



MAY 20, 2022

PALM BEACH COUNTY DEPARTMENT OF AIRPORTS

**PROPOSED AMENDMENT FOR PASSENGER FACILITY CHARGE
APPLICATION NO. 19-16-C-00-PBI 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 request to amend a Passenger Facility Charge (PFC) at Palm Beach International Airport (the Airport or PBI). The County has issued this public notice as part of the PFC application amendment 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 amendment to PFC Application No. 19-16-C-00-PBI (PFC 19-16) up to thirty (30) days after the date of posting this public notice. As such, comments must be received on or before Friday, June 24, 2022.

County Point of Contact: Comments may be mailed to Mr. Gary M. Sypek, Senior Deputy Director of Airports, Palm Beach County Department of Airports, 846 Palm Beach International Airport, West Palm Beach, FL 33406 or e-mailed at gsypek@pbia.org.

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

The County requests to increase the total authorized PFC impose and use authority of PFC 19-16 by \$2,340,551 from the previously authorized amount of \$15,453,842 to \$17,794,393. This increase can be attributed to project costs coming in over the initial project cost estimate due to additional activities being necessary during construction of the Rehabilitation of Runway 14-32 Shoulders project.

Amendment Project

▪ **001 Rehabilitation of Runway 14-32 Shoulders – increase by \$2,340,551**

This project is currently active, and the revised cost exceed the approved amount by \$2,340,551 from \$2,312,550 to \$4,653,051 an increase of 101 percent. This amendment request reflects the revised cost estimate based on the consultant’s 100 percent design cost to the approved estimates. The \$2,340,551 increase in project costs is attributable to additional activities being necessary for construction which also changed the original scope of the project.

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

As part of the amendment process the County is providing the following information:

- **Background.** On March 11, 2019, the FAA issued a Final Agency Decision (FAD) approving the County's application for authority to impose and use PFC revenue on nine projects at PBI. To pay for the PFC-eligible costs associated with these projects, the FAA approved collection and use of PFC revenue at a \$4.50 PFC level in the amount of \$15,453,842. The earliest charge effective date was determined to be June 1, 2021; with the charge expiration date estimated to be August 1, 2022. Later a 43C approved on March 4, 2020, revised the expiration date to December 1, 2021.
- **Action Requested.** Based upon the consultant's 100 percent design cost for the rehabilitation of Runway 14-32 shoulders, the County has determined that the current amount of PFC revenue authorized by the FAA for collection and use will not meet proposed costs. As shown on **Table 1**, the net change in cost for the rehabilitation of Runway 14-32 shoulders equals a total of \$4,653,051 increase of the currently authorized project costs. Accordingly, the County is amending PFC 19-16 to increase the total amount of PFC revenue authorized for collection for the rehabilitation of Runway 14-32 shoulders by \$2,340,551 from \$2,312,550 to \$4,653,051. The original project description and project cost estimate were based upon early design efforts for the project. As such, detailed design/engineering had not yet been fully completed. As design progressed to 100 percent, it became apparent that additional activities would be necessary during construction which therefore, increased the project costs. Below are several items noted by the design team that have led to the increase:
 - Prior to additional geotechnical information after 60 percent, the assumed rehabilitation method was 1-inch mill and overlay. The mill and overlay had to be increased to 3-inches due to pavement condition.
 - Additionally, it was discovered areas where the pavement section had insufficient asphalt thickness to meet FAA minimum criteria. Because of the additional information, the approach had to be modified to include a thickened portion of asphalt overlay.
 - Portions of the shoulders were under the FAA minimum 25-foot width. To meet the criteria, new pavement sections had to be created. The new sections included asphalt, limerock base, and compacted subgrade.
 - The main source of increased cost came from replacement of base cans and lights due to the change in civil pavement sections. Because of the change in approach of the pavement section, the edge lights that were out of spacing tolerance and had to be replaced to meet FAA criteria.
 - Administrative costs are a percentage of overall project costs, the increase is directly tied to overall project cost increases.
- **Charge Effective Date:** October 1, 2019 (which reflects the charge expiration date for approved PFC Application No. 14-15-C-00-PBI).
- **Charge Expiration Date.** December 1, 2020. Since the collection period for PFC 19-16 expired on December 1, 2020, the impose and use increase will put this application in an under-collection status which requires a formal letter from the County to the FAA requesting an impose use authority increase of \$2,340,551 be applied to PFC 20-17-C-00-PBI (PFC 20-17) and revise PFC 20-17 expiration date through a 43(c) administrative amendment. The 43(c) will revise the expiration date of PFC 20-17 to June 1, 2023.

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

Table 1. Proposed Amendment to PFC 19-16

Proposed Amendment to 19-16-C-00-PBI

PFC Project	Description	19-16-C-00-PBI Impose and Use Approval 03/11/2019				Proposed 19-16-C-01-PBI Impose and Use Approval Request				Change in Total Impose and Use
		Pay As You Go	Bond Capital	Financing & Interest	PFC Total	Pay As You Go	Bond Capital	Financing & Interest	PFC Total	
16-001	Rehabilitation of Runway 14-32 Shoulders	\$ 2,312,500	\$ -	\$ -	\$ 2,312,500	\$ 4,653,051	\$ -	\$ -	\$ 4,653,051	2,340,551
16-002	Rehabilitation of Taxiway A	\$ 914,270	\$ -	\$ -	\$ 914,270	\$ 914,270	\$ -	\$ -	\$ 914,270	0
16-003	Taxiway Reconstruction to Mitigate Runway 10R Incursions	\$ 569,184	\$ -	\$ -	\$ 569,184	\$ 569,184	\$ -	\$ -	\$ 569,184	0
16-004	Geometry Modifications to Taxiway B	\$ 2,521,000	\$ -	\$ -	\$ 2,521,000	\$ 2,521,000	\$ -	\$ -	\$ 2,521,000	0
16-005	Replacement of Emergency Generators	\$ 5,713,998	\$ -	\$ -	\$ 5,713,998	\$ 5,713,998	\$ -	\$ -	\$ 5,713,998	0
16-006	Replacement of Public Address (PA) System	\$ 2,973,761	\$ -	\$ -	\$ 2,973,761	\$ 2,973,761	\$ -	\$ -	\$ 2,973,761	0
16-007	PHK - Rehabilitation of Runway 17-35	\$ 375,082	\$ -	\$ -	\$ 375,082	\$ 375,082	\$ -	\$ -	\$ 375,082	0
16-008	PHK - Reconstruction of Taxiway D	\$ 25,047	\$ -	\$ -	\$ 25,047	\$ 25,047	\$ -	\$ -	\$ 25,047	0
16-009	PFC Administrative Costs	\$ 49,000	\$ -	\$ -	\$ 49,000	\$ 49,000	\$ -	\$ -	\$ 49,000	0
Total Project Costs		\$ 15,453,842	\$ -	\$ -	\$ 15,453,842	\$ 17,794,393	\$ -	\$ -	\$ 17,794,393	\$ 2,340,551