



April 30, 2014

RE: Public Notice of Opportunity to Comment on Palm Beach County's Intention to Impose and Use a Passenger Facility Charge (PFC) at Palm Beach International Airport; and Use a PFC at Palm Beach County Glades Airport (PHK), North Palm Beach County General Aviation Airport (F45), and Palm Beach County Park Airport (LNA); PFC Application No. 14-15-C-00-PBI

Palm Beach County (County) is posting this public notice as part of the PFC Application process under 14 CFR § 158.24. The County will be accepting public comments on the proposed new PFC Application through May 30, 2014. As part of the process, the following information is being provided: (1) project descriptions and brief project justifications, (2) PFC collection level, estimated PFC revenue, proposed charge effective date, and estimated PFC charge expiration date, and (3) County point of contact.

1. Project Descriptions and Justifications

1. PBI Taxiway C Rehabilitation

Project Amount:	\$8,170,000
PFC PAYGO:	\$5,724,500
Federal Grants:	\$0
State Grants:	\$2,445,500
PFC Collection Level:	\$4.50
Start Date:	January 2014
End Date:	December 2015

Description. In 2010, the County initiated a large-scale rehabilitation project for several airfield pavements at the Airport, with funding from the Florida Department of Transportation (FDOT) and PFCs, based on pavement evaluations that were performed in the 2006-2008 timeframe. The PBI Taxiway C Rehabilitation Project will serve as a continuation of the airfield pavement rehabilitation initiative started in 2010.

This project will provide for the planning, programming, design, and construction for the rehabilitation of Taxiway C at the Airport. Taxiway C is a full length parallel taxiway to the primary runway, Runway 10L-28R, at PBI, and provides the primary access from the terminal area to the runway.

The scope of construction work for this primary taxiway system is further described below:

Taxiway C: The majority of the asphalt pavements within the limits of Taxiway C were rehabilitated in 2003. Portions of the pavement, lighting, and signage within the limits were

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Palm Beach Gardens

rehabilitated during more recent projects. The asphalt pavement exhibits typical distresses anticipated for asphalt pavements of similar age and nature. Per the FDOT Statewide Airfield Pavement Management Program (March 2012), the weighted Pavement Condition Index value of Taxiway C is 62. Visual distresses observed on the asphalt pavements include: block cracking; transverse and longitudinal cracking; raveling and weathering; patching failures; and rutting. The improvements to be included are as follows:

- Rehabilitation of Taxiway C pavement areas (including shoulders) that were not rehabilitated in the recent pavement rehabilitation projects at PBI. The rehabilitation will consist of a mill and overlay (other options will be considered) with some areas that may require reconstruction.
- Rehabilitation of the Taxiway C intersecting taxiway's pavement (including shoulders), within the Taxiway Object Free Area (TOFA) of Taxiway C, that were not rehabilitated in the recent pavement rehabilitation projects at PBI. The rehabilitation will consist of a mill and overlay with some areas that may require reconstruction.
- Geometry/fillet analysis and modifications to comply with ADG IV cockpit-over-centerline movements per FAA AC 150/5300-13A, Airport Design.
- Taxiway C shoulder widening/extensions to comply with ADG IV requirements between Taxiways C5 and D per FAA AC 150/5300-13A, Airport Design.
- Review the 2008 PBI SWMP and 2009 SFWMD Conceptual ERP and implement Stormwater Improvements that are located within the Project Area in compliance with existing surface water management permits.
- Grading Improvements within the Taxiway Safety Areas.

Taxiway Electrical System Improvements consist of:

- Regulators and Electrical Vault Modifications
- New Modifications to the existing Airfield Lighting Control and Monitoring System (ALCMS)
- New conduit and conductor systems
- New taxiway lighting and signage systems to accommodate new shoulders, geometry modifications, and replace lighting and signage where needed
- Modifications to existing In-pavement Runway Guard Lighting Systems.

Based on available data, the current pavement section consists of approximately 6 to 12 inches of asphalt over +12 inches of lime rock base course. Milling 2 to 3 inches of the existing asphalt, sealing of cracks larger than ¼", and an overlay will prolong the structural integrity of this pavement. Depending on the depth and size of the cracks, a crack relief membrane may be an option in lieu of complete reconstruction. However, to make a final repair recommendation, a subsurface investigation will be required as an early work task of the project.

Project Need/Justification. The County's ongoing pavement management program serves to maintain all pavements with a minimum PCI condition of "Satisfactory/Fair" in order to avoid a costlier reconstruction of the pavement sections and to avoid foreign object debris (FOD) that can have an adverse effect on the safety of aircraft operations at the Airport.

Deteriorating pavement can significantly impact the capacity of the airfield due to unanticipated taxiway closures; particularly primary taxiway systems like this being rehabilitated through this project, and would therefore lead to increased congestion. The closure of Taxiway C would have a significant impact on the capacity of the airfield since it serves as the primary access from the terminal area to Runway 10L-28R.

On December 5-6, 2011, an inspection and pavement condition assessment funded by the FDOT was conducted by Kimley-Horn & Associates, Inc. in which it was determined that Taxiway C has a weighted PCI value of 62 (representing a “Fair Condition”), which is below the FAA Part 139 minimum PCI. Pavement distresses found on this taxiway pavement included low and medium severity longitudinal/transverse cracking, weathering/raveling, low severity depressions, swelling, block cracking, and alligator cracking. The alligator cracking and depressions are known to be structural distresses which are caused by fatigue failure of the asphalt surface under repeated traffic loadings.

The temporary loss of any of this taxiway system due to the need for unexpected repairs would cause significant congestion on the airfield and increase runway crossings, a safety concern, for purposes of circulating around the airfield. The project is also eligible for federal funding under paragraph 525 of FAA Order 5100.38C, AIP Handbook (June 28, 2005).

2. PBI Construct Golfview Infrastructure – Phase 2

Project Amount:	\$7,034,257
PFC PAYGO:	\$3,517,129
Federal Entitlements:	\$0
State Grants:	\$3,517,128
PFC Collection Level:	\$3.00
Start Date:	January 2015
End Date:	December 2016

Description. This project will provide for the continued development of the Golfview area for general aviation (GA) use. Phase 1 (partially approved in PFC Application No. 13-13-C-00-PBI) was comprised of project management, design, permitting, construction, and construction administration for the development of landside access entrance off Military Trail, and water, sanitary sewer, and storm sewer infrastructure necessary to support aviation-related development in the former Town of Golfview, in the northwest corner of the Airport. The primary effort under this Phase 2 is the construction of a north/south taxiway connecting the west end of Taxiway A with the northwest end of the recently completed Taxiway F. Additionally, the electrical distribution infrastructure and stormwater management facility improvements will also be constructed in this phase. The overall project of Phase 2 consists of the construction of infrastructure necessary to support aviation-related development in the northwest corner of the Airport, including taxilanes/taxiways and taxiway stubs, as well as utilities, access roadways, and miscellaneous improvements to the site to support the proposed development.

Project Need/Justification. A review of the 2001 PBI ALP shows that the GA area at the Airport is essentially built-out, the potential for expansion in this area is limited, and there is not enough space at this location to adequately meet the demand for additional GA facilities at an acceptable level of service (relative to the airport’s FBOs and GA customers). This shortage in apron and hangar facilities, which has been confirmed by the FBOs through tenant interviews conducted in 2005 and 2011, has resulted in increasing levels of congestion

in the southside ramp areas to the point where safety concerns during peak periods have been expressed. The lack of space for additional aircraft parking apron in this area, and the fact that the aircraft parking apron is shared by multiple FBO's, increases the complexity of FBO ramp operations, which includes parking, moving, and fueling the wide variety of small, mid-size, and large aircraft (both based and itinerant) that use the FBO facilities at the Airport.

The construction of aircraft apron and taxilanes within the undeveloped parcel along the northwest portion of the Airport is a key element of the Near-Term Airfield Improvement Project needed to serve present and continually growing demand. The proposed development of GA facilities in the Golfview area would allow the County to address existing FBO needs for additional facilities and the congestion levels that routinely occur along the southside FBO tenant areas. By investing in the initial construction of utilities infrastructure, and stormwater systems, the Golfview development Area (GDA) will be set for immediate development of tenant facilities by existing tenants (similar to that undertaken by Signature along the north side of the GDA) and new airport tenants, thereby supporting the continued growth in demand projected for the Airport and relieving the unacceptable levels of congestion that presently exists along the southside area.

3. PBI Terminal Restroom Improvements – Phase 2

Project Amount:	\$1,858,916
PFC PAYGO:	\$464,729
Federal Grants:	\$1,394,187
State Grants:	\$0
PFC Collection Level:	\$3.00
Start Date:	September 2014
End Date:	August 2015

Description. This project will provide for the completion of the expansion and modification to each of the restrooms within the terminal and concourses as part of the ongoing terminal improvement/enhancement project at the Airport. The original project approved in Application No. 13-13-C-00-PBI underestimated the total project cost to improve the restrooms throughout the facilities. Therefore, the Department of Airports has broken the project into two distinct phases based on current and future funding requested. A total of 12 restroom facilities will be expanded and improved as part of this overall project – 6 in Phase 1 (utilizing the funding previously approved in 13-13-C-00-PBI) and 6 in Phase 2 (utilizing funding in this application).

Project Need/Justification. Over the past several years, the County has initiated multiple projects to enhance and improve the facilities at PBI, including new way-finding signage throughout the garages, terminal and concourses, a new skylight that spans the terminal, improved lighting on the enplane and deplane roadways in front of the terminal, and new flooring improvements throughout the terminal and concourses. This project is the next in a series of improvements aimed at enhancing the terminal building and concourses to meet the needs of the traveling public.

4. PBI Flooring Improvements – Phase 3

Project Amount:	\$2,903,636
PFC PAYGO:	\$2,903,636
Federal Grants:	\$0
State Grants:	\$0

PFC Collection Level:
Start Date:
End Date:

\$3.00
August 2014
December 2015

Description. This project will provide for the third phase of a multi-phase Terminal Flooring Improvements Project to implement improvements to the flooring within the public spaces of the terminal and concourses at the Airport. This project will complete the flooring improvements on the ticketing and baggage claim levels of the terminal. The Terminal Flooring Improvements Project is part of an overall terminal rehabilitation/revitalization program for the entire terminal/concourse area that includes new signage (also a PFC funded project), new skylights, new concession areas, new advertising, and new LED (energy efficient) lighting on the enplaning and deplaning levels of the terminal roadway.

This phase 3 project involves project management, operations planning and phasing, design, construction, and construction administration for the removal and replacement of approximately 44,800 square feet of existing floor tiles and carpeting, as well as stairs, within the baggage claim area and approximately 13,000 square feet of carpeting and tile steps in Concourse A. The replacement of the flooring systems will be a combination of materials including terrazzo, tile, and carpet in the various public areas.

Earlier phases of the Terminal Flooring Improvements Project included the replacement of the existing floor tiles within the departure level of the Terminal Building (approximately 28,300 square feet); replacement of the holdroom carpeting in Concourses B and C (approximately 99,100 square feet), and replacement of carpeted areas with porcelain tile flooring within the primary circulation corridor of the two concourses (approximately 54,000 square feet). (Checkpoints were not completed as part of Phase 2).

Project Need/Justification. The current tile flooring located within the Main Terminal Building was installed in 1988 (as part of the original construction of the Terminal) and has surpassed its 20-year operating life. Isolated tiles have begun to loosen or crack, and in various instances have become safety (trip) hazards for passengers. Therefore, the County has prioritized the replacement of the floor tiles to preserve the safety of passengers and the public (since these areas are within the non-sterile/non-secure portion of the terminal).

Similarly, the carpeted areas within the ticketing and bag claim levels of the terminal, which were last installed in 1996, pose similar trip hazards for passengers, particularly along the seams where carpet sections were matched partly due to the increased use of roller bags.

The flooring replacement is PFC-eligible since it is part of an overall terminal rehabilitation/revitalization program phased over several years, which is necessary to enhance the movement of passengers and baggage in air commerce within the boundaries of the Airport.

5. PBI Security Improvements (Perimeter Fiber Loop) – Phase 3

Project Amount:
PFC PAYGO:
Federal Grants:
State Grants:
PFC Collection Level:
Start Date:
End Date:

\$2,685,500
\$1,383,172
\$0
\$1,302,328
\$4.50
December 2014
December 2015

Description. This project will provide for the installation of fiber optic cable within conduit and associated cameras around the perimeter of the Airport in an effort to connect the Southside facilities with the Northside security and computer systems. Due to available initial funding, this project could not be implemented along with other security improvements recently designed.

Project Need/Justification. Based on the security improvements analysis/inventory recently completed at the Airport, this project was one of the recommendations contained in the report. At the present time, there is minimal security camera coverage on the southside of the airfield; the implementation of this system will provide for the installation of cameras to provide better coverage of the entire airport.

6. PBI Miscellaneous Taxiway Rehabilitation (Taxiways F, G, H, and M)

Project Amount:	\$9,285,602
PFC PAYGO:	\$9,285,602
Federal Grants:	\$0
State Grants:	\$0
PFC Collection Level:	\$4.50
Start Date:	October 2014
End Date:	September 2016

Description. In 2010, the County initiated a large-scale rehabilitation project for several airfield pavements at the Airport, with funding from the Florida Department of Transportation (FDOT) and PFCs, based on pavement evaluations that were performed in the 2006-2008 timeframe. The PBI Miscellaneous Taxiway F, G, H, and M Rehabilitation Project will serve as a continuation of the airfield pavement rehabilitation initiative started in 2010.

The scope of construction work for these taxiway systems is further described below, based on the results of the FDOT Statewide Airfield Pavement Management Program (March 2012):

Taxiway F:

Based on the condition of the taxiway pavements observed during the 2011 pavement inspections, the asphalt pavement exhibits typical distresses anticipated for asphalt pavements of similar age and nature. Per the FDOT Statewide Airfield Pavement Management Program (March 2012), the weighted Pavement Condition Index value of Taxiway C is 76. Visual distresses observed on the asphalt pavements include: block cracking; transverse and longitudinal cracking; raveling and weathering; patching; and swelling.

Taxiway G:

Based on the condition of the taxiway pavements observed during the 2011 pavement inspections, the asphalt pavement exhibits typical distresses anticipated for asphalt pavements of similar age and nature. Per the FDOT Statewide Airfield Pavement Management Program (March 2012), the weighted Pavement Condition Index value of Taxiway G is 57. Visual distresses observed on the asphalt pavements include: transverse and longitudinal cracking; raveling and weathering; patching; and swelling.

Taxiway H:

Based on the condition of the taxiway pavements observed during the 2011 pavement inspections, the asphalt pavement exhibits typical distresses anticipated for asphalt pavements of similar age and nature. Per the FDOT Statewide Airfield Pavement Management Program (March 2012), the weighted Pavement Condition Index value of Taxiway H is 65. Visual distresses observed on the asphalt pavements include: transverse and longitudinal cracking; raveling and weathering; swelling; patching; and block cracking.

Taxiway M:

Based on the condition of the taxiway pavements observed during the 2011 pavement inspections, the asphalt pavement exhibits typical distresses anticipated for asphalt pavements of similar age and nature. Per the FDOT Statewide Airfield Pavement Management Program (March 2012), the weighted Pavement Condition Index value of Taxiway M is 48. Visual distresses observed on the asphalt pavements include: transverse and longitudinal cracking; alligator cracking; raveling and weathering; swelling; patching; and block cracking.

Based on available data, the current pavement sections consist of:

- Taxiway F -approximately 4-6 inches of asphalt over 13-17 inches of lime rock base course
- Taxiway G -approximately 4-6 inches of asphalt over 7-9 inches of lime rock base course
- Taxiway H -approximately 13-17 inches of asphalt over 4-6 inches of lime rock base course
- Taxiway M -approximately 7-9 inches of asphalt over 7-9 inches of lime rock base course

Based on the observations and analysis presented in the FDOT Statewide Airfield Pavement Management Program (March 2012), the following maintenance activities are likely to occur, pending further field investigation and testing:

- Taxiway F: Mill and overlay
- Taxiway Golf: Mill and overlay
- Taxiway H: Mill and overlay; probable reconstruction in areas
- Taxiway M: Mill and overlay; probable reconstruction in areas

Project Need/Justification. The County's ongoing pavement management program serves to maintain all pavements with a minimum PCI condition of "Satisfactory/Fair" in order to avoid a costlier reconstruction of the pavement sections and to avoid foreign object debris (FOD) that can have an adverse effect on the safety of aircraft operations at the Airport.

On December 5-6, 2011, an inspection and pavement condition assessment funded by the FDOT was conducted by Kimley-Horn & Associates, Inc. in which it was determined PCI values of each of these taxiway pavements. The estimated weighted PCI values are as follows: Taxiway F – PCI=76 (representing a "Satisfactory Condition"); Taxiway G – PCI=57 (representing a "Fair Condition"); Taxiway H – PCI=65 (representing a "Fair Condition"), and Taxiway M – PCI=48 (representing a "Poor Condition").

The report issued for these inspections indicated that Taxiways F, G, H, and M are all currently below the FAA Part 139 minimum PCI. Pavement distresses found on these taxiway pavements included low and medium severity longitudinal/transverse cracking, weathering/raveling, low severity depressions, swelling, block cracking, and alligator cracking. The alligator cracking and depressions are known to be structural distresses which are caused by fatigue failure of the asphalt surface under repeated traffic loadings.

7. PBI North Terminal Apron Rehabilitation and Reconstruction

Project Amount:	\$13,958,839
PFC PAYGO:	\$13,958,839
Federal Grants:	\$0
State Grants:	\$0
PFC Collection Level:	\$4.50
Start Date:	October 2014
End Date:	September 2016

Description. In 2010, the County initiated a large-scale rehabilitation project for several airfield pavements at the Airport, with funding from the Florida Department of Transportation (FDOT) and PFCs, based on pavement evaluations that were performed in the 2006-2008 timeframe. The PBI North Terminal Apron Rehabilitation and Reconstruction Project will serve as a continuation of the airfield pavement rehabilitation initiative started in 2010. In particular, this project provides for the rehabilitation and reconstruction of pavement sections in the terminal area surrounding Concourse C and the East Remote Apron.

The scope of construction work for these apron areas is further described below:

Concourse C Apron:

Based on the condition of the taxiway pavements observed during the 2011 pavement inspections, the asphalt pavement exhibits typical distresses anticipated for asphalt pavements of similar age and nature. Per the FDOT Statewide Airfield Pavement Management Program (March 2012), the weighted Pavement Condition Index value of the apron on the east side of Concourse C is 68, with several areas much lower (mid 30s). Visual distresses observed on the asphalt pavements include: block cracking; transverse and longitudinal cracking; raveling and weathering; patching; and swelling.

East Remote Apron:

Based on the condition of the apron pavements observed during the 2010 pavement inspections Based on the condition of the taxiway pavements observed during the 2011 pavement inspections, the asphalt pavement exhibits typical distresses anticipated for asphalt pavements of similar age and nature. Per the FDOT Statewide Airfield Pavement Management Program (March 2012), the weighted Pavement Condition Index value of the East Remote Apron is 68, with several areas much lower (mid 30s). Visual distresses observed on the asphalt pavements include: block cracking; transverse and longitudinal cracking; raveling and weathering; patching; scaling/crazing; linear cracking; joint seal damage; and corner spalling.

Based on available data, the current pavement sections consist of:

- Concourse C Apron -approximately 4-6 inches of asphalt over 13-17 inches of lime rock base course

- East Remote Apron -approximately 10-13 inches of Portland Concrete Cement over 13-17 inches of lime rock base course (some areas have no base)

Based on the observations and analysis presented in the FDOT Statewide Airfield Pavement Management Program (March 2012), the following maintenance activities are likely to occur, pending further field investigation and testing:

- Taxiway F: Reconstruction
- Taxiway G: Reconstruction

Project Need/Justification. The County's ongoing pavement management program serves to maintain all pavements with a minimum PCI condition of "Satisfactory/Fair" in order to avoid a costlier reconstruction of the pavement sections and to avoid foreign object debris (FOD) that can have an adverse effect on the safety of aircraft operations at the Airport.

A recent inspection (conducted on December 5-6, 2011) and pavement condition assessment funded by the Florida Department of Transportation and performed by Kimley-Horn & Associates, Inc. determined PCI values of each of these apron pavements. The estimated PCI values are as follows: Concourse C Apron – various sections having PCI values ranging from 31 (representing a "Poor Condition") to 38 (representing a "Poor Condition"); and East Remote Apron - various sections having PCI values ranging from 27 (representing a "Poor Condition") to 54 (representing a "Poor Condition").

The report issued for these inspections indicated that Concourse C Apron and East Remote Apron are both currently below the FAA Part 139 minimum PCI. The pavement sections that make up the terminal apron were either in 'Good' and 'Satisfactory' condition or in 'Poor' and 'Very Poor' condition. The poor and very poor condition pavement sections were located on the far eastside of the ramp. The pavement sections are performing poorly mostly due to their age, but structural distresses such as alligator cracking was also identified in isolated locations. The two main concrete sections that surround the terminals were in satisfactory condition with the large asphalt section between the two being in good overall condition.

8. PBI Taxiway C Drainage Improvements

Project Amount:	\$12,474,010
PFC PAYGO:	\$10,693,672
Federal Grants:	\$412,889
State Grants:	\$1,367,450
PFC Collection Level:	\$3.00
Start Date:	October 2014
End Date:	December 2016

Description. This project will provide for the removal of the entire ditch/open canal located between Taxiway C and Taxiway M, replace it with a drainage pipe/culvert, cover it with dirt, and plant it with grass, similar to other airfield infield areas.

Project Need/Justification. In 2011/2012, the Department of Airports initiated a Wildlife Hazard Assessment (WHA) at Palm Beach International Airport through a consultant in an effort to update/revisit the WHA that was previously completed in 2003. The WHA assessed the wildlife population utilizing the airport property and documented wildlife attractants on or near the property. As such, the Taxiway C canal was identified in the report as one of the

critical onsite water resource wildlife attractants on the property. Large concentrations of wading birds and waterfowl utilized this water resource on a daily basis.

Taxiway C Canal is a large drainage ditch with steep bank slopes that is approximately 2,700 feet long, 45 feet wide and 6 feet deep. It is located north of Taxiway C, south of Taxiway M, and east of Taxiway G and flows from west to east into Cleveland Lake. The ditch is approximately 2.78 acres in size and contains a variety of wetland vegetation including spatterdock, bulltongue arrowhead (*Sagittaria lancifolia*), hydrilla, and torpedo grass. Wading birds, common moorhens, American coots, black skimmer, and various fish species were observed utilizing this ditch. The most effective way to control wading birds and waterfowl is through habitat modification, i.e. remove the water habitat from the AOA. Based on the high level of bird activity observed in the Taxiway C Canal, additional measures to manage these water resources are needed to alleviate the wildlife hazards that still occur. As a long-term, permanent control measure, piping water resources is recommended to remove the wildlife attractant.

Taxiway C Canal is a steep-sloped ditch that holds water year-round and is located in the AOA north of Taxiway C, south of Taxiway M, and east of Taxiway G. Several wildlife species were observed traveling across the runways and taxiways to forage in this ditch. Therefore, mitigating this wildlife hazard is a priority for the Airport. The most effective way to eliminate this wildlife hazard is to remove the ditch entirely, replace it with a drainage pipe, cover it with dirt, and plant it with grass, similar to the other infield areas. This option would most likely have significant costs in design, permitting, and construction, but it could potentially save the Airport money in the long-term through savings in the cost of continuous slope mowing, herbicide application, and potential repair to aircraft damages caused by wildlife strikes as a result of this remaining hazard.

9. PBI Master Plan Update

Project Amount:	\$2,000,000
PFC PAYGO:	\$250,000
Federal Grants:	\$1,500,000
State Grants:	\$250,000
PFC Collection Level:	\$3.00
Start Date:	October 2014
End Date:	December 2016

Description. This project will provide for the completion of a Master Plan Update for PBI. The current master plan was initiated in February 2005 and was approved by the Board of County Commissioners on April 15, 2008. Since that time, many changes have occurred within Palm Beach County and specifically at PBI, including several airline mergers/consolidations, a deep economic recession, changes in air traffic levels and changes to the business landscape in general. Based on these changes as well as the apparent signs of economic recovery in the County, it is prudent for the County to re-assess the current master plan at this time, in order to properly plan for the future of PBI.

Project Need/Justification. Due to recent changes in the economic environment and their effects on the airport and the surrounding community, an update to the Master Plan for the Airport is warranted at this time, in an effort to adequately plan for the future of PBI.

10. PBI Air Handler Units Replacement (Construction)

Project Amount:	\$8,175,000
PFC PAYGO (84.8 percent PFC eligible):	\$6,932,400
Federal Grants:	\$0
State Grants:	\$0
Local Funds:	\$1,242,600
PFC Collection Level:	\$3.00
Start Date:	October 2014
End Date:	December 2016

Description. This project consists of the replacement of 23 Air Handler Units (AHUs) that currently serve the entire PBI Terminal Facility, including those associated with the main terminal buildings and its three concourses. The project will consider that the AHUs and their associated return fans will be replaced with entirely new units within their existing mechanical rooms. Modifications to the mechanical rooms, power generation and distribution equipment, and controls will be incorporated into the project. Based on a square-foot analysis of the entire PBI Terminal Facility prepared by the Department of Airports, approximately 84.8 percent of the project cost is PFC-eligible.

Project Need/Justification. The AHUs covered within the scope of this project provide the primary cooling, heating, ventilation, and smoke evacuation/life safety requirements for the terminal building and the three concourses at PBI. The majority of the units are approximately 26-years old and were installed in the original 1986 construction. The units are multi-zone type, chilled water cooling, and electric resistance heating units. ASHRAE (formerly the American Society of Heating, Refrigerating, and Air Conditioning Engineers) equipment rating data puts the median in-service life expectancy for a chilled water coil at 20 years and fans at 25 years. As a result, the current AHUs have reached the end of their useful life and are in need of replacement. Additionally, a critical life safety component of the terminal building – smoke evacuation – could be temporarily lost if an AHU system fails. Below is a list of the primary reasons for the improvements:

- Excessive energy consumption (currently re-heating to control humidity conditions)
- Exponentially increasing maintenance, including the need to manually start/stop several of the units
- Eventual failure / loss of space cooling. The units are experiencing structural failure, the panels that hold the units together are collapsing, and the frame that holds the cooling coils have failed (in some instances the chilled water lines are holding the coils up)

It is anticipated that the improvements made to the system as part of this effort will ensure a more efficient and environmentally-friendly operation, and will enhance the movement of passengers and baggage in air commerce within the boundaries of the Airport.

11. PBI Terminal Third Level Improvements

Project Amount:	\$3,249,019
PFC PAYGO:	\$3,249,019
Federal Grants:	\$0
State Grants:	\$0
PFC Collection Level:	\$3.00
Start Date:	October 2014

End Date:

December 2016

Description. This project will provide for enhancements/improvements to the public space associated with passenger queuing and processing areas on the third level of the terminal. Planned improvements include the installation of new ceiling and wall systems, and new energy-efficient lighting. The proposed alterations have been planned so that there would be no reduction of public areas to the Terminal 3rd level. The improvements consist of the reconfiguration of existing ceiling soffits, replacement of new wall, ceiling, and floor finishes, mechanical grilles, modifications to existing lighting systems, fire alarm, fire sprinkler systems, and electrical systems as required in order to improve the lighting levels for passenger safety. In addition, this estimate also considers modifications to the ticketing areas in order to comply with the Americans with Disabilities Act (ADA) and the Florida State Building Code.

Project Need/Justification. Over the past several years, the County has initiated multiple projects to enhance and improve the facilities at PBI, including new way-finding signage throughout the garages, terminal and concourses, a new skylight that spans the terminal, improved lighting on the enplane and deplane roadways in front of the terminal, and new flooring improvements throughout the terminal and concourses. This project is the next in a series of improvements aimed at enhancing the terminal building and concourses to meet the needs of the traveling public and will enhance the movement of passengers and baggage in air commerce within the boundaries of the Airport.

12. F45 Perimeter Fence Improvements – Phase 1

Project Amount:	\$1,082,100
PFC PAYGO:	\$282,100
Federal Grants:	\$0
State Grants:	\$800,000
PFC Collection Level:	\$3.00
Start Date:	October 2014
End Date:	December 2016

Description. This project will provide for the first phase of perimeter fence improvements around the airfield in an effort to prevent unauthorized access by people and animals onto the aircraft operations area. The project will evaluate the current fencing and identify the portions of the existing fence line that are inadequate for keeping wildlife out of the Airport Operations Area. The fence to be constructed will be eight (8) foot tall, chain link fence with portions possibly buried to keep wildlife from burrowing under the fence to gain access to the airfield.

Project Need/Justification. North Palm Beach County General Aviation Airport (F45) is located in an environment that is frequented by various types and species of animals and birds. At the present time, the current fencing is inadequate based on the material/make-up of the fence, height of the fence, or the gaps within the gates, which allows for easy access to the airfield by various species of wildlife.

As such, a recommendation to install fencing around F45 has been identified in the recent Wildlife Hazard Assessment (WHA) completed for F45, in order to mitigate for and/or prevent wildlife from entering the airport operations environment. The County's consultant that conducted the WHA strongly recommended that the County replace portions of the perimeter fence to meet FAA specifications. This modification to the fence would greatly

decrease the wildlife present within the AOA. A properly designed and maintained fence stops ingress of many wildlife species from both above and below the fence.

FAA Cert Alert No. 04-16 states that fencing should include a 4-foot skirt of chain-link fence material attached to the bottom of the perimeter fence and buried at a 45° angle on the outside of the fence. This will prevent animals from digging under the fence and reduce the chance of washouts. Gates with gaps should be designed so that medium to large mammals cannot pass through or under them.

Gaps at gates should be less than 5 inches. Wildlife species like white-tailed deer and feral pigs have been observed entering airport property through a gate with gaps larger than 5 inches.

13. F45 Wetland Wildlife Hazard Mitigation – Phase 2

Project Amount:	\$3,410,281
PFC PAYGO:	\$3,410,281
Federal Grants:	\$0
State Grants:	\$0
PFC Collection Level:	\$3.00
Start Date:	October 2014
End Date:	December 2016

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 need to be purchased off-site rather than create new wetlands on or around F45.

This project will provide for the continuation of the removal of wetland wildlife hazards and the purchase of wetland mitigation credits needed to offset wetland impacts. This project will be undertaken in phases based on funding following the outcome of the permitting and coordination/negotiation efforts with the Army Corps of Engineers (COE) and the South Florida Water Management District (SFWMD). Phase 1 is currently underway.

Project Need/Justification. Based on the results of the preliminary 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.

14. PHK Fuel Farm Improvements

Project Amount:	\$1,035,900
PFC PAYGO:	\$235,900
Federal Grants:	\$0
State Grants:	\$800,000
PFC Collection Level:	\$3.00
Start Date:	October 2014
End Date:	December 2016

Description. This project will provide for the full replacement of the existing fuel farm at Palm Beach County Glades Airport (PHK), including all pumps and equipment, as well as the fuel storage tanks.

Project Need/Justification. The existing fuel farm at PHK is nearly 25 years old (installed in 1990) and requires improvements to the facility in order to continue to operate in a maintainable and efficient manner. The existing aviation fuel tank farm contains one 12,000-gallon UST for aviation gasoline (west), a 12,000-gallon UST for jet fuel (east) and a 2,500-gallon UST for waste oil (center). The tanks are of double-walled construction. The product load/off-load pumps, piping systems, and filter separator stations for the two fuel tanks are aboveground and housed within a containment system. The fuel load/off-load pad (i.e. fuel tanker parking) is also within a contained system. The contained areas have drains with gate valves which lead to the waste oil tank. Although termed a waste oil tank, this vessel acts as a pass-thru container as part of the secondary containment system. Release detection for the tanks is monitored electronically using a Veeder Root system. The fuel dispensers are located about 50 feet east of the tank farm. The product transfer lines running from the tank farm to the dispensers are aboveground.

In December 2009, the County contracted with an aviation fueling consultant to conduct an assessment of the fueling facility at PHK. Based on the conclusions presented in the assessment, the majority of the facility was deemed to be in poor to fair condition with the possibility of a major inoperable condition within 5-10 years depending on the specific portion of the system. As such, the County has begun the process of planning, designing and constructing a new facility along with the full closure and possible cleanup of the existing site.

15. PFC Implementation and Administrative Costs

Project Amount:	\$69,570
PFC PAYGO:	\$69,570
Federal Grants:	\$0
State Grants:	\$0
PFC Collection Level:	\$3.00
Start Date:	November 2013
End Date:	December 2014

Description. This project element includes professional fees for services rendered from the Airport's consultant in developing, implementing, and coordinating the PFC program at the Airport.

Project Need/Justification. Retaining a PFC consultant helps ensure PFC applications are filed according to the rules and regulations determined by the FAA. This project is eligible in accordance with Section 158.3, "allowable cost" as explained in that section's preamble.

2. The County will seek authority from the FAA to use PFCs with the following characteristics:

- ***PFC level.*** A four dollar and fifty cent (\$4.50) charge on passengers enplaned at the Airport.
- ***Estimated total PFC revenue under this application.*** \$62,360,549 in PFC project costs on a PAYGO basis.

- ***Proposed charge effective date.*** October 1, 2016 (which reflects the estimated charge expiration date for approved PFC Application No. 13-14-U-00-PBI).
 - ***Estimated charge expiration date.*** Based on three years of PFC Quarterly Reports, the Airport collected approximately \$35,400,000 in PFC revenues at a \$4.50 collection level for the 36 months ending December 31, 2013 (including interest earned), or approximately \$980,000 per month. As a result, it is expected that the additional \$62,360,549 in PFC revenue would be collected within approximately 65 months (or until collected PFC revenue plus interest thereon equals the allowable costs of the approved projects, as permitted by regulation). Therefore, the charge expiration date for this PFC Application No. 14-15-C-00-PBI is estimated to be March 1, 2022.
3. ***County Point of Contact.*** Any comments regarding this public notice should be sent to the following County official:
Mr. Jerry L. Allen
Deputy Director at Palm Beach County
Palm Beach County Department of Airports
846 Palm Beach International Airport
West Palm Beach, FL 33406