



NOTICE OF  
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO  
PASSENGER FACILITY CHARGES

Pinellas County is providing an opportunity for public comment until January 22, 2016 related to our proposed new Impose and Use Passenger Facility Charge (PFC) Application #3 for the St. Pete-Clearwater International Airport. This written notice is provided in accordance with requirements contained in Federal Aviation Regulation 49 CFR Part 158.24 Passenger Facility Charge.

The County plans to continue the maximum PFC allowable of \$4.50 per enplaned passenger. We anticipate collection on this application to begin on June 1, 2017 when the previous application is fully collected. Future PFC projects will likely extend the expiration date. The total PFC revenue to be collected for projects in this application is \$11,419,725. The PFC expiration date for this application is estimated to be February 1, 2021.

The County recommends continued exclusion of Air Traffic/Commercial Operators (ATCO) filing FAA Form 1800-31 and Commuters or Small Certificated Air Carriers (CAC) filing Form T-100, from the collection of PFCs. These nonscheduled/on demand air carriers comprise less than 1% of the total enplanements at PIE. ATCO carriers include Aero Jet Services, LLC, Crow Executive Air, Inc., Flexjet, LLC, Meridian Air Group, Inc., and Morcom Aviation Services, Inc. In 2014, this class of carriers enplaned 63 passengers. CAC carriers include Charter Air Transport, Inc. In 2014, this class of carriers enplaned 3 passengers. We request this exemption based on the complexity of record keeping, the cost of implementation of collecting and monitoring the PFC program for small carriers, and again the fact that ATCOs and CACs account for such a small percentage of total enplanements.

The proposed nine projects are described below.

### **3.1 Terminal Renovations 2016**

The Airport has recently undertaken a number of projects to renovate the passenger terminal building to accommodate its growth in passenger traffic. This project, Terminal Renovations 2016, includes six new elements which continue the progress of terminal building renovations: Passenger Screening Checkpoints Reconfiguration/Optimization, HVAC Chiller, Public Restroom Renovations, Passenger Hold Room Seating, a Mechanical Control Room and Additional Passenger Hold Room Area.

3.1a Passenger Screening Checkpoints Reconfiguration/Optimization. This element consists of the reconfiguration, expansion, and optimization of the airport's two passenger screening checkpoints. Both checkpoints currently have two screening lanes. The Transportation Security Administration (TSA) has requested the Airport provide space for three screening lanes at each location to address the increase in passenger traffic. This project does not include the purchase of any security screening equipment. Such equipment will be provided and installed by the TSA and its subcontractors.

Check Point "A" Reconfiguration will include the expansion of the existing checkpoint footprint including related building, mechanical, electrical and fire suppression work. The checkpoint will be reconfigured and expanded from approximately 3,422 square feet to 3,520 square feet to accommodate the need for a third screening lane.

Check Point "B" Reconfiguration will include the relocation of the checkpoint into the Gate 7-10 concourse. With the expansion of the gate holding area, an existing corridor will be widened and renovated to allow for the expansion to three screening lanes. The location of the new checkpoint will cover approximately 3,963 square feet compared to the existing location of 2,088 square feet. The area vacated by the existing screening lanes will allow for an increase in the passenger queuing space. The current queuing space is approximately 1,062 square feet and the new queuing space will be approximately 2,663 square feet.

3.1b HVAC Chiller. This element consists of the addition of a new 350 ton HVAC Chiller. With the expansion of the Gate 7-10 concourse, it was determined that an additional HVAC Chiller would be necessary to accommodate the HVAC loads of the Gate 7-10 area.

3.1c Passenger Hold Room Seating. This element consists of the purchase of approximately 325 additional seats for the Gate 7-10 Hold Room. This permanent, multi-unit passenger seating will be in addition to the existing seating, and in total, will provide approximately 750 seats.

3.1d Mechanical Control Room. This project consists of the construction of a mechanical control room at roof-top (mezzanine) level and the relocation of mechanical equipment currently in the Gate 7-10 Hold Room area. This mechanical control room will provide approximately 918 square feet and will contain a relocated air handling unit and new duct work. In order to maximize the size and reconfiguration of the Passenger Hold Room area and security screening checkpoint, it is necessary to relocate the mechanical room and equipment serving that area to a different location.

3.1e Public Restroom Renovations. This project consists of improvements to four public restrooms located in the terminal building.

- The public restrooms (both men and women) in the Gate 7-10 Hold Room will be relocated as part of the Hold Room expansion. These restrooms are currently 527 square feet and include 6 toilet stalls. The new, relocated restrooms will be approximately 1,262 square feet and will provide 12 toilet stalls.
- The public restrooms (both men's and women's) adjacent to Baggage Claim will undergo renovations. These restrooms are approximately 1,093 square feet.
- The East-Second Floor public restrooms available for passengers and the public utilizing

the space and services on the second floor will be renovated. These restrooms are currently 662 square feet and include 6 toilet stalls. The renovated restrooms will be approximately 672 square feet and will continue to provide 6 stalls.

- The West-Second Floor public restrooms available for passengers visiting the Lost and Found offices will also be renovated. These restrooms are currently 312 square feet and include 5 toilet stalls. The renovated restrooms will be approximately 519 square feet and will continue to provide 5 stalls.

The existing restrooms have not been updated in over 20 years, do not meet current ADA accessibility standards, and are no longer adequate to meet the number of passengers utilizing the Airport.

*3.1f Additional Passenger Hold Room Area.* This project consists of the addition of approximately 12,000 square feet of additional Passenger Hold Room for Gates 7-10 contiguous to the existing space. This build out will accommodate seating for a minimum of 750 passengers and will be integrated into the Airport’s future conceptual terminal expansion options.

These elements will include a prorated share of required design, construction management and construction administration necessary to accomplish the project.

The Terminal Renovations 2016 project is expected to begin in March 2016 and will be completed in May 2017. The elements included in this project are projected to cost \$9,615,000, including construction, construction administration, and construction management, with \$9,591,750 being provided by PFCs and \$23,250 being provided with local funds. The funding breakdown by element is as follows:

<b>Element</b>	<b>PFC Funds</b>	<b>Local Funds</b>	<b>Total</b>
Passenger Screening Checkpoints	\$940,000	\$0	\$940,000
HVAC Chiller	\$156,750	\$8,250	\$165,000
Public Hold Room Seating	\$260,000	\$0	\$260,000
Mechanical Control Room	\$285,000	\$15,000	\$300,000
Public Restroom Renovations	\$1,450,000	\$0	\$1,450,000
Additional Passenger Hold Room Area	\$6,500,000	\$0	\$6,500,000
<b>Totals</b>	<b>\$9,591,750</b>	<b>\$23,250</b>	<b>\$9,615,000</b>

HVAC Chiller and the Mechanical Control Room estimated costs have been prorated 95% PFC eligible funds and 5% local funds based on the estimated square footage of eligible, ineligible and mechanical spaces that will be served by these facilities.

### **3.2 Building Modifications to Ticketing “A” Baggage Screening Area**

The project consists of the renovation of the Ticketing “A” Baggage Screening Area to accommodate a new In-Line Baggage Handling System to be provided by the Transportation Security Administration (TSA). These building modifications will include an expansion of the terminal towards the north or east of the existing building to accommodate a new expanded baggage make-up area. The project will utilize the Basis of Design required by TSA.

The existing Ticketing “A” Baggage Screening System, supported by two stand alone Explosion Detection Systems (EDS), is not automated and all passenger baggage is processed manually by TSA. The goal of the automated and full in-line Baggage Handling System (BHS) system is to substantially increase the baggage screening throughput demanded by the growth in passenger enplanements at the Airport. Due to the increased spatial requirements of an automated baggage screening system, the terminal building will be expanded and modified and the existing airline offices will be reconfigured to allow for the new conveyors and EDS machines as well as future expansion capabilities as required by the TSA. The proposed project will provide the needed capacity for current demands and will allow for system expansion to meet future demands.

The start date for this project is estimated to be February 2017 and it is estimated to be completed in December 2017. The total cost of this project is estimated to be \$6,000,000 with TSA, provided funding under an Other Transaction Agreement of approximately \$5,400,000, State of Florida funds of \$300,000, and PFC funds of \$300,000.

### **3.3 Apron Hardstand Expansion, Phase 2**

This project consists of the design and construction of the second phase of the reconstruction of the Air Carrier Terminal Apron. This phase includes the reconstruction of the pavements for aircraft parking positions 1A, 1, 7, 8, 9, 10, and 11 of approximately 31,500 square yards. New pavement markings and the installation of high mast lighting are included in this work. This project also includes the reconstruction of approximately 800 feet of the service road used by ARFF and Airport Operations vehicles. The existing concrete hardstands and asphalt pavement will be demolished and new Portland Cement Concrete (PCC) pavement will be constructed. The existing pavements are a combination of bituminous asphalt and PCC and are exhibiting various types of distress including slippage cracks, block cracking, and mid-slab cracking. The Pavement Condition Index Study (PCI) ratings for the pavement at positions 7 through 11 was 51 (Poor), and for positions 1A and 1, the PCI rating was 62 (Fair). The apron pavement was originally constructed around 1944 with rehabilitation work done in the early 1990’s. The apron was expanded in 1996 and concrete apron hardstands constructed in 2002. The service road is exhibiting severe slippage cracking.

The start date for this project was August 2015 and it is estimated to be completed in April 2016. The total cost of this project is estimated to be \$6,745,755 with FAA funding under AIP Federal Grant #41 in the amount of \$5,745,002, State of Florida funds of \$180,000, PFC funds of \$590,153 and other airport funds of \$230,600.

### **3.4 Taxiway Rehabilitation, Phase 2**

This project consists of the design and construction of the second phase of taxiway rehabilitation at the Airport. Specifically, this project includes the rehabilitation of Taxiways A, M, B and T and the demolition of Taxiways C and F. The work will include the mill and overlay of existing asphalt paving as well as the demolition of existing asphalt paving, drainage demolition, erosion control, demolition or replacement of edge lighting and signage for associated taxiways, new pavement markings, new asphalt shoulders for Taxiway A, a new connector taxiway and new drainage and underdrains. Based on the PCI Study conducted in 2011 and updated in 2015, the

PCI ratings for these taxiway pavements are as follows: Taxiway A – 39, Taxiway B – 56, Taxiway C – M, and Taxiway T – 22. These pavements are experiencing pavement distress including bleeding, block cracking and weathering. These pavements were originally constructed around 1944 with rehabilitation work done in the early 1990's. This project will also remove/realign angled connector taxiways, and realign connector taxiways providing direct access from the apron to the runway. These modifications are necessary in order to meet the Advisory Circular 150-5300-13A. Additional mid-field taxiways are being provided to improve capacity.

The start date for this project is estimated to be August 2016 and its estimated completion date in August 2017. The total cost of this project is estimated to be \$10,585,000 with FAA funding under an AIP Federal Grant in 2016 of approximately \$9,526,500, State of Florida funds of \$514,000 and PFC funds of \$544,500.

### **3.5 Master Plan Study**

This project consists of a Master Plan Study. The Master Plan is a comprehensive study of the Airport including short, medium and long term airport development plans to meet future aviation demand. The Master Plan project will follow FAA guidance provided in Advisory Circular 150-5070-6, *Airport Master Plans* incorporating those elements necessary based on the specific needs and assets at the Airport. The Master Plan will show all existing and planned development on an updated Airport Layout Plan to illustrate proposed improvements to the Airport. New forecasts of aviation demand, evaluation of alternatives, and a long term capital improvement plan will be prepared to meet the Airport's long term aeronautical needs in a financially feasible manner. The Master Plan will present the research and logic from which the plan evolved and displays the plan on graphic and written format. This project will include the new Master Plan requirements for Geographic Information System (GIS) data as well as plans for recycling or minimizing the generation of airport solid waste. The Airport's last Master Plan was completed in January 2004; since then the Airport has experienced above average growth in passenger enplanements.

The start date for this project is estimated to be August 2016 and it is estimated to be completed in December 2018. The total cost of this project is estimated to be \$1,500,000 with FAA funding under an AIP Federal Grant in 2017 of approximately \$1,350,000, State of Florida funds of \$75,000 and PFC funds of \$75,000.

### **3.6 Wildlife Hazard Assessment and Wildlife Hazard Management Plan**

The project consists of the development of a Wildlife Hazard Assessment followed by a Wildlife Hazard Management Plan. 14 CFR 139.337, *Wildlife Hazard Management*, of Part 139 Certification of Airports regulations require the County, as the holder of an Airport Operating Certificate, to conduct a Wildlife Hazard Assessment (WHA). The assessment includes the elements required under part (c) of the regulation. Upon completion, the FAA reviewed the WHA and determined that the certificate holder must develop and implement a Wildlife Hazard Management Plan (WHMP) designated to mitigate wildlife hazards to aviation on or near the airport utilizing the WHA as the scientific basis. The WHMP includes all of the elements required in part (f) of the regulation.

The start date for this project was June 2009 and it was completed in May 2013. The total cost of this project was \$134,826. The FAA provided funding under AIP Federal Grant #34 in the amount of \$96,396 and AIP Federal Grant #38 in the amount of \$30,020. PFCs are anticipated to provide the local matches of \$8,410.

### **3.7 Acquire Airfield Sweeper**

This project consists of the purchase of a 2012 Elgin Crosswind J+ Sweeper. The Sweeper includes an 8.0 cubic yard hopper with left and right side brooms, a center broom, a 20,000 CFM rated blower, 240 gallon water tank, 16 spray nozzles and pick-up head. The Sweeper is powered by a John Deere 4045, turbocharged 115HP diesel engine. This Sweeper is necessary to allow the Airport to promptly remove mud, dirt, sand, loose aggregate, foreign object debris, and other contaminants from all runways, taxiways and ramp areas. This Sweeper replaced a 2005 Elgin Crosswind J Sweeper.

The start date for this project was August 2012 and it was completed in October 2012. The total cost of this project was \$189,517. The FAA provided funding under AIP Federal Grant #38 in the amount of \$170,565. PFCs are anticipated to provide the local match of \$18,952.

### **3.8 Acquire Aircraft Rescue and Fire Fighting (ARFF) Equipment**

This project consists of the purchase of three pieces of Aircraft Rescue and Firefighting Equipment necessary to satisfy the Airport's ARFF Index C requirements.

The first piece of equipment purchased was Unit ARFF-1, a 2011 Ford F350 Crew Cab, 1-ton 4x4 Support Vehicle. This vehicle is necessary to tow and launch the required ARFF Marine Rescue Boat in the event of an aircraft accident in the surrounding waters. This vehicle is also used to respond to medical emergencies on the Airport. The vehicle previously used to launch the rescue boat, was a 1994 Chevy 1-ton crew cab truck. That vehicle was experiencing frequent and ongoing maintenance problems. Whenever the vehicle was out of service for maintenance, the Airport was required to borrow a Fleet vehicle with capacity to pull the rescue boat in the event of the need of a marine rescue.

The second piece of equipment purchased was Unit ARFF-2, a 2014 E-One ARFF Truck. This truck has a 1,500 gallon water capacity (1,250 gpm), 200 gallon foam capacity and 500 lb. dry chemical capacity. This truck replaced a 1996 E-One Titan which was original purchased by the U.S. Coast Guard and loaned to the Airport. That truck was suffering from reliability issues and parts were increasingly difficult to obtain.

The third piece of equipment purchase was ARFF-Marine, a 2014 Boston Whaler 27 foot rescue boat with two 250-hp outboard motors. This boat replaced the Airport's 2002 Nautica 24 foot rescue boat. That boat was experiencing significant problems with its electrical system and with its fuel tanks. The marine mechanic providing service to the boat deemed it to no longer be sea worthy.

These purchases were made in accordance with applicable FAA Advisory Circulars.

The start date for this project was September 2011 and it was completed in September 2014. The total cost of this project was \$768,506 with AIP Federal Grant funds in the amount of \$527,546 and PFC funds providing \$240,960. The funding breakdown by purchase is as follows:

Unit	AIP Grant #	AIP Funds	PFC Funds	Total
ARFF-1	37	\$45,690	\$2,402	\$48,092
ARFF-2	39	\$481,856	\$53,540	\$535,396
ARFF-Marine	N/A	\$0	\$185,018	\$185,018
<b>Totals</b>		<b>\$527,546</b>	<b>\$240,960</b>	<b>\$768,506</b>

### **3.9 PFC Administration Costs**

PFC-eligible general formation costs included in this PFC project are the necessary expenditures to prepare the new PFC application. Also included are eligible ongoing administrative costs, amendments and closeout for this PFC application. Development associated with the approved projects in this application will enhance capacity at the Airport. The total cost of this project is \$50,000. PFCs are anticipated to provide 100% funding for this project. This project started in November 2015 and will be complete in February 2021.

**Comments or a request for more detailed project descriptions should be sent to Yvette Ahle, Deputy Director, Airport Finance & Administration, 14700 Terminal Blvd., Suite #221, Clearwater, FL 33762.**