

NOTICE OF  
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO  
PASSENGER FACILITY CHARGES

Charlotte County Airport Authority is providing an opportunity for public comment until October 28, 2016 related to our proposed new “Impose and Use” and “Impose Only” Passenger Facility Charge (PFC) Application #1 for the Punta Gorda Airport. This written notice is provided in accordance with requirements contained in Federal Aviation Regulation 49 CFR Part 158.24 Passenger Facility Charge.

The Authority plans to implement the PFC rate of \$2.00 per enplaned passenger. We anticipate collection on this application to begin on July 1, 2017. Future PFC projects will likely extend the expiration date. The total PFC revenue to be collected for projects in this application (impose authority) is \$5,657,156. The total PFC use authority requested in this application is \$3,157,156. The PFC expiration date for this application is estimated to be July 1, 2022.

The seventeen “Impose and Use” projects and one “Impose Only” project in this application are described below.

**“Impose and Use” Projects**

**01-001      Terminal Complex North Apron Reconstruction/Rehabilitation**

This project includes the design, reconstruction and rehabilitation of the Terminal Complex North Apron. The project includes the demolition of the existing pavement and the construction of two pavement sections, one rigid and one flexible, of adequate strength for the aircraft utilizing the apron. The reconstructed pavement was approximately 22,253 square yards of 12” portland cement concrete pavement. This project was designed to ADG-III standards.

The existing apron was concrete pavement over 60 years old of varying thickness ranging from 4 to 10 inches, and lacked adequate load transfer between slabs. The structural capacity and fatigue life of the pavement had been reached and exceeded with the addition of the new commercial service operating A319s. Corner cracks, slab shattering, spalls and transverse cracking were present and deterioration was accelerating. The pavement was generating a significant amount of foreign object debris.

The start date for this project was September 2008 and was completed in July 2009. The total cost of this project was \$3,035,229 with FAA funding under an AIP federal grants #22 and #24 in the amount of \$2,883,468. PFC funds are requested to fund the local match of \$151,761.

**01-002      Runway 04 Takeoff Pavement Extension**

This project includes the design and construction of improvements to Runway 04 and associated taxiways. The specific project elements included the following: the construction of new taxiway Hotel from Taxiway Delta to the Runway 04 threshold; the remarking of Runway 03-21 to Runway 04-22; lighting and signage upgrades consistent with the new taxiway and runway

renaming; and the construction of fillets on the connectors from Taxiway Delta to the Terminal Apron. The new taxiway Hotel constructed in this project was approximately 150 feet wide and 500 feet in length constructed of 7" of asphalt.

This project was necessary to address recommendations from the Airport's Part 139 inspection after the restoration of scheduled air carrier service at the airport. The improvements enhanced safety by reducing the potential for aircraft collision in the immediate runway environment at the intersection of Runway 03 (renamed Runway 04) and Runway 33. The construction of the new Taxiway Hotel provided aircraft a means of taxiing to Runway 04 without the need to taxi on Runway 33 to access Runway 04. The project also reduced the potential for aircraft excursions off taxiway connectors between Taxiway Delta and the air carrier terminal apron.

The start date for this project was October 2007 and was completed in December 2007. The total cost of this project was \$1,647,239 with FAA funding under an AIP federal grants #23, #25, #28, #29, #30 and #31 in the amount of \$1,564,877. State of Florida provided funds in the amount of \$41,181 and PFC funds are requested to fund the remaining local match of \$41,181.

#### **01-003      Rehabilitate and Widen Taxiway A and C, Phase 1**

This project includes the design and rehabilitation of Taxiways A and C as well as the widening of those taxiways. The taxiways were 40' wide and were widened to 60' wide in order to accommodate Group III aircraft. The existing pavement was milled and overlaid. The new pavement was constructed with 4" of asphalt. The project also included the relocation of the taxiway edge lights.

The rehabilitation of the pavement was necessary to preserve and extend the structural and function lives of these pavements. The widening was necessary in order to meet the geometric standards necessary for the aircraft utilizing the taxiways. Prior to the widening of the pavements, commercial aircraft were required to back taxi on the primary Runway 04-22.

The start date for this project was March 2009 and was completed in February 2010. The total cost of this project was \$2,516,063 with FAA funding under an AIP federal grant #26 in the amount of \$2,390,250. State of Florida provided funds in the amount of \$42,280 and PFC funds are requested to fund the remaining local match of \$83,533.

#### **01-004      Acquire Aircraft Rescue and Firefighting (ARFF) Equipment**

This project consists of the purchase of two pieces of Aircraft Rescue and Firefighting Equipment necessary to satisfy the Airport's ARFF Index C requirements. Both units are E-One Titan 4x4 ARFF trucks. The trucks are equipped with 1,500-gallon water tanks and s 205-gallon foam tanks. The trucks are powered by a 665hp diesel engine.

The first piece of equipment purchased was Unit ARFF71, a 2007 E-One Titan 4x4 ARFF truck with the VIN# 4ENGAAA8371001833. The second piece of equipment purchased was Unit ARFF72 – a 2014 E-One Titan 4X4 ARFF truck with the VIN# 2EN9AAA8XE1008879.

These purchases were made in accordance with applicable FAA Advisory Circular 150/5220-10, *Guide Specification for Aircraft Rescue and Fire Fighting (ARFF) Vehicles*. These ARFF trucks were necessary for the Airport to satisfy the requirements of 14 CFR 139.

The start date for this project was January 2008 and it was completed in March 2015. The total cost of this project was \$1,090,740 with FAA funding under an AIP federal grants #31 and #33 in the amount of \$1,009,829. State of Florida provided funds in the amount of \$40,455 and PFC funds are requested to fund the remaining local match of \$40,456. The funding breakdown by purchase is as follows:

| Unit          | AIP Grant # | AIP Funds          | State Funds     | PFC Funds       | Total              |
|---------------|-------------|--------------------|-----------------|-----------------|--------------------|
| ARFF71        | 31          | \$535,101          | \$0             | \$28,163        | \$563,264          |
| ARFF72        | 33          | \$472,478          | \$26,248        | \$26,249        | \$524,975          |
| <b>Totals</b> |             | <b>\$1,007,579</b> | <b>\$26,248</b> | <b>\$54,412</b> | <b>\$1,088,239</b> |

**01-005 Acquire ADA Passenger Lift Devices**

This project consists of the purchase of three passenger ADA lifts sized to accommodate MD-80 and 737 sized aircraft. The lifts meet the 19 degree requirements of Advisory Circulars 150/5360-14 and 150/5220-21B. They also meet the FAA required 90mph wind standards when stowed. The lifts are used by all air carriers and are adjustable to accommodate multiple sized aircraft.

These lifts were necessary to satisfy ADA requirements given the larger passenger commercial aircraft now utilizing the airport.

The start date for this project was September 2010 and is estimated to be completed in December 2016. Two of the lift devices were acquired utilizing AIP funds. The third was acquired with 100% local airport funds. The total cost of this project was \$142,300 with FAA funding under an AIP federal grant #31 in the amount of \$86,260. PFC funds are requested to fund the local match of \$4,540 plus the cost of the third lift acquired entirely with local funds in the amount of \$51,500. The total PFC amount requested is \$56,040.

**01-006 Convert Taxiway H to Runway 4 Extension**

This project included the work required to convert Taxiway Hotel (constructed as part of PFC Project 01-002 above) from taxiway pavement to runway pavement. This work included the associated modifications necessary to the pavement markings, edge lights and airfield signage.

This project allowed for the extension of the landing and takeoff surfaces of Runway 04/22 after completion of the environmental requirements for such a runway extension.

The start date for this project was September 2010 and it was completed in December 2010. The total cost of this project was \$66,073 with FAA funding under an AIP federal grant #31 in the amount of \$62,769. PFC funds are requested to fund the remaining local match of \$3,304.

**01-007            Install Surface Painted Hold Position Markings**

This project included the placement of surface painted holding position signs at the entrance to any runway from a taxiway. This included twelve locations across the airfield. The markings were done in accordance with Advisory Circular 150/5340-1J, *Standards for Airport Markings*.

This project was necessary in order for the Airport to satisfy the requirements under 14 CFR 139.

The start date for this project was September 2010 and it was completed in December 2010. The total cost of this project was \$30,900 with FAA funding under an AIP federal grant #31 in the amount of \$29,355. PFC funds are requested to fund the remaining local match of \$1,545.

**01-008            Expand Terminal Building**

This project included the design and construction of an expansion to the Airport’s passenger terminal building and rehabilitation of the existing structure. The project included a rehabilitation of the existing structure of 16,082 square feet and new construction of the expansion that provided an additional 38,647 square feet. The project followed Advisory Circular 150/5360-9, *Planning and Design of Airport Terminal Facilities at Non-hub Airports*, Advisory Circular 150/5360-13, *Planning and Design of Airport Terminal Facilities*, as well as ACRP, IATA and TSA guidelines, and current design conventions to design the terminal to accommodate a 610 peak hour passenger demand.

Included in this project is the installation and reconfiguration of the inbound and outbound baggage systems. The inbound system included a relocation and rehabilitation of the existing flat plate baggage carousel to its new location in the terminal building. A new second flat plate baggage carousel was installed. These inbound baggage carousels are 137 linear feet. The outbound baggage system included a temporary outbound conveyor system followed by the permanent outbound conveyor system which included ticket counter conveyors, general transport and make-up flat plate carousel. These systems included the necessary motors, wiring, control panels and security doors.

The existing terminal structure was constructed in September 2007 after the previous terminal was destroyed in 2004 by Hurricane Charley. The terminal was sized based on commercial air service at the time which was a single service carrier with six daily flights to only two destinations. Two additional carriers have added service and the terminal could no longer support the current and anticipated future needs of the proposed growth. Passenger enplanement growth is provided below (as per the FAA ACAIS reports 2007 – 2014; Airport records for 2015):

| Calendar Year | Total Enplanements |
|---------------|--------------------|
| 2007          | 7,031              |
| 2008          | 53,073             |
| 2009          | 64,650             |
| 2010          | 87,041             |

|      |         |
|------|---------|
| 2011 | 147,698 |
| 2012 | 99,897  |
| 2013 | 171,121 |
| 2014 | 336,905 |
| 2015 | 418,017 |

The start date for this project was November 2014 and it was completed in March 2016. The funding breakdown by grant is as follows:

|                | AIP Funds          | PFC Funds        | State Funds        | Local Funds        | Total              |
|----------------|--------------------|------------------|--------------------|--------------------|--------------------|
| AIP Grant 32   | \$590,927          | \$32,829         | \$39,085           | \$190,200          | \$853,041          |
| AIP Grant 33   | \$5,634,211        | \$313,012        | \$1,249,568        | \$936,553          | \$8,133,344        |
| Baggage System | \$0                | \$606,889        | \$155,804          | \$0                | \$762,693          |
| <b>Totals</b>  | <b>\$6,225,138</b> | <b>\$952,730</b> | <b>\$1,444,457</b> | <b>\$1,126,753</b> | <b>\$9,749,078</b> |

### **01-009 Reconfigure Access Road**

This project included the design and construction of modifications to the terminal building access road. The work included the demolition of existing asphalt pavements, construction of new asphalt pavements with compacted subgrade and base course, sodding, lighting, stormwater, pavement markings, and various electrical amenities. The project also included the construction of a drainage culvert.

This work was necessary to align the terminal access road (Viking Avenue) directly to the terminal road curbside with the terminal building. This alignment provided for safer and orderly flow of vehicle access to the passenger drop off and loading curb of the terminal building.

The start date for this project was February 2013 and it was completed in November 2013. The total cost of this project was \$543,459 with FAA funding under an AIP federal grant #32 in the amount of \$417,362. State of Florida provided funds in the amount of \$23,187. PFC funds are requested to fund the remaining eligible local match of \$23,187. Ineligible costs totaled \$79,724 and were funded with State and Airport funds.

### **01-010 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 Wildlife Hazard Management Plan, includes all of the elements required in part (f) of the regulation.

The start date for this project was November 2012 and it was completed in March 2016. The total cost of this project was \$138,000. The FAA provided funding under AIP federal grant #32 in the amount of \$124,200. State of Florida provided funds in the amount of \$6,900 and PFC funds are requested to fund the remaining local match of \$6,900.

#### **01-0011 Construct a Portion of Taxiway A**

This project includes the design and construction of additional Taxiway A in between Taxiway C and Runway 15/33. This includes approximately 1,924 linear feet of 60' wide asphalt taxiway pavement. This also includes the associated site preparation and taxiway edge lighting.

This project is necessary to increase safety and alleviate congestion of taxiing aircraft in the airfield. Runway 04-22 is the primary runway and the only runway utilized by the commercial passenger air carriers. When Runway 22 is in use, a bottleneck occurs on Taxiway C and Taxiway D of aircraft exiting Runway 15-33 and aircraft taxiing to Runway 22 to depart. This congestion leads to delays in taxiing and even pushing back from the gate.

The start date for this project was December 2015 and is estimated to be completed in August 2016. The total cost of this project is estimated to be \$2,733,237. The FAA provided funding under AIP federal grant #34 in the amount of \$2,459,913. State of Florida provided funds in the amount of \$136,662 and PFC funds are requested to fund the remaining local match of \$136,662.

#### **01-012 Update Airport Master Plan Study**

This project consists of a Master Plan Study update. 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 ALP 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 and an e-ALP as well as plans for recycling or minimizing the generation of airport solid waste. The Airport's last Master Plan was completed in 2008, since which the Airport has experienced above average growth in passenger enplanements.

The start date for this project is estimated to be September 2016 and it is estimated to be completed in May 2018. The total cost of this project is estimated to be \$1,087,746 with FAA funding under an AIP federal grant #35 in the amount of \$978,971. The State of Florida is expected to provide funds in the amount of \$54,387 and PFC funds are requested to provide the remaining local match of \$54,388.

### **01-013          Conduct Environmental Assessment**

This project includes the preparation of an Environmental Assessment (EA) to evaluate potential social, environmental, and economic consequences of implementing the 5-year Capital Improvement Program (CIP) at PGD, in accordance with the National Environmental Policy Act of 1969 (NEPA). The EA will focus on projects likely to be included in the 5-year CIP, including, but not limited to: General Aviation Apron and Facilities Construction, Fixed Base Operator and Maintenance Facilities Construction, Perimeter Road Construction, and Airfield Pavement Overlay and Rehabilitation.

Those projects included in the 5-year CIP are likely to be identified for near-term construction based on current planning at PGD. The forthcoming Master Plan Update will affirm and verify these recommendations, and provide conceptual design and planning data necessary to complete the EA. The EA will be prepared in accordance with the requirements of FAA Orders 1050.1F and 5050.4B and will include conceptual design sufficient to receive FAA environmental approval of the proposed projects.

The start date for this project is estimated to be September 2016 and it is estimated to be completed in May 2018. The total cost of this project is estimated to be \$361,394 with FAA funding under an AIP federal grant #35 in the amount of \$325,255. The State of Florida is expected to provide funds in the amount of \$18,069 and PFC funds are requested to provide the remaining local match of \$18,070.

### **01-014          Extend Terminal Apron to the North**

This project includes the extension of the terminal aircraft parking apron to the north. It includes approximately 9,653 square yards of portland cement concrete pavement and 3,191 square yards of asphalt pavement. This apron extension will provide for two additional aircraft parking positions. This project will be designed to ADG-III standards.

Due to the rapid growth of commercial passenger service at PGD, it is necessary to expand the area used by commercial aviation. PGD currently has 7 parking positions for MD-80 / A-320 type aircraft. PGD regularly has as many as 9 aircraft on the ground.

The start date for this project is estimated to be March 2017 and it is estimated to be completed in September 2017. The total cost of this project is estimated to be \$2,622,500 with FAA funding under a future AIP federal grant in the amount of \$2,360,250. The State of Florida is expected to provide funds in the amount of \$131,125 and PFC funds are requested to provide the remaining local match of \$131,125.

### **01-015          Construct Air Traffic Control Tower**

This project includes the design and construction of a new Air Traffic Control Tower (ATCT) for the Punta Gorda Airport. The new tower is approximately 122 feet high and provides for two controller positions. The shaft was construction of precast concrete slabs and the cab was of steel frame construction. The project includes an other transaction agreement between the FAA

and the Airport to provide the labor and materials required to establish the Operator Input Device (OID), establish NAVAIDS controls, and establish FAA communication lines to the new ATCT. The tower is included in the FAA Contract Tower (FCT) Program. The tower was designed in accordance with FCT Program standards. The location of the tower was determined based on a July 2009 Siting Report using the current version of FAA Order 6480.4, *Air Traffic Control Tower Siting Process*.

Prior to the construction of this ATCT, Punta Gorda was a non-towered airport meaning pilots follow recommended procedures for arriving and departing the airport and communicate on a common traffic advisory frequency. With the increased number of operations at the Airport and the mix of aircraft sizes and speeds, an ATCT was determined necessary to ensure safe operations at the airport.

The start date for this project was March 2010 and was completed in February 2012. The total cost of this project was \$4,160,128 with the State of Florida providing funds in the amount of \$3,328,100 and PFC funds are being requested to fund the remaining \$832,028.

#### **01-016 Install Instrument Landing System**

This project includes the design and construction of an Instrument Landing System (ILS) for Runway 04 at the Airport. The system includes the localizer, glideslope and distance measuring equipment (DME). The project includes the site preparation, installation of electrical and telecommunication infrastructure, construction of the foundations, construction of the service road and shelter area, and installation of the ILS equipment. The project also includes the flight check of the ILS. This is a Cat-I ILS.

Given the increase in aircraft operations, specifically of commercial passenger aircraft, the installation of an ILS was determined necessary to allow aircraft to land at the airport during periods of inclement weather.

The start date for this project was May 2015 and was completed in September 2015. The total cost of this project was \$1,988,954 with the State of Florida providing funds in the amount of \$1,691,163 and PFC funds are being requested to fund the remaining \$297,791.

#### **01-017 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 \$62,500. PFCs are anticipated to provide 100% funding for this project. This project started in June 2016 and will be complete in July 2022.



## **“Impose Only” Project**

### **01-018 Mitigate Wetlands**

This project includes the design and construction necessary to mitigate approximately 37 acres of wetlands located within the airfield operating environment, identified as Areas B, G, L and F. The project will include backfilling, regrading, installation of pipes or culverts and associated work necessary to eliminate or relocate the wetlands in the airfield environment. These wetlands have been prioritized based on their impact to aviation.

Wetlands have the potential to attract hazardous wildlife on or near public-use airports. This wetland mitigation was recommended by the Wildlife Hazard Management Plan updated March 10, 2016. This project will follow Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports*.

The start date for this project is estimated to be March 2018 and it is estimated to be completed in December 2020. The total cost of this project is estimated to be \$5,000,000 with FAA funding under a future AIP federal grant in of approximately \$2,250,000. PFC funds are requested to fund the local match of \$250,000 plus the costs in excess of available AIP funds estimated to be \$2,500,000. The total PFC amount requested is \$2,250,000.

### **Alternative Projects for “Impose Only” Projects**

#### **Alternative Project #1 – Taxiway E Extension**

This project includes the extension of Taxiway E of approximately 1,700’ of asphalt pavement to provide a full length parallel taxiway for Runway 09/27. This would include the relocation of the existing Taxiway E to meet the ADG-III standards. The project also includes the construction of drainage structures, pavement markings and airfield lighting. The estimated cost for this project is \$2,550,000.

#### **Alternative Project #2 – Apron Expansion to the North of Runway 09/27**

This project includes the construction of additional aircraft parking apron north of Runway 09/27. The construction of aprons and taxilanes will be of asphalt pavement. The additional parking apron will provide 80 aircraft parking positions. The project also includes pavement markings, apron lighting and perimeter fencing. The estimated cost for this project is \$3,150,000.

**Comments or a request for more detailed project descriptions should be sent to James Parish, P.E., President/CEO, 28000 A-1 Airport Road, Punta Gorda, FL 33982.**