



Public Notice

October 31, 2018

Airlines and Passenger Air Carriers serving the **Orlando Sanford International Airport (KSFB)**:

In accordance with Federal Aviation Regulation 49 CFR Part 158.23 (Passenger Facility Charges), the Sanford Airport Authority will conduct a consultation meeting with domestic and foreign air carriers on Friday **November 30, 2018 at 2:00 pm local time**. This PFC meeting will be convened to provide information regarding projects under consideration for Sanford's Passenger Facility Charge (PFC) funding with Sanford's amendment of Application #4. The consultation meeting will be located in the Authority's second floor boardroom in the Domestic Passenger Terminal Building at 1200 Red Cleveland Boulevard.

Attached for your information and discussion at the consultation meeting are:

- A. PFC Application #4.
 - a. Page 001
 - b. Attachment B Project 4.4
 - c. Financial Presentation

We anticipate that no carriers will be exempt from collecting and remitting the PFC at Orlando Sanford international Airport, therefore there will be no carrier class exemption from PFC collection and remittance.

On October 13, 2017 FAA received PFC impose and use application for 3 past projects and a terminal expansion project. On January 29, 2018 Sanford Airport Authority received a Final Agency Decision (FAD) regarding this application. The past projects were all approved totaling \$1,674,940. The terminal expansion project was approved partially. The portion not approved was related to the addition of four additional gates and adjoining passenger boarding bridges (PBBs). Disapproval was predicated on lack of sufficient justification for the gates.

Since approval of the application, numerous issues have surfaced that are causing significant costs variances. Each of these issues are listed below.

1. On 9 March 2018 a contract was signed with Walbridge Aldinger LLC for the terminal expansion in the amount of \$60,642,363. The original contract cost estimated was \$46,999,941. Walbridge was the low bidder at \$65,572,903. After considerable negotiations and value engineering the contract was signed for \$60,62,363. The price discrepancy has been attributed to the tremendous amount of construction currently taking place in the Orlando vicinity which is causing a shortage of workforce and corresponding increase in labor costs.
2. After further examination of the amounts detailed on PFC application 17-04-C-00-SFB, it was noted that construction phases services and threshold inspections in the amount of \$4,905,732 were omitted. These services provide the proper oversight necessary to ensure that project activities are in accordance with the associated documents and work procedures.
3. Since beginning of the project several change orders have been approved amounting to \$445,414.
4. Due to the increase in contract amounts the cost of securing financing increased from \$100,000 to \$128,114.



Federal Aviation
Administration
U. S. Department of Transportation

PASSENGER FACILITY CHARGE (PFC) APPLICATION

1. Application Type (Check all that apply)

- ☐ a. Impose PFC Charges
- ☐ b. Use PFC Revenue
- ☒ c. Amend PFC No. 17-04-C-00-SFB

FAA USE ONLY

Date Received

PFC Number

PART I

2. Public Agency Name, Address, and Contact Person

Agency Name Sanford Airport Authority

Address 1200 Red Cleveland Blvd

City, State, ZIP Sanford, FL 32773

Contact Person Diane Crews

3. Airport(s) to Use

Orlando Sanford
International Airport (KSFB)

4. Consultation Dates

- a. Date of Written Notice to Air Carriers:
October 31, 2018
- b. Date of Consultation Meeting with Air Carriers: November 30, 2018
- c. Date of Public Notice
October 31, 2018

PART II

5. Charges

a. Airport to Impose	b. Level	c. Total Estimated PFC Revenue by Level	d. Proposed Effective Date:	e. Estimated Expiration Date:
Orlando Sanford International Airport (KSFB)	<input type="checkbox"/> \$1.00 <input type="checkbox"/> \$2.00 <input type="checkbox"/> \$3.00	Impose	11/1/2018	7/31/2022
	<input checked="" type="checkbox"/> \$4.00 <input type="checkbox"/> \$4.50	Use		
		Impose \$41,490,691		
		Use \$41,490,691		

PART III

6. Attachments (Check all that Apply)

Attached	Submitted with Application Number	Document
<input checked="" type="checkbox"/>	<u>17-04-C-00-SFB</u>	Airport Capital Improvement Plan
<input checked="" type="checkbox"/>	<u>17-04-C-00-SFB</u>	Project Information (Attachment B)
<input checked="" type="checkbox"/>	<u>17-04-C-00-SFB</u>	Air Carrier Consultation and Public Notice Information
<input type="checkbox"/>		Request to Exclude Class(es) of Carriers
<input type="checkbox"/>		Alternative Uses/Projects
<input type="checkbox"/>		Competition Plan/Update
<input type="checkbox"/>		ALP/Airspace/Environmental
<input type="checkbox"/>		Notice of Intent Project Information

PART IV

7. With respect to this PFC application I hereby certify as follows:

To the best of my knowledge and belief, all data in this application are true and correct;
This application has been duly authorized by the governing body of the public agency;
The public agency will comply with the assurances (Appendix A to Part 158) if the application is approved;
For those projects for which approval to use PFC revenue is requested, all applicable ALP approvals, airspace determinations, and environmental reviews required by the National Environmental Policy Act have been completed.
If required, the public agency has submitted a competition plan in accordance with 49 U.S.C. 47106(f); and
If required by 49 U.S.C. 40117(d)(4), adequate provision for financing the airside needs, including runways, taxiways, aprons, and gates, has been made by the public agency.

a. Typed Name of Authorized Representative

Don Poore

b. Title Chief Financial Officer

dpoore@osaa.net

c. Telephone Number 407-585-4018

e. Fax Number
407-585-4097

f. Signature of Authorized Representative

g. Date Signed
10/30/2018

Paperwork Reduction Act Statement: This form is the FAA's primary source for collecting information for the authority to collect PFC revenue for airport development. This information is used to determine the eligibility and justification of airport development projects regarding safety, security, or capacity of the national air transportation system; or which reduce noise or mitigate noise impacts resulting from an airport; or furnish opportunities for enhanced competition between or among air carriers. It is estimated that it will take approximately 5-30 hours to fill out the application depending on the complexity. The use of the form is required to obtain FAA approval of authority to collect PFC revenue (49 U.S.C. 40117(c)). No assurance of confidentiality is necessary or provided. It should be noted that an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection of information is 2120-0557. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW, Washington, DC, 20591, Attn: Information Collections Clearance Officer, AIO-20.

PFC APPLICATION NUMBER: 17-04-C-OO-SFB

ATTACHMENT B: PROJECT INFORMATION

1. Project Title: Terminal Expansion

2. Project Number 4.4

3. Use Airport of Project: SFB

4. Project Type

☐ Impose Only:

☒ Concurrent:

☐ Use Only:

Link to application:

5. Level of Collection:

☐ \$1.00

☒ \$4.00

☐ \$2.00

☐ \$4.50

☐ \$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$

Bond Capital \$ 36,935,908

Bond Financing & Interest \$4,554,783

Subtotal PFC Funds*: \$41,490,691

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Terminal Expansion	Eligible	Ineligible
Engineering & Design	1,617,842	1,449,158
Construction	35,318,066	7,096,150
Debt Service Interest	4,487,202	220,927
Legal Cost of PFC backed bonds	67,580	60,534

(see attachment 5, Appendix X for eligibility study and rationale)

Existing AIP Funds:

Grant#, Grant Funds in Project\$ 0

Subtotal Existing AIP Funds: \$ 0

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total\$

Subtotal Anticipated AIP Funds: \$0

Other Funds:

State Grants \$4,997,232

Local Funds \$

Other (please specify) SFB \$3,829,537 (local financing (i.e. bonds)

Subtotal Other Funds:\$8,826,769

Total Project Cost: \$50,317,460

(see Attachments 1,2,3 and 4 for finance plan, work package delineation, eligibility analysis and prorating calculations)

For FAA Use

a. Does the project include a proposed

LOI? ☐ YES

☐ NO

If YES, does the Region support?

☐ YES

☐ NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

☐ YES

☐ NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

☐ YES

☐ NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

☐ YES

☐ NO

What percentage of the total project cost is funded through AIP? List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES

☐ NO

[] N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

Project phasing options and other risk mitigation measures are being incorporated into the financing plans in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

Project will include :

Approximately 28,000 square foot expansion of the passenger terminal.

Additional passenger processing facilities to include:

- o Open space
- o Expansion of ticket counter area
- o New counters and behind-the-counter luggage conveyer system.
- o Men's and women's restrooms

The first phase of improvements includes the construction of a new free standing masonry building that will house the secure loading dock, security badging offices, as well as the airport police department. This phase will relocate the police department to within steps of the terminal, and will move all logistics functions to an area remote to the passenger activities. The consolidated screening area will provide additional passenger screening lanes in the area of the current terminal management offices and allow screening personnel to function in one rather than two distinct locations. (see attachment 11 (TSA letter endorsing security issues/enhancements) The restrooms will be reconstructed into the new floor plan and will be enlarged. A building addition behind the SAA offices and adjacent to the terminal management offices will allow for expansion of the screening operation and provide locations for mechanical, electrical, and IT rooms. The second phase of improvements includes the ticket counter building addition, covered drop-off canopy, outbound baggage handling improvements, curbside check, terminal frontage road restriping, pedestrian access upgrades and signage updates. The building addition will house eighteen new ticket counters positions, a kiosk area, and supporting restrooms. The structure has an

Revised 8/31/2010

elevated roof section to provide clearance for the rehabilitated PV-1 Ventura. The ticket counter space will provide 80 feet of clear span to provide clear view of the historic plane.

Exterior improvements included the construction of two outdoor seating areas and the addition of a covered walkway from the parking garage tower to both entrances. This will allow passengers to walk from the parking garage into the terminal and stay out of inclement weather. Additional pedestrian upgrades include removal of three pedestrian crosswalks across the terminal frontage. The roadway will be re-stripped to include two through lanes and two drop-off/pick-up lanes. All lead-in signage will be updated designating the consolidation of the terminals from A and B to a single terminal (with departures and arrivals).

Vehicular improvements include the addition of an entrance into Parking Lot C and the Parking Garage. This will allow for short term and long term parking access from Airline Rd. instead of via terminal frontage, thereby greatly reducing vehicular traffic across terminal frontage where pedestrian crosswalks exist. The addition of a traffic sign (on airport property) at the corner of Red Cleveland and Airport Blvd. (the intersection of all inbound and outbound traffic) is included to facilitate the additional turning movements.

The third phase of improvements includes a new baggage claim area and modified passenger holding area. This will allow use of the existing seating within the terminal. The arcade will be turned into a waiting area with children themed improvements as well as new windows along the east and south facades. New security elements will be added to the second floor to allow for a counter flow exit lane (consisting of automatic doors, lights, audible alarms, surveillance cameras and the associated analytic system) to the new baggage claim area. The existing Terminal A ticket counter area will be turned into a new baggage claim area consisting of three new baggage claim devices, restrooms, and airline offices.

Also the existing parking lot will be modified for the new construction and will include additional handicap improvements.

We acknowledge that build-outs and/or finishes for competitive purposes are not eligible and are noted as such in the PFC eligibility review.

The change in utilization of the two terminals from Terminal A/International and Terminal B/Domestic to a single terminal with designated Arrivals and Departures will be facilitated by:

- Removal of ticket counters in Terminal A
- Expansion/addition of ticket counters on west end of Terminal B
- Centralized security screening, instead of screening in two (2) separate terminals
- While Terminal B will facilitate all outbound baggage, both Terminals A and B will have inbound baggage claim systems.
- Departures (Terminal B): One (1) existing and one (1) new checked bag inspection systems, two (2) new outbound curbside feed conveyors, three (3) outbound staging carousels.
- Arrivals (Terminal A): Five (5) inbound baggage claims systems, including two (2) existing in the FIS and three (3) new systems in Terminal A; three (3) inbound claim systems will remain in Terminal B to also facilitate arrivals.

The proposed work will complement past projects including the "Add/Replace/

Reconfigure/Extend Baggage Handling Systems” project in PFC Application 12-03. There is no impact to the international ramp or terminal building roof rehabilitation projects.

If applicable for terminal projects,

Prior to implementation of this project, Number of ticket counters: 65

Number of gates: 12

Number of baggage facilities: Twelve total including, 3 bag claim devices and associated feed belts (inbound) and one staging carousel (outbound) in the domestic terminal and 3 bag claim devices and associated feed belts (inbound) and 2 ticket counter bag belts and two staging carousel (outbound) in the international terminal.

At completion of this project,

Number of ticket counters: 46

Number of gates: 16

Number of baggage facilities: One existing and one (1) new outbound checked bag inspection system (CBIS), two (2) new outbound curbside feed conveyers and three (3) inbound claim systems, three (3) staging carousel (outbound) in terminal B. Five (5) inbound claim systems (2 in FIS and 3 in terminal A) in terminal A.

Net change due to this project:

Number of ticket counters: Minus 19

Number of gates: Plus 4

Number of baggage facilities: Plus 3

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☒ YES

☐ NO

☐ N/A

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Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation

above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☐ YES

☐ NO

☐ N/A

9. Significant Contribution:

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☐ Air safety. Part 139 ☐ Other (explain) _____

Certification Inspector concur. Yes ☐ No ☐ Date _____

☐ Air security. Part 107 ☐ Part 108 ☐ Other (explain) _____

CASFO concur. Yes ☐ No ☐ Date _____

☐ Competition. Competition Plan ☐ Other (explain) _____

☐ Congestion. Current ☐ or Anticipated ☐ _____

LOI ☐ FAA BCA ☐ FAA Airport Capacity Enhancement Plan

☐

Other (explain) _____

Noise. 65 LDN ☐ Other (explain). _____

☐ Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

The specific PFC objectives addressed by the Terminal Expansion project include: 1) preserve or enhance security and capacity of the national air transportation system; and 2) furnish opportunities for enhanced competition between or among carriers. In concert with these two objectives and the terminal expansion delineated with the Master Plan, capacity is being improved on multiple fronts, including additional curb frontage, additional screening lanes, facilities & baggage claims, and consolidation of ticketing.

Expansion of the Passenger Terminal will add additional passenger processing facilities. The project will also include the relocation of the existing ticket counters from Terminal A to Terminal B, expansion of the ticket counter adjacent to the main lower level entry areas to facilitate new ticket counters and the behind-the-counter luggage conveyer systems, as well as men's and women's restrooms.

Specific security improvements include consolidating the passenger screening area, localizing baggage screening, relocating terminal delivery facility outside the main terminal, and relocation of the police and badging facility to within feet of the terminal. Co-location of a second baggage screening facility will optimize baggage screening. Expansion of the passenger screening area will expedite the screening process and reduce passenger time in the non-sterile area. Construction of an unmanned exit lane utilizing counter-flow technology not only has TSA approval but utilizing state-of-the-art technology will ensure forward progression to the non-sterile area and free up personnel to other people-oriented tasks.

The efficient mobility of passengers and landside vehicles is being enhanced by several different actions. First, new parking access will be constructed to allow Airline Avenue access to both the parking structure and surface parking. Second, considerable signage will be erected to encourage traffic away from the terminal frontage to the new parking access points on Airline Ave. In concert with this, a new traffic light will be installed at the intersection of Red Cleveland Blvd and Airport Blvd (intersection of the main crossroads of the Airport). Reduction of curbside traffic and re-routing of traffic provides a safer, more efficient environment for passengers entering or exiting the terminal, reducing congestion on the curb to provide more adequately for the Airport's increased capacity and resulting usage. Lastly, installation of covered walkways and canopies will shelter passengers/pedestrians from the elements and keep their attention focused on traffic hazards rather than weather conditions.

Any concession spaces within the proposed improvements will be shell space only. Build-out of concession spaces is not PFC eligible and is not proposed.

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- ☐ Safety, Preserve ☐ Enhance ☐
- ☐ Security, Preserve ☐ Enhance ☐
- ☐ Capacity, Preserve ☐ Enhance ☐
- ☐ Furnish opportunity for enhanced competition between or among air carriers at the airport
- ☐ Mitigate noise impacts resulting from aircraft operations at the airport
- ☐ Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

11. Project Justification:

The current configuration of the Orlando Sanford International Airport is a common use airport with two terminals to service airlines. Terminal A, constructed in 1996, primarily an international terminal is 239,100 square feet in size. The first level contains ticketing, security, baggage processing, immigration and naturalization, and baggage claim. The second level is devoted to passenger departure lounges with supporting concessions. Terminal B, constructed in 1992 and expanded in 2000/01, is currently 165,959 square feet in size and primarily used to support domestic airlines. In 2001 the passenger mix was 90% international and 10% domestic. The terminals supported this adequately since four gates in the domestic terminal could easily provide support to disembarking international passengers. Given international market decline since 2008, the passenger mix reversed in percentages in that domestic passengers became 90% and international became 10%. The continued growth in domestic passengers (average 15.12% growth per year) since 2008 have more than replaced the absent international passengers. This has created a situation where separation based upon domestic/international is no longer sustainable.

As a temporary, stop-gap measure, the airport has been utilizing the five (5) existing international gates and PBB for domestic use when possible. However, while the employment of international gates temporarily alleviates the capacity issue for the domestic terminal, the process must be carefully coordinated with the airlines (both domestic and international), Customs and Border Protection, the TSA Concessionaires and Airport Operations, and is not always feasible. The Airport is working with several international carriers presently to expand their international service, and the anticipated increase in international flights will further restrict this crossover capability.

This project will improve efficiencies by routing all departures (and associated support) through terminal B and arrivals through terminal A. Efficiencies and capacities will be gained through a merge of baggage facilities, passenger support, security screening and the utilization of current technology. Passenger improvements will be gained through improved parking access, reduction of vehicular / pedestrian traffic interaction, in-clement weather exposure, removal of logistics activities to remote locations, improvement and expansion of passenger facilities. All aspects of this project will complement past projects and build upon in-place facilities including the current baggage project being completed in PFC application #003. Although we refer to this as an expansion, it is in many cases more of a re-configuration to permit consolidation of resources and further enhance current passenger facilities to permit our facility to handle passenger growth that has exceeded master plan projections.

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Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

☐ Development eligible under AIP criteria (paragraph__ of Order 5100.38_or PGL__);

☐ Planning eligible under AIP criteria (paragraph__ of Order 5100.38_or PGL__);

☐ Noise compatibility planning as described in 49 U.S.C. 47505; ☐ Noise compatibility measures eligible under 49 U.S.C. 47504.

☐ Project approved in an approved Part 150 noise compatibility plan; Title and Date of Part 150:

☐ Project included in a local study.

Title and Date of local study:

☐ Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

☐ Shell of a gate as described in 49 U.S.C 40117() (3)(F) (air carrier _____ percentage of annual hoardings _____)

☐ PFC Program Update Letter _____

☐ Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): July 2018

Estimated Project Completion Date (Month and Year): October 2026

For FAA Use

Revised 8/31/2010

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)? ☐ Yes
☐ No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?
☐ Yes
☐ No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year):

For FAA Use
Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.
☐ Yes
☐ No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:
a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.
☐ YES

☒ NO

b. If the FAA determines that the project may qualify for ALP funding, would the public agency prefer that the FAA approve

☐ the amount of the local match to be collected at a \$4.50 PFC level, or

☒ the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

☒ YES

☐ NO

☐ N/A

15. List of Carriers Certifying Agreement

List of Carriers Certifying Disagreement: None

Recap of Disagreements

Public Agency Reasons for Proceeding:

16. List of Comments Received from the Public Notice: None

List of Parties Certifying Agreement.

Recap of Disagreements

Public Agency Reasons for Proceeding:

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised.

(If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

☐ Approve.

☐ Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

☐ Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name

Item(s) reviewed.

Routing Symbol

Date

Name

Item(s) reviewed

Routing Symbol

Date



Orlando Sanford International Airport

PFC APPLICATION #4 AMENDMENT

Orlando Sanford International Airport PFC Program

- ▶ PFC #001 – Reimb. Past AIP Projects
 - ▶ Approvals Date: 3/1/2001 Collections: \$1,192,352 Level: \$1.00
- ▶ PFC #002 - Terminal Expansion Program
 - ▶ Approvals Date: 12/1/2003 Collections: \$13,312,090 Level: \$2.00/\$4.00
- ▶ PFC #003 – Reimb. Past AIP Projects Replace Baggage Carousels, PBBs
 - ▶ Approvals Date: 12/01/2012 Collections: \$29,837,167 Level: \$4.00
- ▶ PFC #004 – Reimburse Past AIP Projects Terminal Expansion Project
 - ▶ Approvals Date: 1/23/2018 Collections: \$31,994,776 Level: \$4.00

Class of Air Carrier Not Required to Collect PFCs

- ▶ None
 - ▶ All Carriers are Required to Collect PFC's

Public Notice and Comment Period

- ▶ In accordance with 14 CFR, § 158.24, the collecting agency must provide notice and allow the public to file comments for at least 30 days, but no more than 45 days, after the date of publication of the notice or posting on the public agency's website, as applicable.
- ▶ Comments are to be submitted on or before November 30, 2018
- ▶ This notice can be downloaded at http://www.osaa.net/public_documents.asp
- ▶ Further information on the FAA PFC program nationwide can be found at www.faa.gov/airports/pfc
- ▶ Comments should be sent to :
Diane Crews
Sanford Airport Authority
Phone: (407) 585-4015
E-mail: dcrews@osaa.net

Application #4 Amendment

- ▶ Amendment Details:
 - ▶ PFC Level: \$4.00 per eligible enplaned passenger
 - ▶ Effective Date: 60 Days after Notification of FAA approval
 - ▶ Estimated physical completion date : June 1, 2021
 - ▶ Estimated financial completion date : November 1, 2026
 - ▶ Project on a pay as you go basis

Project Information

- ▶ Description:
 - ▶ Amendment scope only relates to terminal project
 - ▶ Amendment is to recognize omitted terminal expansion related costs
 - ▶ Original application eligible terminal expansion project costs \$30,319,836
 - ▶ Amended application est. eligible terminal expansion project costs \$41,490,691
 - ▶ Total Contract Cost Variance - \$10,644,828
 - ▶ Total Omitted Construction Phase Services - \$4,829,342
 - ▶ To Date Change orders - \$445,414
 - ▶ Total Omitted Threshold Inspections - \$76,390
 - ▶ Total Interest & Finance Costs Variance - \$3,842,359

Justification

- ▶ Contract cost escalated by \$10,644,828 due to current local construction demands.
- ▶ Construction phase services \$ 4,829,342 were inadvertently omitted.
- ▶ Change orders to date total \$445,414.
- ▶ Threshold inspections not included \$76,390
- ▶ Financing costs: Increased due to contract costs

▶ Funding:	Amendment	Total
▶ PFC	\$11,866,459	\$41,490,691
State: (FDOT)	\$ 243,190	\$ 4,997,232
Local:	\$ 817,217	\$ 3,829,537
Total	\$12,926,867	\$50,317,460

Next Steps

- ▶ Notice and opportunity for public comment
 - ▶ Information and deadline for comment are included within this packet
- ▶ SAA finalizes and submits the application
 - ▶ Incorporate any air carrier and public comments
 - ▶ Application must be submitted no later than 6 months after air carrier consultation meeting
- ▶ Obtain FAA approval of the application
 - ▶ Within 120 days of submission
- ▶ SAA notifies air carriers of FAA decision
 - ▶ No impact; status quo for collections and PFC level

Process and Schedule

- ▶ Notice letter mailed to airlines October 31, 2018
- ▶ Public Notice October 31, 2018
- ▶ Air Carrier Consultation November 30, 2018
- ▶ Air Carrier Comment Deadline December 31, 2018
- ▶ Public Comment Deadline December 31, 2018
- ▶ Submission to FAA January 30, 2019
- ▶ FAA Decision 120 days after submission