



August 5, 2024

PALM BEACH COUNTY DEPARTMENT OF AIRPORTS

**PROPOSED PASSENGER FACILITY CHARGE APPLICATION NO. 24-21-C-00-PBI TO
THE FAA TO IMPOSE AND USE A PASSENGER FACILITY CHARGE AT PALM BEACH
INTERNATIONAL AIRPORT**

NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT

The Palm Beach County Department of Airports (the County) has determined the need to submit to the Federal Aviation Administration (FAA) a Passenger Facility Charge (PFC) Application to impose at Palm Beach International Airport (the Airport or PBI) and concurrently use PFC revenue at the Airport. The County has issued this public notice as part of the PFC application process as per Title 14 Code of Regulation (CFR) Part 158.24 *Notice and Opportunity for Public Comment*.

Comment Period: The County will accept public comments on the proposed PFC Application No. 24-21-C-00-PBI (PFC 24-21) up to thirty (30) days after the date of posting this public notice. As such, comments must be received on or before Thursday, September 5, 2024.

County Point of Contact: Comments may be mailed to Mr. Michael Giambrone, Director of Airport Planning, Palm Beach County Department of Airports, 846 Palm Beach International Airport, West Palm Beach, FL 33406 or e-mailed at mgiambrone@pbia.org.

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

The County will seek authority from the FAA to impose and use PFCs with the following characteristics:

PFC Level: A four dollar and fifty cent (\$4.50) charge on eligible passengers enplaned at the Airport.

Charge Effective Date: May 1, 2027 (which reflects the charge expiration date for approved PFC Application No. 24-20-C-00-PBI).

Estimated Charge Expiration Date: July 1, 2028

Estimated Total PFC Impose and Use Revenue: \$36,064,650

846 PALM BEACH INTERNATIONAL AIRPORT
West Palm Beach, Florida 33406-1470
(561) 471-7400 FAX: (561) 471-7427 www.pbia.org

Projects for which the County is seeking impose and use authority:

21-01 PBI-Taxiway R Rehabilitation – Design and Construction

Project Description: This project includes the design and construction of the Taxiway R Rehabilitation project. Taxiway R is approximately 4,300 feet long by 40 feet wide, constructed in 1967 with asphalt concrete (AC) pavement. This project provides for the full-length pavement rehabilitation of the Taxiway R and its connecting taxiways (Taxiway connectors R2, R3, and R4), along with geometric updates to the connecting taxiways. This project also includes improvements to the electrical systems, signage, and pavement markings.

Project Justification: Taxiway R and taxiway connectors R2, R3, and R4 are overall in poor condition with a Pavement Condition Index (PCI) rating identified by the 2022 Statewide Airfield Pavement Management Program (SAPMP) Report as 30, 35, 49, and 61, respectively. The pavements' age ranges from 36 to 57 years, which exceeds the FAA useful life criteria for reconstruction and rehabilitation. The rehabilitation and the accompanying elimination of potential FOD will preserve capacity at PBI.

21-02 PBI-Airfield Electrical Vault Expansion/Improvements

Project Description: This project includes the expansion of the existing electrical vault by approximately 2,500 square feet. This project will install new regulators to facilitate the phasing and relocation of existing regulators and conductors and provide the required life safety workspace clearances. This project also includes relocating ALCMS infrastructure, installing a new generator, expanding workspaces, and upgrading HVAC to accommodate the expanded vault space.

Project Justification: The existing vault was constructed 39 years ago which will exceed the FAA's minimum useful life criterion for this type of facility at time of expansion. Additionally, the existing airfield electrical system requires upgrades to extend its useful life and facility improvements are necessary to enhance safety for maintenance personnel.

21-03 PBI-Terminal Elevator Rehabilitation

Project Description: This project includes the modernization of terminal elevators located within the terminal. There are a total of 17 terminal elevators and eight parking garage elevators in PBI inventory. Work includes a comprehensive modernization of the existing units and controls to extend the useful life of the elevator systems and improve system reliability.

Project Justification: The existing elevators were installed between 1986 and 2008 and have exceeded the FAA's minimum useful life criterion for elevators. Additionally, many of the control systems are dated and no longer serviced by the vendor and equipment is no longer available.

21-04 PBI-Pre-Conditioned Air (PC Air) Point-of-Use System and Infrastructure Improvements

Project Description: This project includes the replacement of the existing centralized Pre-conditioned Air (PC Air) system with new Point-of-Use (POU) PC Air units to support 16 passenger boarding bridges. The existing centralized PC Air system and supporting infrastructure will be demolished and replaced with new POU PC Air units, automated control system, and electrical system.

Project Justification: The central plant PC Air system was originally installed in 1987 has exceeded its useful life. Many of the system components are dated and no longer serviced by the vendor and equipment is no longer available. Any outages in the main system significantly impact operations at all the supported passenger boarding bridges. The installation of the new POU PC Air units will allow for optimized operational efficiency and a significant increase in the level of service in the concourse..

21-05 PBI Runway 10L-28R Rehabilitation - Design/Construction

Project Description: This project funds the design and construction of Runway 10L-28R. This project will mill and overlay the runway and shoulder surfaces, remove sections of existing shoulders, rehabilitate and replace lighting and signage, make runway safety area grading improvements, and restripe all affected areas.

Project Justification: The average PCI rating for Runway 10L-28R is 74, which indicates a satisfactory condition, but certain pavement areas are more distressed than others. Additionally, Runway 10L-28R was last rehabilitated in 2011 which exceeds the FAA criteria for reconstruction or rehabilitation. The rehabilitation and the accompanying elimination of potential FOD will preserve capacity of the airfield.

21-06 PFC Administrative Cost

Project Description: This project provides for the preparation and implementation of an application to “Impose and Use” a PFC at ELP, which will be submitted to the FAA. The consultant will gather the necessary project, financial, and statistical information; prepare the required public notice; prepare the required air carrier consultation notice; ensure that all procedural requirements are met during the air carrier 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 air carrier notice upon FAA approval.

Project Justification: Retaining a PFC consultant helps ensure PFC Applications are filed according to the rules and regulation determined by the FAA. FAA Administrative cost is eligible in accordance with 14 CFR 158.3 PFC Administrative Support Cost.

Funding Sources for PFC 24-21-C-00-PBI

Pro No.	Project Title	Total PFC	Approved AIP	Anticipated AIP	Approved BIL	Anticipated BIL	FDOT	Local Fund	Total Project Cost
21.01	PBI-Taxiway R Rehabilitations - Construction	\$1,172,664	\$1,172,664	\$3,517,900	\$0	\$0	\$0	\$0	\$4,690,564
21.02	PBI-Airfield Electrical Vault Expansion/Improvements	\$4,513,289	\$4,513,289	\$0	\$0	\$0	\$0	\$37,933	\$4,551,222
21.03	PBI-Terminal Elevator Rehabilitation	\$4,758,775	\$4,758,775	\$0	\$0	\$9,763,450	\$0	\$2,577,775	\$17,100,000
21.04	PBI-Pre-Conditioned Air (PC Air) Point-of-Use System and Infrastructure Improvements	\$4,069,922	\$4,069,922	\$0	\$5,116,095	\$0	\$0	\$0	\$13,662,600
21.05	PBI Runway 10L-28R Rehabilitation - Design/Construction	\$21,500,000	\$21,500,000	\$20,000,000	\$0	\$0	\$6,000,000	\$0	\$47,500,000
21.06	PFC Administrative Cost	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Total		\$36,064,650	\$4,476,583	\$23,517,900	\$5,116,095	\$9,763,450	\$6,000,000	\$2,615,708	\$87,554,386