



U.S. Department
of Transportation

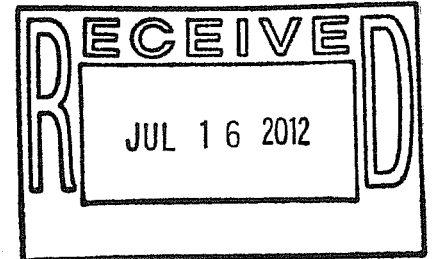
**Federal Aviation
Administration**

Airports Division
P.O. Box 20636
Atlanta, GA 30320-0631

Phone: 404-305-6700

July 12, 2012

Mr. Larry Dale, President & CEO
Orlando Sanford International Airport
1200 Red Cleveland Blvd.
Sanford, Florida 32773



Dear Mr. Dale:

In accordance with section 158.29 of the Federal Aviation Regulations (Title 14, Code of Federal Regulations, Part 158), the Federal Aviation Administration (FAA) has approved your application to impose a passenger facility charge (PFC) at the Orlando Sanford International Airport (SFB) and to use PFC revenue at SFB. The authority to impose a PFC is contingent on your continued compliance with the terms of the regulation and other conditions included in this letter.

The enclosed Final Agency Decision (FAD) includes the FAA's reasons for the decision to approve the proposed projects for collection and use of PFC revenue at SFB. The FAA's findings and determinations required by statute and Part 158 are also included in the FAD.

The FAA has approved authority to impose a PFC and to use PFC revenue for nineteen projects at SFB. The total approved PFC revenue to be collected for this application is \$29,837,167.


We wish to point out a potential conflict between the definition of airport revenue bonds and conditions contained in your PFC approval. Specifically, bond resolutions may define pledged airport revenues in broad terms which may be interpreted to include PFC revenues. New bond issues should clarify that use of PFC revenues is limited to the allowable costs of approved PFC projects. The terms of PFC approval do not permit the use of PFC revenues to pay debt service on any new or outstanding bonds issued to finance other than approved PFC projects.

Reporting, recordkeeping, and auditing requirements for PFC collection are specified in Part 158, Subpart D. Please issue your required quarterly reports in accordance with the previously issued guidance on reports. Also, you are responsible for coordinating any construction with the appropriate federal offices as you would with any nonfederally funded construction.

You are required to implement those projects approved for the collection and use of PFC's within 2 years of this date. Section 158.33(a)(1) requires the public agency to begin implementation of a project no later than 2 years after receiving approval to use PFC revenue on that project.

We have enclosed the list of advisory circulars with which you must comply in accordance with your certification of assurance number 9, standards and specifications.

Sincerely,

A handwritten signature in black ink, appearing to read "Winsome A. Lenfert". The signature is written in a cursive style with a large initial "W".

Winsome A. Lenfert
Manager, Airports Division

Enclosures

FINAL AGENCY DECISION

SANFORD AIRPORT AUTHORITY SANFORD, FLORIDA

Application number 12-03-C-00-SFB to impose a passenger facility charge (PFC) at the Orlando Sanford International Airport (SFB) for use at SFB.

In accordance with §158.29 of the Federal Aviation Regulations (Title 14, Code of Federal Regulations, Part 158), this Final Agency Decision includes all appropriate determinations to approve or disapprove, in whole or in part, imposition of a PFC at SFB and use of PFC revenue on nineteen projects at SFB.

Procedural History (Dates)

Air carrier consultation meeting: March 12, 2012

Public notice posted: February 12, 2012

Federal Aviation Administration (FAA) application receipt: April 25, 2012

FAA Finding that the application is Substantially Complete: May 24, 2012

PFC Level, Amount, and Charge Effective Date

Level of PFC:	\$4.00
Total approved net PFC revenue in this decision:	\$ 29,837,167
Earliest charge effective date:	December 1, 2012

December 1, 2012, is the "earliest" charge effective date and is based upon the estimated charge expiration date for the previously approved collections in application 03-02-C-00-SFB, as amended. If the Sanford Airport Authority (SAA) changes the charge expiration date for the previous application, the charge effective date for this application will also change, so that the SAA can continue to collect the authorized amount of PFC revenue without a cessation in collections. Section 158.43(c) contains information regarding notification to air carriers and foreign air carriers of the charge effective date and changes to the charge expiration date. In establishing its charge effective date, the public agency must comply with §158.43(b)(3), which states, in part, that the charge effective date will be the first day of a month which is at least 30 days from the date the public agency notifies the carriers of approval to impose the PFC.

Duration of Authority to Impose a PFC

The SAA is authorized to impose a PFC at SFB until the date on which the total net PFC revenue collected plus interest thereon equals the allowable cost of the approved projects or the charge expiration date is reached, whichever comes first. Based on information submitted by the SAA, the FAA estimates the charge

expiration date for this decision to be November 1, 2022. Should the amount of PFC revenue collected for this application ever exceed the allowable costs for all approved projects in this application, the public agency's authority to impose a PFC for this application ceases. If the public agency's authority to impose a PFC ceases, the public agency must, without delay, submit a plan acceptable to the FAA to insure that it complies with applicable law, subject to loss of Airport Improvement Program (AIP) grant funds. Section 158.39(d).

Cumulative PFC Authority Including Current Decision

DECISION SUMMARY TABLE

Application Number	Approved for Collection	Approved for Use
00-01-C-00-SFB	\$1,100,332	\$1,100,332
00-01-C-01-SFB	0	0
00-01-C-02-SFB	92,020	92,020
03-02-C-00-SFB	13,312,090	13,312,090
03-02-C-01-SFB	0	0
12-03-C-00-SFB	29,837,167	29,837,167
Totals	\$44,341,609	\$44,341,609

Project Approval Determinations

For each project approved in this Final Agency Decision and for the application as a whole, the FAA, based on its expertise with the PFC program and airport development, exercises its judgment, and finds that the application and record thereof, contained substantial evidence to support the following determinations:

- The amount and duration of the PFC will not result in revenue that exceeds the amount necessary to finance the specific projects.
- Each approved project meets at least one of the objectives set forth in §158.15(a); is eligible in accordance with §158.15(b) (as set forth in the individual project determinations); and is adequately justified in accordance with §158.15(c) and paragraph 4-8 of FAA Order 5500.1, Passenger Facility Charge (August 9, 2001).
- Each project approved for collection at a PFC level above \$3, meets the requirements of §158.17(a)(2). In all cases, the FAA has determined (either) that:
 - the project does not qualify for Airport Improvement Program (AIP) funds (e.g., the project is not eligible for AIP),

- the project does not qualify for additional Airport Improvement Program funds (AIP) (e.g., the proposed PFC funding is intended to be the local matching share to an AIP grant), or
 - Airport Improvement Program (AIP) funds are not expected to be available to fund the project in whole or in part.
- For those surface transportation or terminal projects approved for collection at a PFC level above \$3, the requirements of §158.17(a)(3) have been met. For each such project approved in this Final Agency Decision, the FAA has determined that the public agency has made adequate provisions for financing the airside needs at the airport including runways, taxiways, aprons, and aircraft gates.
 - All project-related requirements pertaining to the airport layout plan and airspace studies have been met. Environmental requirements (§158.29(b)(1)(iv)) are discussed under a separate heading below.
 - The collection process, including a request by the public agency not to require a class or classes of carrier to collect PFC, is reasonable, not arbitrary, nondiscriminatory, and otherwise in compliance with the law.
 - The public agency has not been found to be in violation of §9304(e) or §9307 of the Airport Noise and Capacity Act (ANCA) of 1990 (since codified at 49 U.S.C. 47524 and 47526).
 - The total approved net PFC revenue includes debt service and financing costs of PFC approved projects. Any PFC revenue collected in excess of debt servicing requirements shall be used for approved projects or retirement of outstanding PFC-financing costs.

Projects Approved for Authority to Impose the PFC at SFB and Use the PFC Revenue at SFB at a \$4.00 Level

<u>Description:</u>	<u>Approved Amount</u>
1. Reconstruction of Taxiways L, R, C, & B4	\$160,326

This project consisted of demolishing the existing pavement section of Taxiways L, R and C and the intersection of Runway 9C-27C and Runway 18/36 and reconstructing it with an asphalt cement concrete surface course. It also consisted of milling the existing asphalt surface course of Taxiway B-4 and the eastern-most end of Taxiway C and constructing a new asphalt overlay. The airport was originally a Naval Air Station and the pavements were not designed to support the commercial traffic the airport now has. The taxiways were

constructed in the 1970s and were experiencing alligator cracking, transverse cracking, raveling and swelling. This project restored the pavements to a good condition and extended the life of the existing taxiways.

Determinations:

Approved for collection and use.

PFC objective: This project restored the taxiway pavements and extended the useful life of the taxiways. Thus, this project meets the PFC objective of preserving the capacity of the national air transportation system.

Basis for eligibility: paragraph 525 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

Estimated total project cost: \$3,206,521.

Proposed sources of financing: PFC revenue (\$160,326 – the amount requested by the SAA), existing AIP grant 3-12-0069-034-2001 (\$2,885,868) and State grants (\$160,326).

2. Rehab Apron (International Ramp) \$149,415

This project consisted of rehabilitating a portion of the existing 45,250 square yard, five-gate international arrivals apron at the airport. This included minor drainage improvements, demolition, pavement removal, site grading, compaction, stabilization, placement of new pavement, pavement markings, and other ancillary improvements. The pavements were originally constructed in 1965 and showed significant joint seal damage, joint spalling, and slab corner spalling, thus required constant maintenance of the joints and filling of edge cracking. Foreign Object Debris was a constant threat to aircraft engines. There were also areas where the subbase and base course had failed. This project extended the useful life of a portion of the existing primary terminal apron.

Determinations:

Approved for collection and use.

PFC objective: This project extended the life of the primary terminal apron. Thus, this project meets the PFC objective of preserving the capacity of the national air transportation system.

Basis for eligibility: paragraph 526 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

Estimated total project cost: \$2,988,303.

Proposed sources of financing: PFC revenue (\$149,415 – the amount requested by the SAA), existing AIP grant 3-12-0069-034-2001 (\$2,689,473), and State grants (\$149,415).

3. **Acquire Land for Noise Compatibility Phase II** \$199,189

This project consisted of acquiring land for noise compatibility within the 65 DNL noise contour based on the 2001 FAR Part 150 Noise Compatibility Plan. Twenty-four (24) parcels were acquired north of runway 27R (parcels 13,14, 224, 183, 63, 16, 213, 160, 157, 161, 104, 225, 166, 158, 78, 162, 12, 256, 105, 101, 232, 210, 201, and 217), and four parcels were acquired north of runway 27L (parcels 64, 65, 67, and 218). A total of 23.6 acres were acquired. This project mitigated noise impacts within the 65 DNL contour resulting from aircraft operations at the airport and brought more adjacent land uses into compatibility with the airport.

Determinations:

Approved for collection and use.

PFC objective: This project brought adjacent properties into compatibility with airport operations. Thus, this project meets the PFC objective of mitigating noise impacts resulting from aircraft operations at the airport.

Basis for eligibility: paragraphs 706 and 811 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

Estimated total project cost: \$3,983,784.

Proposed sources of financing: PFC revenue (\$199,189 – the amount requested by the SAA), existing AIP grant 3-12-0069-038-2002 (\$3,585,406) and State grants (\$199,189).

4. **Acquire ARFF Vehicles** \$50,883

This project consisted of acquiring a 3,000 gallon water/foam Aircraft Rescue and Fire Fighting (ARFF) Vehicle and a dry chemical Rapid Intervention Vehicle. The two additional ARFF vehicles were needed to meet FAR Part 139 Index E requirements due to increased operations at the airport by widebody aircraft such as the Airbus A330.

Determinations:

Approved for collection and use.

PFC objective: This project enabled the airport to meet FAR Part 139 Index E ARFF requirements. Thus, this project meets the PFC objective of enhancing the safety of the national air transportation system.

Basis for eligibility: paragraph 541 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

Estimated total project cost: \$1,017,650.

Proposed sources of financing: PFC revenue (\$50,883 – the amount requested by the SAA), existing AIP grant 3-12-0069-039-2002 (\$915,885) and a State grant (\$50,883).

5. Various Airfield Improvements \$167,676

This project consisted of extending Taxiway B approximately 2,500 feet, installing runway end identifier lights (REILs) for Runways 9R/27L and 18/36, installing runway distance remaining signs for Runway 9L/27R, and relocating existing mandatory runway hold signs for Runway 9L/27R. This project provided a full-length parallel taxiway for runway 9L/27R. Installation of REILs for Runway 9R, 27L, 18, and 36 completed the facility requirements for transitioning from IFR to visual approaches. And the runway distance remaining sign installation and mandatory hold sign relocation were required to meet FAR Part 139 requirements.

Determinations:

Approved for collection and use.

PFC objective: This project provided a full-length parallel taxiway, runway distance remaining signs, and properly located mandatory hold signs on runway 9L/27R. This allowed more aircraft operations on runway 9L/27R and provided better information to pilots using the runway. It also provided REILs for runways 9R/27L and 18/36 which allowed safer and more efficient transitions from IFR to visual approaches. Thus, this project meets the PFC objectives of enhancing the safety and capacity of the national air transportation system.

Basis for eligibility: paragraphs 525, 532, and 534 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

Estimated total project cost: \$3,353,519.

Proposed sources of financing: PFC revenue (\$167,676 – the amount requested by the SAA), existing AIP grant 3-12-0069-041-2003 (\$3,018,167) and State grants (\$167,676).

6. Rehabilitate Terminal Building Roof \$51,823

This project consisted of replacing the terminal building roof as a result of damage caused by hurricanes Frances and Charlie in 2004. The terminal sustained significant roof damage which required a complete replacement.

Determinations:

Approved for collection and use.

PFC objective: This project restored the terminal roof to a serviceable condition, thus allowing normal terminal operations to occur. Thus, this project meets the PFC objective of preserving the capacity of the national air transportation system.

Basis for eligibility: paragraph 601 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005) and/or PFC eligible in accordance with §158.15(b)(6), "gates and related areas".

Estimated total project cost: \$2,072,932.

Proposed sources of financing: PFC revenue (\$51,823 – the amount requested by the SAA), existing AIP grant 3-12-0069-047-2004 (\$1,969,285) and State grants (\$51,823).

7. Construct Apron – Northside Ramp \$46,067

This project consisted of constructing a 235,000 square foot common use asphalt apron. This apron and connecting taxiway was required to service large Airport Design Group IV and V aircraft overnight parking. Existing parking adjacent to the terminal and the southwest ramp became too congested and caused taxi related safety issues. This project provided air carrier off gate overnight parking and temporary parking for a future large jet reclamation and maintenance hangar.

Determinations:

Approved for collection and use.

PFC objective: This project provided additional overnight parking for large Airport Design Group IV and V aircraft, thus relieved congestion on existing ramps. Thus, this project meets the PFC objective of enhancing the capacity of the national air transportation system.

Basis for eligibility: paragraph 526 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

Estimated total project cost: \$1,842,694.

Proposed sources of financing: PFC revenue (\$46,067 – the amount requested by the SAA), existing AIP grant 3-12-0069-048-2005 (\$1,750,559) and State grants (\$46,067)

8. Reconstruction of Runway 9C/27C \$49,222

This project consisted of the reconstruction of runway 9C/27C, which is 5,679 feet long and 75 feet wide. In addition, the transverse slopes of the runway were adjusted to bring them up to FAA standards. The runway was built in 1975 and serves as a runway for light general aviation aircraft as well as a primary taxiway for widebody air carrier aircraft. Because of the high volume of traffic, the runway was showing signs of weathering, cracking, raveling, and slippage. The cracks enabled water to penetrate the pavement and infiltrate the base and sub-base.

Determinations:

Approved for collection and use.

PFC objective: This project restored the useful life of the runway pavement, thus preventing its failure. Thus, this project meets the PFC objective of preserving the capacity of the national air transportation system.

Basis for eligibility: paragraph 521 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

Estimated total project cost: \$1,968,865.

Proposed sources of financing: PFC revenue (\$46,621 – the amount requested by the SAA), existing AIP grant 3-12-0069-049-2005 (\$1,870,422) and State grants (\$49,222).

9. Expand Apron – East Terminal Ramp \$174,701

This project consisted of expanding the east terminal concrete ramp by approximately 28,900 square yards to provide for additional aircraft parking. The ramp was experiencing congestion due to the number of widebody international aircraft during periods of peak international arrival activity. This was causing delays and unnecessary repositioning of aircraft. This project was needed to provide more aircraft parking and to provide for future gate expansion.

Determinations:

Approved for collection and use.

PFC objective: This project provided additional aircraft parking space to relieve congestion on the east terminal ramp and to allow for future gate expansion.

Thus, this project meets the PFC objective of enhancing the capacity of the national air transportation system.

Basis for eligibility: paragraph 526 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

Estimated total project cost: \$6,988,054.

Proposed sources of financing: PFC revenue (\$174,701 – the amount requested by the SAA), existing AIP grant 3-12-0069-050-2006 (\$6,638,651) and State grants (\$174,701).

10. Acquire Land for Noise Compatibility \$73,775

This project consisted of acquiring land for noise compatibility within the 65 DNL noise contour based on the 2001 FAR Part 150 Noise Compatibility Plan. The project included acquiring six parcels of land north of Runway 27R (parcels 234, 243, 245, 246, 247, and 248) and four parcels north of Runway 9R/27L (parcels 239, 240, 241, and 242). This project mitigated noise impacts within the 65 DNL contour resulting from aircraft operations at the airport and brought more adjacent land uses into compatibility with the airport.

Determinations:

Approved for collection and use.

PFC objective: This project brought adjacent properties into compatibility with airport operations. Thus, this project meets the PFC objective of mitigating noise impacts resulting from aircraft operations at the airport.

Basis for eligibility: paragraphs 706 and 811 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

Estimated total project cost: \$2,950,981.

Proposed sources of financing: PFC revenue (\$73,775 – the amount requested by the SAA) AIP grant 3-12-0069-051-2006 (\$2,803,432) and State grants (\$72,775).

11. Extend Runway 9R/27L (Land Acquisition) \$47,825

This project consisted of acquiring three parcels of land off of the runway 27L end to extend runway 9R/27L and its parallel taxiway. This allowed the installation of a Category I Instrument Landing System (ILS) and a medium intensity approach light system with runway alignment indicator lights. A 2004 airport capacity enhancement study concluded that runway 9R/27L should be extended, and a Category I ILS should be installed on runway 9R, to allow twin-

engine, instrument flight rules training. This increased the capacity of runway 9L/27R by allowing the separation of air carrier aircraft operations from general aviation aircraft training operations.

Determinations:

Approved for collection and use.

PFC objective: This project facilitated the lengthening of runway 9R/27L and the installation of a Category I ILS on runway 9R. The lengthening of the runway and installation of the ILS allowed twin-engine instrument flight rules training on the runway, which allowed general aviation aircraft training operations to be separated from air carrier aircraft operations being conducted on runway 9L/27R. This increased the capacity of runway 9L/27R and provided for safer operations on this runway. Thus, this project meets the PFC objectives of enhancing the capacity and safety of the national air transportation system.

Basis for eligibility: paragraph 701 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

Estimated total project cost: \$1,913,000.

Proposed sources of financing: PFC revenue (\$47,825 – the amount requested by the SAA), existing AIP grant 3-12-0069-052-2006 (\$1,817,350) and State grants (\$47,825).

12. Extend Runway 9R/27L (Construction) \$263,922

This project consisted of extending Runway 9R/27L by 2,900 feet, including parallel taxiways and connectors, and installing a full Category I Instrument Landing System (ILS) on runway 9R, including a medium intensity approach light system with runway alignment indicator lights. A 2004 airport capacity enhancement study concluded that runway 9R/27L should be extended, and a Category I ILS should be installed on runway 9R, to allow twin-engine, instrument flight rules training to be conducted on the runway. This increased the capacity of runway 9L/27R by allowing the separation of air carrier aircraft operations from general aviation aircraft training operations.

Determinations:

Approved for collection and use.

PFC objective: The lengthening of runway 9R/27L and installation of the ILS allowed twin-engine instrument flight rules training on the runway, which allowed general aviation aircraft training operations to be separated from air carrier aircraft operations being conducted on runway 9L/27R. This increased the capacity of runway 9L/27R and provided for safer operations on this runway.

Thus, this project meets the PFC objectives of enhancing the capacity and safety of the national air transportation system

Basis for eligibility: paragraph 521 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

Estimated total project cost: \$10,556,876.

Proposed sources of financing: PFC revenue (\$263,922 – the amount requested by the SAA), existing AIP grant 3-12-0069-053-2007 (\$10,029,032) and State grants (\$263,922).

13. Expand Apron Phase II **\$46,392**

This project consisted of constructing about 6,000 square yards of additional concrete apron for the east terminal ramp. This provided additional aircraft parking positions for A330 and B767 aircraft and improve the aircraft gate utilization for existing gates 1, 2, and 3. The east terminal ramp was experiencing congestion due to the number of widebody international aircraft during periods of peak international arrival activity. This was causing delays and unnecessary repositioning of aircraft. This project was needed to provide more aircraft parking and to provide for future gate expansion.

Determinations:

Approved for collection and use.

PFC objective: This project provided additional aircraft parking space to relieve congestion on the east terminal ramp and to allow for future gate expansion. Thus, this project meets the PFC objective of enhancing the capacity of the national air transportation system.

Basis for eligibility: paragraph 526 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

Estimated total project cost: \$1,855,677.

Proposed sources of financing: PFC revenue (\$46,392 – the amount requested by the SAA), existing AIP grant 3-12-0069-054-2008 (\$1,762,893) and State grants (\$46,392).

14. Acquire Land for Noise Mitigation (Phase 4) **\$65,789**

This project consisted of acquiring land for noise compatibility within the 65 DNL noise contour based on the 2004 FAR Part 150 Noise Compatibility Plan update. The project included acquiring three parcels of land on the approach end of runway 9L (parcels 249, 257 and 258), six parcels north of the runway 27R

approach end (parcels 250, 251, 252, 253, 254, and 256) and one parcel north of the runway 27L approach end (parcel 255). A total of 6.75 acres of land were acquired. This further mitigated noise impacts within the 65 DNL contour resulting from aircraft operations at the airport and brought more adjacent land uses into compatibility with the airport.

Determinations:

Approved for collection and use.

PFC objective: This project brought adjacent properties into compatibility with airport operations. Thus, this project meets the PFC objective of mitigating noise impacts resulting from aircraft operations at the airport.

Basis for eligibility: paragraph 706 and 811 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

Estimated total project cost: \$2,631,579.

Proposed sources of financing: PFC revenue (\$65,789 – the amount requested by the SAA), existing AIP grant 3-12-0069-055-2008 (\$2,500,000) and State grants (\$65,789).

15. Rehab Runway 9L/27R

\$201,714

This project consisted of constructing a 3-inch mill-down and 3-inch asphalt overlay for runway 9L/27R (about 9,600 feet by 150 feet), including stub taxiway B-1, a slurry seal coat prior to the threshold on the runway 9L end, and paving the grass island on the air carrier taxi lane north of the terminals. Runway 9L/27R is the airport's primary air carrier runway. The existing pavement was over twenty years old and had significant deterioration. The State of Florida's Statewide Airfield Pavement Management Program indicated that the runway surface was in poor condition and needed to be reconstructed. The failure of the pavement surface could lead to the runway being unsafe (due to foreign object debris) and unusable.

Determinations:

Approved for collection and use.

PFC objective: This project restored the useful life of the runway pavement, which prevented it from failing. The failure of the runway surface could have led to foreign object debris that could damage aircraft engines, and could have caused the runway to be taken out of service. Thus, this project meets the PFC objectives of preserving the capacity and safety of the national air transportation system.

Basis for eligibility: paragraph 521 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

Estimated total project cost: \$8,068,577.

Proposed sources of financing: PFC revenue (\$201,714 – the amount requested by the SAA), existing AIP grant 3-12-0069-056-2008 (\$7,665,148) and State grants (\$201,714).

16. Extend Runway 9R/27L **\$30,336**
(Land Acquisition - Phase II)

This project consisted of acquiring parcels 235 and 238 in the approach to runway 27L, totaling 4.6 acres. This land was needed to extend runway 9R/27L. A 2004 airport capacity enhancement study concluded that runway 9R/27L should be extended, and a Category I Instrument Landing System (ILS) should be installed on runway 9R, to allow twin-engine, instrument flight rules training. This increased the capacity of runway 9L/27R by allowing the separation of air carrier aircraft operations from general aviation aircraft training operations.

Determinations:

Approved for collection and use.

PFC objective: This project facilitated the lengthening of runway 9R/27L and the installation of a Category I ILS on runway 9R. The lengthening of the runway and installation of the ILS allowed twin-engine instrument flight rules training on the runway, which allowed general aviation aircraft training operations to be separated from air carrier aircraft operations being conducted on runway 9L/27R. This increased the capacity of runway 9L/27R and provided for safer operations on this runway. Thus, this project meets the PFC objectives of enhancing the capacity and safety of the national air transportation system.

Basis for eligibility: paragraph 701 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

Estimated total project cost: \$1,213,440.

Proposed sources of financing: PFC revenue (\$30,336 – the amount requested by the SAA), existing AIP grant 3-12-0069-057-2008 (\$1,152,768) and State grants (\$30,336).

17. PFC Administration Costs Reimbursement **\$184,823**

This project consists of reimbursement for costs for preparation of the PFC application, administration of collected fees, processing payments, and reimbursement of fees.

Determinations:

Approved for collection and use.

PFC objective: Projects resulting from this project will preserve or increase the capacity and improve the safety of the airport, and will mitigate noise impacts resulting from the airport. Thus, this project meets the PFC objectives of preserving or enhancing the capacity and/or safety of the national air transportation system and mitigating noise impacts resulting from aircraft operations at the airport.

Basis for eligibility: PFC eligible in accordance with §158.15(b)(3), definition of allowable costs.

Estimated total project cost: \$184,823.

Proposed sources of financing: PFC revenue (\$184,823 – the amount requested by the SAA).

18. Add/Replace/Reconfigure/Extend Baggage Handling Systems	\$ 7,940,430
Financing and Interest	<u>\$ 2,400,514</u>
Total	\$10,340,944

This project consists of the following modifications to the domestic baggage handling system (BHS): reconfiguration/extension of baggage claims #1 and #2, installation of a new baggage claim #3, replacement of the existing outbound BHS with a new BHS in its current configuration, and replacement of the existing inbound flat plate claim systems. The project also consists of the following modifications to the international BHS: reconfiguration of baggage claims 1, 2 and 3, replacement of the outbound BHS with a new BHS in its current configuration, replacement of the FIS inbound BHS, and FIS area modifications. The project also includes all related electrical system upgrades, CCTV modifications and AV equipment. The existing domestic and international baggage systems are inefficient and under capacity for the current baggage handling demand placed on them by increased domestic arrivals and high volume international wide-body aircraft. The existing capacity of the domestic BHS is 204 bags per hour. The improvements will result in a capacity of 490 bags per hour. The existing capacity of the international BHS is 430 bags per hour. The improvements will result in a capacity of 1,190 bags per hour.

Determinations:

Approved for collection and use.

PFC Objective: This project will increase the capacity of the domestic BHS from 204 to 430 bags per hour, and will increase the capacity of the international BHS

from 430 to 1,190 bags per hour. Thus, this project meets the PFC objective of enhancing the capacity of the national air transportation system.

Basis for eligibility: paragraph 601 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005) and/or PFC eligible in accordance with §158.15(b)(6) "gates and related areas".

Estimated total project cost: \$10,340,944.

Proposed sources of financing: PFC revenue (\$10,340,944 – the amount requested by the SAA).

19. Replace Twelve Passenger Boarding Bridges	\$13,627,221
Financing and Interest	<u>\$ 3,905,124</u>
Total	\$17,532,345

This project consists of replacing 7 domestic and 5 international passenger boarding bridges, which are beyond their useful life and cannot be repaired or upgraded due to their age and outdated mechanical and electrical equipment. The existing bridges were purchased used in 1995 and 2000. In addition, half of the existing bridges are fixed bridges that cannot accommodate the current international aircraft fleet mix the airport serves. The replacement bridges will be apron-drive type bridges to allow all passengers to be loaded and unloaded directly from the terminal to the aircraft.

Determinations:

Approved for collection and use.

PFC objective: This project will replace existing passenger loading bridges that have outlived their useful life, are obsolete, and do not accommodate the existing international aircraft fleet mix, with modern, apron-drive type bridges. Thus, this project meets the PFC objective of preserving and enhancing the capacity of the national air transportation system.

Basis for eligibility: paragraph 601 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005) and/or PFC eligible in accordance with §158.15(b)(6) "gates and related areas".

Estimated total project cost: \$17,532,345.

Proposed sources of financing: PFC revenue (\$17,532,345 – the amount requested by the SAA).

Calculation of PFC Level

The FAA determined that all 19 projects in the application for which the SAA requested a higher PFC level met the requirements of §158.17(b). Therefore, in the case of this application for projects at SFB, the FAA has determined that 100 percent of the total PFC value of the approved projects is collectible at \$4.00, and thus is authorizing the \$4.00 collection level for the entire application in accordance with the procedures discussed in paragraph 10-18 of FAA Order 5500.1, Passenger Facility Charge, (August 9, 2001).

Environmental Requirements

The projects approved in this application for concurrent authority to impose and use the PFC were examined under the guidelines contained in FAA Order 5050.4, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects (April 28, 2006). All environmental reviews of the Extend Runway 9R/27L (Land Acquisition), Extend Runway 9R/27L (Construction), and Extend Runway 9R/27L (Land Acquisition – Phase II) projects, including the environmental assessment, have been completed and the final FAA Finding of No Significant Impact with respect to these projects was approved on June 2, 2005. The remaining 16 projects have been determined to be categorically excluded from the requirement for formal environmental review. There appear to be no extraordinary circumstances requiring further review.

Request Not to Require a Class or Classes of Carriers to Collect PFC's.

The SAA did not request that a class or classes of carriers be excluded from the requirement to collect PFC's.

Determination: No FAA action required.

Compliance with the Airport Noise and Capacity Act of 1990 (ANCA)

The FAA is not aware of any proposal at SFB that would be found to be in violation of the ANCA. The FAA herein provides notice to the SAA that a restriction on the operation of aircraft at SFB must comply with all applicable provisions of the ANCA and that failure to comply with the ANCA and Part 161 makes the SAA subject to provisions of Subpart F of that Part. Subpart F, "Failure to Comply With This Part," describes the procedures to terminate eligibility for AIP funds and authority to collect PFC revenues.

Compliance with Subsection 47107(b) Governing Use of Airport Revenue

As of the date of this approval the Sanford Airport Authority has not been found to be in violation of 49 U.S.C. 47107(b) or in violation of grant assurances made under 49 U.S.C. 47107(b).

Air Carrier Consultation and Public Notice Comments

The SAA did not receive any comments as a result of its air carrier consultation and public notice inviting comment on this application.

Legal Authority

This decision is made under the authority of 49 U.S.C. 46110 and 40117, as amended. This decision constitutes a final order to approve, in whole or in part, the Sanford Airport Authority's application to impose a PFC at SFB and use PFC revenue on 19 projects at SFB. Any party to this proceeding having a substantial interest may appeal this decision to the courts of appeals for the United States or the United States Court of Appeals for the District of Columbia upon petition, filed within 60 days after issuance of this decision.

Concur



Manager, Southern Region
Airports Division

7/12/12

Date

Nonconcur

Manager, Southern Region
Airports Division

Date