This project included a full depth reconstruction and asphalt overlay of the runway and associated taxiways (Taxiway B2, N, L, K), electrical upgrades, pavement markings, and new taxiway signage. In addition this project corrected an existing line-of-sight issue to bring this runway in compliance of FAA line-of-sight criteria (AC 150/300-13A: 418 Surface Gradient and Line of Sight).

Project Need/Justification. Runway 9-27 did not meet FAA mandated line-of-sight criteria due to a longitudinal "hump" in the runway, starting at 3,000 feet from the east end and ending 503 feet from the end of the runway, that was approximately 15 feet high at its crest. The reconstruction and overlay of this runway was necessary to provide a safe and reliable runway system and stay in compliance with FAA Part 139 as well as preserve capacity. This project enhanced safety by restoring the integrity of the runway surface. The last major rehabilitation effort was completed in 1993. Years of patch repair, crack sealing, and loading factors contributed to the compromised integrity of the surface.

M. PFC Administrative Costs

Description. This project element will provide for the preparation of an application to impose and use a Passenger Facility Charge (PFC) at the Airport and will submit the application to the Federal Aviation Administration (FAA). Staff and consultants will gather the necessary project, financial, and statistical information; prepare the required public notice; prepare the required airline consultation notice; ensure that all procedural requirements are met for the airline meeting; prepare the application; prepare the response to air carrier comments; provide the completed application in a format ready for execution and submission; and prepare the airline notice of FAA approval. This element will also provide for the ongoing administration, audit, and data submission associated with PFC Application No. 16-07-C-00-TLH.

Project Need/Justification. Retaining a PFC consultant helps ensure PFC applications are filed according to the rules and regulations determined by the FAA. Administrative costs for this PFC application and future reporting, as well as the potential cost associated with the annual audit of the Tallahassee International Airport’s PFC Program, are also included in the total project cost. This project is eligible in accordance with Section 158.3, “allowable cost” as explained in that section’s preamble.

(iii) The PFC Level for each project:

\$4.50 per enplaned passenger

(iv) The estimated total PFC revenue the public agency will use for each project:

Air Carrier Apron Improvements	\$112,500
Airfield Lighting, Signage Improvements and Electrical Vault Upgrades	\$27,500
Airport Master Plan & ALP Update	\$36,375
Airfield Rehabilitation	\$500,000
Terminal Rehabilitation	\$2,546,250
Airport Security Improvements	\$65,000
Terminal Passenger Loading Bridge Acquisition and Installation	\$4,000,000
Airport Access and Roadway Realignment	\$1,250,000
South Ramp Reconstruction and Rehabilitation	\$300,000
Runway 18-36 Reconstruction	\$5,300,000
Multi-User Passenger Information Display Systems (MUPIDS)	\$500,000
Runway 9-27 Construction Phase II	\$1,200,000
PFC Administrative Costs	\$22,000

(v) The proposed charge effective date for the application or notice of intent:

September 1, 2022

(vi) The estimated charge expiration date for the application or notice of intent:

December 1, 2033

(vii) The estimated total PFC revenue the public agency will collect for the application or notice of intent:

\$15,859,625

(viii) The name of and contact information for the person within the public agency to whom comments should be sent:

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