



MAY 20, 2022

PALM BEACH COUNTY DEPARTMENT OF AIRPORTS

**PROPOSED PASSENGER FACILITY CHARGE APPLICATION NO. 22-18-C-00-PBI
TO THE FAA TO IMPOSE AND USE A PFC 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 Notice to impose a Passenger Facility Charge (PFC) at Palm Beach International Airport (the Airport) and to 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. 22-18-C-00-PBI (PFC 22-18) 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(b)(1):

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

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

Charge Effective Date: June 1, 2023 (which reflects the estimated charge expiration date for approved PFC Application No. 20-17-C-00-PBI).

Estimated Charge Expiration Date: Collections for the four projects to be included in PFC 22-18 are estimated to be 17 months based on 33.2 percent growth rate in FY 2023 and 10.7 percent growth rate in FY 2024 in enplanements and a 90 percent collection rate on enplaned passengers. Thus, the charge expiration date is estimated to be November 1, 2024 (or until collected PFC revenue plus interest thereon equals the allowable cost of the approved projects, as permitted by regulation).

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Estimated Total PFC Impose and Use Revenue: \$18,493,528

Projects for which the County is seeking Impose and Use Authority:

1. PBI Taxiway B Reconstruction

Project Description: This project funds for design, bidding, project management, and construction for the Taxiway B Reconstruction project at PBI. Taxiway B is parallel to Runway 14-32 and extends from the entrance of Runway 14 to Taxiway C. Taxiway B is constructed with asphalt concrete (AC). This project will reconstruct the portions of Taxiway B from Runway 14-32 to Taxiway A and Taxiway A to Taxiway C. This project removes approximately 25,000 square yards of full depth asphalt and base materials and replaces with a bituminous surface course, bituminous stabilized base, and limerock base course over a compacted subgrade.

Project will also mill and overlay the southwestern portion of Taxiway B between the new Taxiway B connector and Taxiway A intersection which consist of approximately 15,300 square yards. The mill and overlay operation will be of varying depths up to 3-inches and will be comprised of bituminous surface course.

Existing taxiway shoulders will be widened to 8 foot minimum or as needed, to achieve a standard 30-foot-wide shoulder required for an ADG-IV, TDG-5 Taxiway.

Additionally, this project will remove and replace stormwater piping and stormwater structures with new 30-inch and 42-inch reinforced concrete pipes and ditch bottom inlets. This project also removes and installs salvaged centerline lights, reinstalls taxiway edge lights, installs conduit and cables, regrades infield areas adjacent to the taxiway, and restripes affected areas.

The new pavements will be designed in accordance with FAA AC 150/5300-13A, *Airport Design* regulations and all affected areas will be restriped according to AC 150/5340-1L, *Standards for Airport Markings* guidance.

Project Justification: Taxiway B is a vital component of the taxiway network and provides direct access to Runway 14-32. According to FAA Order 5100.38D Change 1, *Airport Improvement Program Handbook* (AIP Handbook), the minimum useful life criterion for pavement reconstruction is 20 years.

The pavement evaluation completed in 2019 by the Florida Department of Transportation (FDOT) identified an area weighted average Pavement Condition Index of 45 for the Taxiway B sections included in this project. A PCI below 55 is considered in poor condition.

The distresses identified on Taxiway B are related to weathering and raveling due to its age. Longitudinal, transverse, and block cracking were also observed. A longitudinal crack also exists along the Taxiway B centerline stripe. Overall deterioration of the airfield pavement leads to foreign object debris (FOD), a safety hazard for operating aircraft, and the continued deterioration of the pavement will inhibit the capacity of the Airport. Therefore, the reconstruction of these pavement areas is necessary to preserve capacity of the Airport.

2. PBI Terminal Chiller Replacement

Project Description: This project provides for the planning, design, permitting, construction, and implementation of the replacement of Chillers 4 and 5 of the HVAC system serving PBI. Chiller 4 is a 600-ton rated chiller which cools the Chiller Plant and adds a layer of redundancy to Chillers 1, 2, and 3. Chiller 5 is an 800-ton rated chiller. Chiller 5 was added to the Chiller Plant in 2004 to meet the additional capacity required after the PBI security checkpoint expansion and in anticipation of the additional capacity needed for the Concourse C Gate Expansion.

This project proposes to replace Chillers 4 and 5 with two more efficient new 750-ton rated water-cooled chillers. The added tonnage will allow for new Chillers 4 and 5 to maintain existing capacity, support expansion of Concourse B and still maintain enough spare capacity for redundancy.

Project Justification: This project preserves capacity and safety of the airport. The functionality of the HVAC system of the Airport is critical in providing an adequate level of services for travelling passengers, but also preserving the electrical integrity of the terminal facility. These chillers not only provide cool air to the Terminal, but also provide air to various electrical substations located in the Terminal. If these electrical substations become too hot, they have the potential to overheat and fail. According to the AIP Handbook, the minimum useful life criterion for equipment replacement is 10 years. Chiller 4 and Chiller 5 were installed in 1997 and 2004, respectively.

Replacement of these Chillers with two 750-ton chillers will allow for expansion for Concourse B and enough spare capacity for redundancy. New, network-connected chillers would allow for improved chiller upkeep due to data outputs operation staff can utilize to schedule regular maintenance and identify cost savings. New chillers also have higher efficiency ratings and consume less power (10-20% less than Chiller 4).

3. PBI Electrical Infrastructure Improvements – Phase 1

Project Description: This project provides for the planning, design, permitting, construction, and implementation of Phase 1 of a multi-phased project to improve the electrical infrastructure serving PBI. This phase involves improvements to the Main Electrical Substation, the Switchgear Normal Power Distribution System (NPDS), and Substation C.

Main Substation

PBI's Main Substation, is a 1200A, 13.2kV rated metal enclosed switchgear, manufactured by Siemens. This project will replace the switchgear with two switch enclosures with oil immersed contact switches and breakers.

Main Terminal - NPDS

NPDS, is a 1200A, 13.2kV rated metal clad switchgear, manufactured by Siemens. This project will replace the switch and add an additional seven feeder breakers to support future terminal expansions. The Switchgear NPDS supplies power to various substations and transformers around the Main Terminal.

Substation C

Substation C is a 4000A rated, 480Y/277V rated main-tie-main substation, manufactured by Siemens. This project will install two load break switches, two 2500kVA ventilated dry-type transformers and 11, 480V distribution sections.

An eligibility analysis was performed, and it was determined that 59 percent of this project is eligible for PFC funding.

Project Justification: This project preserves capacity and safety of the Airport. This project provides the infrastructure necessary to power current and future PBI concourse expansions. The electrical framework for the Airport will be updated and improved to reduce power outages, improve redundancy should unforeseen issues arise, and keep integral security and safety systems functioning. According to the AIP Handbook, the minimum useful life criterion for equipment replacement is 10 years. The Main Substation, NPDS, and Substation C, were all installed in 1987, therefore exceeding the minimum useful life criteria.

4. PBI PFC Administrative Cost

Project Description: This project includes direct costs associated with the development and implementation of the County’s application to impose and use PFC revenue for the projects listed in this application, including business and financial consultant services in accordance with Part 158 such as: Gathering the necessary project, financial, and statistical information; Preparing the required public notice; Preparing the required airline consultation notice; Ensuring that all procedural requirements are met for the airline meeting; Preparing the impose and use application; Preparing responses to air carrier comments; Preparing the completed application for submittal to the FAA; and Preparing the airline notice of FAA approval.

Project 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 Part 158.3, “allowable cost” as explained in that section’s preamble.

Funding Sources:

PROPOSED PROJECTS FOR PFC 22-18-C-00-PBI

		PFC Revenue Requested							
Pro No.	Project Title	PFC Level	Pay-Go	Bond Capital	Financing & Interest	Total PFC	FDOT Funding	Airport Fund	Total
18.01	PBI Taxiway B Reconstruction	\$4.50	\$ 8,250,471	\$ -	\$ -	\$ 8,250,471	\$ -	\$ -	\$ 8,250,471
18.02	PBI Terminal Chiller Replacement	\$4.50	\$ 4,254,960	\$ -	\$ -	\$ 4,254,960	\$ 1,400,000	\$ 64,072	\$ 5,719,032
18.03	PBI Electrical Infrastructure Improvements - Phase 1	\$4.50	\$ 5,948,883	\$ -	\$ -	\$ 5,948,883	\$ -	\$ 2,973,348	\$ 8,922,231
18.04	PBI PFC Administrative Costs	\$4.50	\$ 39,214	\$ -	\$ -	\$ 39,214	\$ -	\$ -	\$ 39,214
Total			\$ 18,493,528	\$ -	\$ -	\$ 18,493,528	\$ 1,400,000	\$ 3,037,420	\$ 22,930,948