NOTICE OF
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO
PASSENGER FACILITY CHARGES

Charlotte County Airport Authority is providing an opportunity for public comment until March 3, 2021 related to our Passenger Facility Charge Program. This notice includes information related to a proposed new Impose and Use Passenger Facility Charge (PFC) Application #3 for the Punta Gorda Airport as well as an amendment to previously approved Passenger Facility Charge Application #19-02-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 #3

The Authority plans to submit a new PFC application #3 at the PFC rate of $4.50 per enplaned passenger. We anticipate collection on this application to begin on June 1, 2023 based on the legal expiration date of PFC Application #19-02-C-00-PGD. The estimated expiration date of this application is January 1, 2026. Future PFC projects will likely extend the expiration date. The total PFC revenue to be collected for projects in this application (impose and use authority) is $5,195,000. The eleven "Impose and Use" projects in this application are described on the following pages.

Amendment #1 to PFC Application #19-02-C-00-PGD

The Authority received approval from the FAA to impose and use PFCs for eight projects and to use PFCs for one project at the Punta Gorda Airport on July 23, 2019. The Authority intends to amend approved application #19-02-C-00-PGD to update the project costs and PFC requested amounts on five projects, described on the following pages. There is no change proposed to the current legal expiration date of June 1, 2023.

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 #3
Project Descriptions

03-001 Reconstruct/Rehabilitate Runway 4-22 (Construction)

This project includes the construction, engineering construction services and project inspection costs associated with the reconstruction and rehabilitation of Runway 4-22. The major construction activity will reconstruct the keel section of the runway (7,193 feet x 60 feet) with 12 inches of crushed concrete, 5 inches of asphalt base course and 4 inches of asphalt surface course. The remaining section of the runway (7,193 feet x 90 feet) will be rehabilitated with a 3-inch mill and a 3-inch asphalt overlay. Other construction activities include erosion control, crack sealing, shoulder grading, excavation, embankment, pavement markings, grooving, lighting, signage, seeding and sodding.

Runway 4-22 is 7,193 feet long and 150 feet wide, constructed of asphalt. It was originally constructed in 1943 and last rehabilitated (mill and overlay, no base reconstruction) in 1999. 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 in the FDOT pavement study as a 10-year major rehabilitation need.

This project is estimated to start in September 2021 and be completed in September 2022. The total cost of this project is estimated to be $16,000,000. The Airport anticipates the use of FAA AIP funds of approximately $14,400,000 and state funds in the amount of $800,000. PFC funds are requested to fund the remaining local match of $800,000.

03-002 Rehabilitate Taxiway D

This project includes design and construction necessary to rehabilitate Taxiway D. It is anticipated that the existing pavement will be rehabilitated with a 2" mill and a 2" overlay (4,625 feet x 50 feet). The project includes all design, construction administration and testing services. Other construction activities include erosion control, crack sealing, grading, excavation, embankment, pavement markings, lighting, signage, seeding and sodding.

Taxiway D is approximately 4,625 feet long and 50 feet wide, constructed of asphalt. It was originally constructed in the 1940's and has not been rehabilitated in over 25 years. Currently the taxiway has deep wheel rutting with ponding of water and has reached the end of its design life. Taxiway D had average PCI's of 59 to 64, a rating of "fair" in the 2015 FDOT pavement study.

This project is estimated to start in September 2022 and be completed in April 2023. The total cost of this project is estimated to be $3,000,000. The Airport anticipates the use of FAA AIP funds of approximately $2,700,000 and state funds in the amount of $150,000. PFC funds are requested to fund the remaining local match of $150,000.

03-003 Extend Taxiway "E" to Runway 27 End

This project includes the design and construction of an extension of Taxiway E to Runway 27 (1,000 feet x 35 feet). The pavement will be constructed of 4" of asphalt on top of a 6" lime rock base course and 12' of stabilized subgrade. The project includes all design, construction administration and testing services. Other construction activities include erosion control, grading, excavation, embankment, pavement markings, lighting, signage, seeding and sodding.

The taxiway extension is needed to eliminate the need for aircraft to back-taxi on the runway when wind conditions favor Runway 27. During periods when Runway 22 is in use, aircraft departing from the north end of the Airport require significant taxi times to Runway 22.

This project is estimated to start in September 2022 and be completed in July 2023. The total cost of this project is estimated to be $1,230,000. The Airport anticipates the use of FAA AIP funds of approximately $1,107,000 and state funds in the amount of $61,500. PFC funds are requested to fund the remaining local match of $61,500.

03-004 Construct New Taxiway – GA Apron to Taxiway A

This project includes the design and construction of the extension of a taxilane from the aircraft parking ramp to Taxiway A (2,700 feet x 35 feet). The pavement will be constructed of 4" of asphalt on top of a 6" lime rock base course and 12' of stabilized subgrade. The project includes all design, construction administration and testing services. Other construction activities include erosion control, grading, excavation, embankment, pavement markings, lighting, signage, seeding and sodding.

The taxilane extension included in this project will reduce the length and time of taxi routes thereby improving the capacity of the airfield. It will also increase safety by reducing runway crossings at Runway 15-33 by aircraft taxiing to Runway 22.

This project is estimated to start in September 2022 and be completed in July 2023. The total cost of this project is estimated to be $2,870,000. The Airport anticipates the use of FAA AIP funds of approximately $2,583,000 and state funds in the amount of $143,500. PFC funds are requested to fund the remaining local match of $143,500.

03-005 Rehabilitate Runway 9-27

This project includes the design and construction necessary to rehabilitate Runway 9-27 (2,636 feet x 60 feet). The rehabilitation will include a 2" mill with a 2" overlay. The project includes all design, construction administration and testing services. Other construction activities include erosion control, crack sealing, grading, excavation, embankment, pavement markings, signage, seeding and sodding.

Runway 9-27 is 2,636 feet long and 60 feet wide, constructed of asphalt. It was originally constructed in the 1940's and was last rehabilitated in 2006. The FDOT's District 1 Report for the Statewide Airfield Pavement Management Program indicated that Runway 9-27 had an area weighted Pavement Condition Index (PCI) of 67 and a PCI rating of "Fair" in 2015. This PCI is less than the FDOT recommended minimum service level PCI of 75. The pavement suffers from cracking, raveling, weathering, depressions and patching, all identified in the FDOT 2019 updated Pavement Evaluation Report.

The total cost of this project is estimated to be $700,000. PFCs are anticipated to provide 100% funding for this project. This project is estimated to start in September 2022 and will be complete in January 2023.

03-006 Building Modifications for In-Line Baggage Handling System (Design Only)

The project consists of the design of modifications to the Terminal Building to accommodate a new In-Line Baggage Handling System to be provided by the Transportation Security Administration (TSA). It is anticipated that these building modifications will include an expansion of the existing terminal towards the south to accommodate a new expanded baggage screening and make-up areas. The building modifications will allow for the installation of in-line Explosive Detection System (EDS) machines capable of processing the current demand and growth at the Airport. The project will utilize the current version of the Planning Guidelines and Design Standards for Checked Baggage Inspection Systems as required by the TSA.

In July 2020, PGD was notified by the TSA that preliminary data indicated that the Airport may meet the TSA's Electronic Baggage Screening Program's (EBSP) criteria for a new centralized

in-line Checked Baggage Inspection System (CBIS). In August 2020, PGD submitted a Design OTA Application to seek funding for 95% of the estimated design costs.

The existing baggage screening room is 1,620 square feet and contains three Reveal screening machines as well as trace detection equipment for secondary screening. The goal of the automated and full in-line Baggage Handling System (BHS) system is to substantially increase the baggage screening throughput demanded by the growth in passenger enplanements at the Airport. Due to the increased spatial requirements of an automated baggage screening system, the terminal building will be expanded and modified to allow for the new conveyors and EDS machines as well as future expansion capabilities as required by the TSA. The proposed project will provide the needed capacity for current demands and will allow for system expansion to meet future demands.

Enplanements at the Punta Gorda Airport have more than doubled since 2014. Enplanements as reported by the FAA for the past six years are as follows:

Calendar Year	Enplanements	% Growth
2014	336,905	-
2015	421,162	25.0%
2016	558,482	32.6%
2017	643,563	15.2%
2018	787,022	23.0%
2019	821,557	8.2%

Allegiant Air (Allegiant) continues to be the only commercial passenger carrier and currently serves more than 45 non-stop destinations. The Airport receives inquiries from other operators evaluating PGD as a potential new market.

The configuration of existing conveyors is not conducive to achieving maximum throughput. Incoming bags occasionally jam at two locations: (1) at the inbound conveyor security door and (2) at the junction between the outbound rollers from the Reveal screening machine and the outbound conveyor. Bags must be manually moved from the inbound conveyor to each of the three Reveal screening machines. Conveyor sensors are adversely impacted by condensation and often shutdown the outbound conveyor down during rainstorms.

Currently, there are days of the week where ten morning departures occur between the hours of 6:40 AM and 8:40 AM, providing only a 10 minute separation between departures. Allegiant's daily peak period occurs in the early morning during the first two hours of operation, allowing Allegiant to maximize the block-hour utilization of 10 based aircraft that Remain Overnight (RON). Based on an 88% average load factor that Allegiant has historically achieved and using the current national average of .6 checked bags per originating passenger for domestic airlines, this equates to approximately 906 checked bags within 120 minute period for an average of 456 bags per hour. The peak period during this time frame results in excess of 186 bags with three CT80 operational in a single hour.

Allegiant has continued to grow the number of flights and based aircraft at PGD. They also intend to continue to maximize the block-hour utilization of their aircraft by separating the morning bank of departures by 10 minutes.

The total cost of this project is estimated to be $1,100,000. TSA will fund 95% or $1,045,000 toward the project. PFCs are requested to fund the local match of $55,000. This project is estimated to start in January 2021 and be complete in January 2022.

03-007 Access Road and Terminal Curbside Improvements

This project includes the design and construction of improvements to portions of the terminal access road and curbside. The project will include the addition of one eastbound lane to Viking Avenue between Piper Road and Golf Course Blvd (the entrance road), the addition of one westbound lane to Airport Road between Golf Course Blvd and Piper Road (the exit road), and the expansion of the curbside from three lanes to four lanes. The project will also include the addition of a right turn lane on Piper Road on to Viking Avenue. All of these improvements are on airport property. The additional roadway lanes will be approximately 2,200 feet x 12 feet wide constructed of 2 inches of asphalt pavement. The turn lane on Piper Road will be constructed of 3.75 inches of asphalt. The additional of the curbside lanes will require the addition of pavement to the west of the existing lanes and then remarking of the lanes from 14 feet wide to 12 feet wide. The project will include any required site preparation, drainage, pavement markings and lighting.

During the Airport's Master Plan update conducted in 2016, the ability of the Airport's existing roadway system to accommodate projected traffic counts were evaluated through a Level of Service (LOS) analysis. The results of the evaluation indicated that during the midday peak hour of the Airport's ADPM, the on-Airport roadways operated at LOS C or D, based on the Transportation Research Board's *Highway Capacity Manual* for two-lane roadways. The analysis forecasted those roadways to fall to a LOS D when the Airport achieves Planning Activity Level (PAL) 2 and PAL 3. (PAL 2 was assumed to be 750,000 annual enplanements and PAL 3 was assumed to be 850,000 enplanements. PGD's annual enplanements in both 2018 and 2019 were in between the PAL 2 and PAL 3 levels).

The Master Plan also evaluated the capacity of the terminal curbside. At the time of the study, the LOS for the curbside was LOS A but was anticipated to deteriorate to LOS D when the Airport achieved PAL 2, which as described above, was reached in 2018. The Airport now experiences double parking on the curbside, specifically during arriving flights, reducing the circulation lanes from two to one. By expanding the curbside from three lanes to four, this will improve the circulation capacity on the curbside.

The total cost of this project is estimated to be $550,000. PFCs are anticipated to provide 100% funding for this project. This project is estimated to start in March 2021 and will be complete in September 2021.

03-008 Rehabilitate North Apron

This project includes the design and construction necessary to rehabilitate the North Apron (approximately 210,000 square feet). This square footage excludes 50 feet in front of existing hangars. The rehabilitation will include a 1" mill with a 1" overlay. The project includes all design, construction administration and testing services. Other construction activities include erosion control, crack sealing, pavement markings, seeding and sodding.

The North Apron had average PCI's of 58, 62 and 65 in the 2015 FDOT pavement study and a rating of "fair". The pavement is over 20 years old and suffers from cracking, raveling, weathering and depressions.

The total cost of this project is estimated to be $450,000. PFCs are anticipated to provide 100% funding for this project. This project is estimated to start in September 2022 and will be complete in February 2023.

03-009 Mitigate Wetlands, Phase 2

This project includes design, permitting and construction services required to eliminate and fill approximately 14 additional 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.

All wetlands to be mitigated in Phases 1 and 2 of this project are identified on the attached diagram based on current conditions and priority based on their impact to aviation. Phase 1 of this project, included in PFC Application #1 (Impose) and Application #2 (Use), estimated the acreage of wetlands to be mitigated to be 37. During the permitting process, the regulatory agencies (Southwest Florida Water Management District and the Army Corps of Engineers) determined that the total acreage of the wetland impacts were greater in size than originally estimated. Therefore, Phase 2 of this project will include the additional 14 acres identified and the additional costs required to mitigate the wetlands above what was approved in PFC Applications #1 and #2.

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 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 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 September 2022 and it is estimated to be completed in February 2023. The total cost of this project is estimated to be $2,200,000 funded 100% with PFCs.

03-010 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 and safety at the Airport. The total cost of this project is $45,000. PFCs are anticipated to provide 100% funding for this project. This project started in September 2020 and will be complete in June 2021.

03-011 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 preserve and enhance capacity and safety at the Airport. The total cost of this project is $40,000. PFCs are anticipated to provide 100% funding for this project. This project started in June 2021 and will be complete in August 2025.

JUSTIFICATION FOR THE PROPOSED AMENDMENT
To Application #19-02-C-00-PGD

The Charlotte County Airport Authority received approval from the FAA to "impose and use" PFCs for eight projects and to “use” PFCs for one project at the Punta Gorda Airport on July 23, 2019. The approved “impose” amount for this application was $6,804,381. The approved “use” amount for this application was $9,554,381.

The Authority is proposing to increase the total amount of PFCs to be imposed on this application from the current approved amount of $6,804,381 to $8,337,381 and increase the total amount of PFCs to be used on this application from the current approved amount of $9,554,381 to $11,087,381. These proposed changes relate to specific projects which are described below.

Project 02-002, Extend and Rehabilitate Runway 15-33, includes the design and construction to extend and rehabilitate Runway 15-33. It also included the relocation of Woodlawn Drive and Golf Course Blvd. The original estimate for this project was $9,500,000 with $4,725,000 to be provided by AIP #37 grant funds, $2,387,500 to be provided by the FDOT and the remaining costs of $2,387,500 to be provided by PFCs.

The rehabilitation portion of the work is now complete. Total costs on that portion of the work came in higher by approximately $480,000. Work on the extension of the runway and relocation of Woodlawn Drive is still underway. The extension costs are estimated to be higher by approximately $1,615,000. The original estimate for the relocation of both roadways was $765,000. The relocation of just Woodlawn Drive is now estimated to be $1,900,000. Efforts toward the relocation of Golf Course Blvd continue and need to include additional study to explore an option to relocate the roadway not only from the Runway Object Fee Area (RFOA) but also out of the Runway Protection Zone (RPZ). The estimated cost of that analysis and ultimate design and relocation of Golf Course Blvd are estimated to be $1,500,000.

Total updated estimated costs based on bids received, grants awarded, current construction activity and remaining scope to be completed are now $14,230,190. $5,157,171 was provided through AIP grant #37 funds for the rehabilitation portion of the project. FDOT funds are expected to provide a total of $3,786,509. The remaining costs of $5,286,510 are requested to be funded with PFCs. This represents a $2,899,010 increase in PFCs needed for this project.

Project 02-003, Construct New General Aviation Apron, includes the design and construction of a new general aviation aircraft parking apron (approximately 1,125 ft by 590 ft) configured to provide parking positions for 35 ADG-I aircraft and 24 ADG-II aircraft. The original estimate for this project was $8,750,000 with $6,335,000 to be provided by future AIP grant funds, and the remaining costs of $2,415,000 to be provided by PFCs. Current estimated costs based on bids received, grants awarded and current construction activity are now $7,400,000 with $5,997,000 provided through AIP grant #39 funds and the remaining costs of $1,403,000 funded with PFCs.

This represents a $1,012,000 decrease in PFCs needed for this project. There is no change of scope currently anticipated to this project from what was described in the PFC application.

Project 02-004, Reconstruct/Rehabilitate Runway 4-22 (Design Only), includes the estimated design costs for the reconstruction and rehabilitation of Runway 4-22's asphalt pavement. The original estimate for this project was $1,600,000 with $1,440,000 to be provided by future AIP grant funds, FDOT funds in the amount of $80,000 and the remaining costs of $80,000 funded with PFCs. The actual cost of this project is estimated to be $424,175. This project was fully funded by the Airport's 2020 AIP Grant #38 and CARES Act Funds providing the local match. No PFCs funds will be required for this project. This represents a $80,000 decrease in PFCs required.

Project 02-005, Acquire Property & Easement on Runway 22 Approach, includes the acquisition of approximately 45.3 acres of property within the Runway Protection Zone (RPZ) on the north end of Runway 4-22. The original estimate for this project was $500,000 funded 100% with PFCs. The final appraisal on the property was received, the sales agreement was finalized, environmental assessments were completed and the property closing is complete. Final acquisition costs totaled $560,990. This represents a $60,990 increase in requested PFCs. The actual acreage purchased was 58.75 acres.

Project 02-011, Construct New General Aviation Taxiway, includes the design and construction of a taxiway north of Runway 9-27 to access to new general aviation aircraft parking apron (PFC Project 02-003 described above). The original estimate for this project was $3,750,000 with $2,715,000 to be provided by future AIP grant funds, and the remaining costs of $1,035,000 to be provided by PFCs. Current estimated costs based on bids received, grants awarded and current construction activity are now $1,900,000. The new funding sources include no AIP funds, $1,200,000 provided through FDOT and the remaining costs of $700,000 funded with PFCs. This represents a $335,000 decrease in PFCs needed for this project. There is no change of scope currently anticipated to this project from what was described in the PFC application.

These proposed changes to PFC #19-02-C-00-PGD result in a PFC increase request of $1,533,000.

The current legal expiration date of this application is currently June 1, 2023. Based on actual PFC collections through September 2020 and uncertainty of future PFC collections caused by the COVID-19 pandemic, there is no change proposed to the current legal expiration date.