

NOTICE OF  
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO  
PASSENGER FACILITY CHARGES

Charlotte County Airport Authority is providing an opportunity for public comment until August 17, 2018 related to our Passenger Facility Charge Program. This notice includes information related to a proposed new Impose and Use Passenger Facility Charge (PFC) Application #2 for the Punta Gorda Airport as well as an amendment to previously approved Passenger Facility Charge Application #17-01-C-00-PGD. This written notice is provided in accordance with requirements contained in Federal Aviation Regulation 49 CFR Part 158.24 Passenger Facility Charge.

**New PFC Application #2**

The Authority plans to submit a new PFC application #2 at the PFC rate of \$4.50 per enplaned passenger. We anticipate collection on this application to begin on August 1, 2020 based on the amendment to PFC Application #17-01-C-00-PGD described below. The total PFC revenue to be collected for projects in this application (impose authority) is \$6,921,181. The total PFC use authority requested in this application is \$9,671,181. The PFC expiration date for this application is estimated to be June 1, 2023. Future PFC projects will likely extend the expiration date. The nine “Impose and Use” projects and one “Use Only” project in this application are described on the following pages.

**Amendment #1 to PFC Application #17-01-C-00-PGD**

The Authority received approval from the FAA to impose and use PFCs for seventeen projects and to impose PFCs for one project at the Punta Gorda Airport (PGD) on June 21, 2017. The Authority intends to amend approved application #17-01-C-00-PGD to increase the PFC level to be collected from each eligible enplaned passenger from \$2.00 to \$4.50. The amendment will also amend the project costs and PFC requested amounts on three projects, described on the following pages. The new charge expiration date of this amendment is estimated to be August 1, 2020.

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

***Punta Gorda Airport (PGD)***  
***Proposed Passenger Facility Charge Application #2***  
***Project Descriptions***

**“Use Only” Project**

**02-001 Mitigate Wetlands**

This project includes design, permitting and construction services required to eliminate and fill approximately 37 acres of existing wetlands on airport property. In addition, the project includes the purchase of required wetland mitigation credits. The construction activities will include clearing, backfilling, regrading, installation of pipes or culverts (as necessary) and sodding.

The wetlands to be mitigated are identified as areas B1, B2, B3, C, F, H and I on the attached diagram based on current conditions and priority based on their impact to aviation. This drawing and the specific areas identified for mitigation have been updated since the project was approved for PFC “impose only” authority approved in the original PFC application #1 was approved. The original estimate of 37 acres remains unchanged.

During the Wildlife Hazard Assessment, several wading bird species were observed at PGD. Waterfowl are a seasonal concern at PGD due to their size and flocking tendencies. While small number of ducks and other waterfowl species are present throughout the year at PGD, the numbers increase during the migratory period. The wetland mitigation was recommended by the Wildlife Hazard Management Plan updated March 10, 2016. The WHMP reports “Carolina willows, cattails, and other vegetation growing in wet areas provide excellent wildlife habitat. The depressional wetlands (Wetlands F, G, H, and L) in the infield between Runways 4-22, 9-27, and 15- 33 that become saturated and/or inundated during the wet season should be filled and graded to eliminate standing water that is attractive to wading birds and waterfowl. PGD should also evaluate the feasibility of filling, removing, or improving the drawdown time of the depressional wetland (Wetland B) in the cattle pasture south of the Airport’s perimeter fence that becomes saturated and/or inundated during the wet season. Mitigating the hazard attractiveness of this wetland should be a high priority since it is located within or near the approach and departure spaces for Runways 4-22 and 15-33. Minimizing this habitat to the greatest extent practicable should reduce this wildlife hazard attractant to birds.” This project will help to minimize or eliminate the attractiveness of PGD as a waterfowl habitat, thus improving the safety of air operations at the Airport. 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 2019 and it is estimated to be completed in December 2020. This project was approved as an impose only project in PFC Application #17-01-C-00-PGD. This PFC application requests the use authority for the PFC impose authority of \$2,750,000 approved in Application #17-01-C-00-PGD.

## **“Impose and Use” Projects**

### **02-002      Extend and Rehabilitate Runway 15-33**

#### ***Description:***

This project includes the design and construction to extend and rehabilitate Runway 15-33. This project consists of constructing a 593-foot extension on the south end of Runway 15-33 and rehabilitating the existing runway pavement with a 2” depth of milling followed by a 2” overlay. This project will also bring the Runway Safety Area (RSA) and Runway Object Free Area (ROFA) for the north end of Runway 15-33 into compliance with Design Group C-III standards. These standards require an RSA and ROFA that extend 1,000 feet beyond the end of the runway.

#### ***Justification:***

Runway 15-33 is currently 5,688’ long and 150’ wide, constructed of asphalt. It was originally constructed in 1943 and was last rehabilitated in 2001. The purpose of this project is to provide an operational runway length of 6,000 feet in both directions that is capable of maintaining existing air carrier operations at the Airport during the period that Runway 4-22 is closed for reconstruction and to bring existing runway pavements up to good condition.

At its current length, Runway 15-33 has insufficient length to accommodate A320 aircraft operations using PGD beyond 80 percent maximum takeoff weight (MTOW). Similarly, Runway 15-33 landing distance is insufficient to accommodate wet runway A320 operations. Therefore, extending Runway 15-33 to a minimum operational length of 6,000 ft. would preserve operational capability of the air carrier fleet during the period that Runway 4-22 is closed for reconstruction.

The Florida Department of Transportation (FDOT) published its District 1 Report for its Statewide Airfield Pavement Management Program in June 2015. The report indicated that Runway 15-33 pavements had an area weighted Pavement Condition Index (PCI) of 68 and a PCI rating of “Fair”. This PCI is less than the FDOT recommended minimum service level PCI of 75. Consequently, a rehabilitation of Runway 15-33 is needed as listed in the FDOT pavement study. This project will address that need.

#### ***Estimated Start and Completion Dates and Estimated Cost and Funding Sources:***

This project is estimated to start in August 2019 and be completed in June 2020. The total cost of this project is estimated to be \$9,500,000. The Airport anticipates the use of FAA AIP funds of approximately \$4,725,000 and state funds in the amount of \$2,387,500. PFC funds of \$2,387,500 are requested to fund the remainder of the eligible costs.

### **02-003      Construct New General Aviation Apron and Taxiway**

This project includes the design and construction of a new general aviation aircraft parking apron and the taxiway access to this apron. The apron will include approximately 88,000 square yards of asphalt pavement (approximately 1,125 ft by 590 ft of apron pavement plus the associated taxilanes) and will be configured to provide parking positions for 35 ADG-I aircraft and 24 ADG-II aircraft (or fewer number of larger aircraft). This apron will be designed to

accommodate aircraft up to 100,000 pounds (i.e., Gulfstream 650). This would accommodate nearly all aircraft that are likely to use the general aviation facilities. The taxiway would be built to restricted ADG III standards (i.e. aircraft with wingspans of less than 100 feet). The designation of restricted Design Group III is only related to: 1) clearances from aircraft parking positions, 2) fillet geometry and 3) taxiway to taxiway separation. This was done to accommodate the movement of business jets such as Gulfstreams and Bombardier Global Express to and from the General Aviation facilities without requiring operational restrictions. The taxiway will include approximately 5,000 square yards of asphalt pavement (40' wide). The project includes the construction of associated drainage structures, pavement markings, airfield lighting and perimeter fencing.

The results of a General Aviation Terminal Relocation Study conducted in 2015 and the Master Plan Update completed in 2018 documented the need for additional GA facilities and the need to relocate these facilities. Commercial air carrier operations and passenger enplanements have been increasing at PGD since 2008. The Master Plan Update identified that additional commercial terminal space will be required. The expansion of the terminal to the south will require the relocation of the general aviation facilities. Aside from the need to relocate the facilities due to southward expansion of the commercial passenger terminal, requirements for larger facilities accommodating increasing GA operational and service demand at PGD drive the need for GA facility relocation. The GA Terminal Relocation Study examined GA facility requirements, including apron space, as demand for GA facilities continue to rise at PGD. The relocated facility would accommodate both existing and future demand.

This project is estimated to start in September 2019 and be completed in June 2021. The total cost of this project is estimated to be \$13,800,000. The Airport anticipates the use of FAA AIP funds of approximately \$6,900,000 and state funds in the amount of \$3,450,000. PFC funds are requested to fund the remainder of the eligible costs of \$3,450,000.

#### **02-004          Reconstruct/Rehabilitate Runway 4-22 (Design Only)**

This project includes the costs associated with the design effort for the reconstruction and rehabilitation of Runway 4-22. This will include site visits, control and topographic field surveys, geotechnical sub-surface exploration, pavement design, construction safety and phasing plan preparation and FAA submittal, electrical calculations and design for airfield lighting and navigation, preparation of construction plans and project specifications, preparation of an engineer's report with construction cost estimate and construction contract time calculations, water management design and permitting, quality control reviews and coordination with FAA and FDOT.

Runway 4-22 is 7,193' long and 150' wide, constructed of asphalt. It was originally constructed in 1943 and last rehabilitated in 2001. FDOT pavement studies and recent pavement testing confirm that reconstruction of a portion of Runway 4-22 is required in the short-term to keep the runway pavements from rapidly deteriorating and risking potential failure. Non-destructive testing conducted in 2015 by the FDOT indicated that certain sections of Runway 4-22 were estimated to have less than two years of structural life remaining.

Destructive pavement testing conducted by the Airport in April 2017 confirmed that subsurface conditions on Runway 4-22 will require the reconstruction of a portion of the runway. The testing consisted of six In-Place California Bearing Ratio (BDR) borings that revealed subsurface water is penetrating into the subbase thereby resulting in a loss of weight bearing capacity. These results support the conclusions of the 2015 FDOT study.

In addition to subsurface conditions, the FDOT's District 1 Report for the Statewide Airfield Pavement Management Program indicated that the majority of pavement on Runway 4-22 had a PCI 65 and a PCI rating of "Fair". The entire runway had an area weighted PCI of 72 and a PCI rating of "Satisfactory" in 2015. This PCI is less than the FDOT recommended minimum service level PCI of 75. Consequently, a rehabilitation of Runway 4-22 was listed as needed in the FDOT pavement study.

This design project is estimated to start in August 2020 and be completed in January 2021. The total cost of this project is estimated to be \$1,600,000. The Airport anticipates the use of FAA AIP funds of approximately \$1,440,000 and state funds in the amount of \$80,000. PFC funds are requested to fund the remainder of the local match of \$80,000.

#### **02-005          Acquire Property & Easement on Runway 22 Approach**

This project consists of acquiring approximately 45 acres of property within the RPZ on the north end of Runway 4-22. Some of these parcels are not currently within the RPZ but would be encompassed by the RPZ with the proposed 727-foot extension of Runway 4-22.

The FAA's airport design guidelines recommend that airports own the property underneath approach and departure areas to the limits of the RPZ, where practicable. The guidelines further recommend that the RPZ be cleared of all above ground objects where practicable. The purpose of this project is to achieve compliance with FAA guidance for land uses within RPZs.

This project is estimated to start in August 2019 and be completed in December 2019. The total cost of this project is estimated to be \$500,000. PFCs are anticipated to provide 100% funding for this project.

#### **02-006          Acquire Runway Sweeper**

This project includes the acquisition of one new runway sweeper for the Airport. The sweeper will be a cab over design, Tier 4, water-cooled, turbocharged, diesel, regenerative, high speed air sweeper.

This acquisition will replace a 2000 Sterling Sweeper (which was acquired with state and local funding in 2000). This unit suffers from the following items: age, availability of replacement parts, energy costs, frequency of failures and annual costs of maintenance, repairs, and replacement parts. This sweeper is necessary to allow the Airport to promptly remove mud, dirt, sand, loose aggregate, foreign object debris, and other contaminants from all runways, taxiways and ramp areas.

This project is estimated to start in June 2018 and be completed in December 2018. The total cost of this project is estimated to be \$140,897. The Airport anticipates the use of FAA AIP funds of approximately \$126,807. PFC funds are requested to fund the local match of \$14,090.

#### **02-007 Acquire ADA Passenger Lift Devices**

This project consists of the purchase of two 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 additional lift devices are necessary for the two new additional aircraft parking positions recently constructed at PGD. PGD does not have jet bridges and all aircraft are boarded from ground level. This requires either stairs or lifts for passengers to board. These lifts provide for the safest and most efficient enplaning and deplaning of all passengers, and are required to satisfy the FAA requirements for providing handicap access to aircraft. These lifts are shared used, available for use by all air carriers and are used at multiple gates. They are flexible and may be used to enplane and deplane various sizes of aircraft.

The start date for this project was August 2017 and was completed in January 2018. The total cost of this project was \$116,800. PFCs are anticipated to provide 100% funding for this project.

#### **02-008 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.

#### **02-009 PFC Application Costs**

PFC-eligible general formation costs included in this PFC project are the necessary expenditures to prepare the new PFC application. Development associated with the approved projects in this application will preserve and enhance capacity at the Airport. The total cost of this project is

\$41,000. PFCs are anticipated to provide 100% funding for this project. This project started in January 2018 and will be complete in December 2018.

**02-010 PFC Administration Costs**

PFC-eligible costs included in this PFC project are the eligible ongoing administrative costs, amendments and closeout for this PFC application. Administration costs associated with the approved projects in this application will enhance capacity at the Airport. The total cost of this project is \$34,000. PFCs are anticipated to provide 100% funding for this project. This project started in December 2018 and will be complete in June 2023.

**JUSTIFICATION FOR THE PROPOSED AMENDMENT  
To Application #17-01-C-00-PGD**

The Charlotte County Airport Authority received approval from the FAA to "impose and use" PFCs for seventeen projects and to "impose" PFCs for one project at the Punta Gorda Airport on June 21, 2017. The PFC collection was approved at the \$2.00 level. The approved collection amount for this application was \$5,225,793. The approved used amount for this application was \$2,475,793.

*The Authority is now proposing to increase the PFC collection from the \$2.00 level to the \$4.50 level. Additionally, the Authority is proposing to increase the total amount of PFCs to be imposed on this application from the current approved amount of \$5,225,793 to \$5,298,817 and increase the total amount of PFCs to be used on this application from the current approved amount of \$2,475,793 to \$2,548,817. These proposed changes relate to specific projects which are described below.*

**Project 01-011, Construct a Portion of Taxiway A**, includes the design and construction of additional Taxiway A in between Taxiway C and Runway 15/33. This project is now complete. The original estimate for this project was \$2,733,237 with \$2,459,913 to be provided by AIP #34 grant funds, \$136,662 to be provided by the FDOT and the remaining local match of \$136,662 to be provided by PFCs. Final project costs came in slightly lower than estimated at \$2,701,873 with \$2,431,685 provided through AIP grant #34 funds, FDOT funds in the amount of \$134,969 and the remaining local match of \$135,219 funded with PFCs. This represents a \$1,443 decrease in PFCs needed for this project.

**Project 01-014, Extend Terminal Apron to the North**, includes the design and construction necessary to extend the terminal apron by two additional parking positions to the north. The original estimate for this project was \$2,622,500 with \$2,360,250 to be provided by future AIP grant funds, \$131,125 to be provided by the FDOT and the remaining local match of \$131,125 to be provided by PFCs. This project is also complete. The design of the project determined a thicker pavement section was required than originally anticipated in order to accommodate the larger aircraft (A321) operations and power out, rather than just pushback, operations. This also required the addition of a blast fence. Final total project costs came in \$735,582 higher than originally estimated at \$3,358,082. Of these total project costs, \$2,777,923 were funded through AIP grant #36, FDOT funds provided \$134,476 and the remaining eligible costs of \$174,182 will be funded with PFCs. Local funds in the amount of \$271,501 funded ineligible costs. This represents an additional \$43,057 needed in PFCs.

**Project 01-019, PFC Administration Costs**, includes the eligible ongoing administrative costs, amendments and closeout for this PFC application. The original estimate for this project was \$3,590 to be funded 100% with PFCs. The updated estimate for this project is \$35,000 to include the cost to amend this application. This represents a \$31,410 increase in requested PFCs.

**These proposed changes to PFC #17-01-C-00-PGD result in a PFC increase request of \$73,024.**

The current legal expiration date of this application is currently August 1, 2022. The new estimated expiration date based on this amendment is August 1, 2020. This calculation is based on actual PFC collections through January 2018 and the remaining 2018 collections which are assumed to remain at the \$2.00 level through December 31, 2018. The calculation assumes the new PFC collection level of \$4.50 will be effective January 1, 2019.