

October 1, 2024

Re: Louisville Regional Airport Authority's notice for public comment prior to submitting PFC Application number 25-18-C-00-SDF at the Louisville International Airport to the Federal Aviation Administration.

The Louisville Regional Airport Authority (Authority) is posting this public notice as part of the passenger facility charge (PFC) application process under 14 CFR § 158.24 for the Louisville Muhammad Ali International Airport (Airport). As part of this procedure, the Authority is providing the following information:

PFC LEVEL, ESTIMATED TOTAL PFC REVENUE, PROPOSED CHARGE EFFECTIVE DATE, AND ESTIMATED CHARGE EXPIRATION DATE

The Authority will seek a PFC with the following characteristics:

- PFC level: The Authority will be submitting an application to impose and use a PFC of \$4.50 at the Airport to fund the projects described below at the Airport.
- Estimated Total PFC Revenue (Impose and Use) under this application, comprised of multiple projects: \$17,441,538.
- Proposed charge effective date: June 1, 2026, (the estimated authorized charge expiration date for approved PFC applications, as amended) or upon expiration of collection of PFCs for currently approved applications, whichever comes first.
- Estimated charge expiration date: January 1, 2028, (or until collected revenues plus interest thereon equal the allowable costs of the approved projects, as permitted by regulation).

These dates are estimated based on PFC collections and expenditures as of June 30, 2024; estimated enplanements for Fiscal Year (FY) 2025 at the Airport; projections of future enplanements assuming two percent annual enplaned passenger growth and 91 percent collectability on enplaned passengers.

AUTHORITY POINT OF CONTACT

As required under 14 CFR § 158.24, the Authority will be accepting public comments on the proposed PFC Application for thirty days after the October 1, 2024, date of posting this public notice on our Internet Web site. Any comments should be sent to Mr. Dan Mann, Executive Director, Louisville Regional Airport Authority, 700 Administration Drive, Louisville, KY 40209-0129. If there are any questions regarding this proposed PFC application, Mr. Mann can also be reached at (502) 368-6524.

DESCRIPTION OF PROJECTS

1. SNOW EQUIPMENT

Description: The Louisville Regional Airport Authority (the Authority) is replacing aged and leased equipment utilized to comply with the Authority's Snow and Ice Control Plan (the Plan). The Plan approved by the FAA in 2019, and updates approved as of June 16, 2022, details the equipment necessary to fulfill snow and ice removal procedures.

The purchase of new or replacement equipment to be utilized in snow and ice removal ensures the resources needed to complete the tasks are available and in good working condition. The two (2) compact loaders with broom are for snow removal from terminal ramp and apron areas and cost \$106,058 and \$120,174, respectively. The two (2) front-mount brooms are specifically for runway snow removal and are priced at \$741,050 each. The front-mount brooms are to replace assets that are 19 and 26 years old and have reached the end of their useful life. The compact loaders being purchased are to replace equipment that is rented each season.

1st Compact loader with broom (replacing leased equipment)	\$ 106,058
2nd Compact loader with broom (replacing leased equipment)	\$ 120,174
1st Front-mount broom (replacing asset #878, model year 1998)	\$ 741,050
2nd Front-mount broom (replacing asset #1113, model year 2005)	<u>\$ 741,050</u>
Total equipment purchases:	\$1,708,332

Justification: 14 CFR Part 139, Certification of Airports (Part 139), section 319.313, Snow and Ice Control, states each airport located where snow and icing conditions occur must maintain and carry out a Snow and Ice Plan. Advisory circulars give additional information regarding the assessment of an airport's priority areas and minimum equipment needs. AC No. 150/5200-30D, Airport Field Condition Assessments and Winter Operations Safety, and AC No. 150/5220-20A, Airport Snow and Ice Equipment give the guidelines for identifying Priority 1 areas, target times for clearing the Priority 1 areas and the equipment needed to perform the tasks. The Authority's Plan identifies Priority 1 areas, the plan of action to be taken, and the equipment needed to execute the Plan.

The front-mount brooms are vital to the runway snow removal operation. The new brooms will replace two (2) aged brooms purchased in 1998 and 2005 that are prone to break down causing a deficiency in snow removal operations. Maintenance of the older brooms is costly, and availability of replacements parts is not reliable. The Authority has no back-up for the crucial pieces of equipment.

The compact loaders with broom are utilized for terminal apron areas where smaller brooms are needed to navigate between aircraft and equipment. The Authority must rent four (4) additional loaders for snow season. Purchasing the new equipment will eliminate the Authority's reliance on rented equipment that may not be available or in poor working condition. The new compact loaders provide reliability and flexibility to maneuver in terminal ramp and apron areas.

Total Project Cost: \$1,708,332

PFC Funding: \$1,708,332

PFC Amount: \$4.50

2. RECONSTRUCT AND EXTEND TAXIWAY L

Description: Maintaining compliance with Part 139 certifications requirements include the continual preservation of airfield pavement for safety, airfield capacity and efficient operations. The Authority is undertaking a project to Reconstruct and Extend Taxiway L to enhance capacity and improve the safety of aircraft operations across the midfield of the Airport. Taxiway L is one of only two (2) cross field taxiways on the airfield and has direct access to the terminal ramp. The project will extend the existing Taxiway L to Taxiway D, improving airfield circulation and fulfill improvements identified in the Master Plan. Additionally, reconstructing the portion of Taxiway L between Taxiways M and H addresses significant deficiencies in the airfield pavement to accommodate the larger aircraft using the airfield. Addition of a new access between the Taxiway and Terminal Apron reduces congestion at the existing access point. Situated at a major ingress and egress point to the terminal, this new configuration will help improve safety by mitigating the reappearance of former FAA Hot Spot 4.

The project will be completed in two (2) phases—one (1) for the extension and one (1) for the reconstruction and new connection—with funding allocated as follows:

- Phase 1- Reconstruct and Extend Taxiway L – Project includes design of the entire project, completion of both bid packages, and the construction cost for the reconstruction and extension to Taxiway D. This project is funded partially by two (2) existing FAA grants: FAA FY23 AIP Grant #3-21-0031-127-2023 and FAA FY23 AIP Discretionary Grant #3-21-0031-128-2023. The Authority’s match portion for both grants totaling \$1,269,360 is sought to be funded from PFC collections.
- Phase 2- Reconstruct Taxiway L and Apron Connection – Project 2 includes reconstruction and new access to the apron. This project is funded through two (2) FAA AIP grants, FY24 AIP Grant # 3-21-0031-134-2024 and another to be awarded in FY25. The Authority’s match portion for both grants of this phase totaling \$1,635,455 is sought to be funded from PFC collections.

Justification: Maintaining compliance with Part 139 certifications requirements include the continual preservation of airfield pavement for safety, airfield capacity and efficient operations. Key improvements within the Taxiway L Reconstruction and Extension project include:

1. Extending the taxiway 1,097 LF past the existing Taxiway N to connect directly to Taxiway D which will significantly improve airfield circulation. The Master Plan identified enhancing the connectivity between Taxiway L and Taxiway D5 as a key area for improvement. This connection near Taxiway D5, the most frequently used exit taxiway for Runway 35R arrivals, allows aircraft to exit and proceed more directly to the west side of the airfield, which is highly desired. Implementing a continuous westflow taxi operation from Taxiway D5 was identified as a key improvement to facilitate aircraft movement across the airfield significantly enhancing aircraft flow efficiency and reducing taxi times.

2. Reconstructing 177,138 SF of Taxiway L between Taxiways H and M, including the intersection with Taxiway H, to meet FAA pavement standards.

3. The construction of a new 300 LF access taxiway between Taxiway L and the Terminal Apron will reduce congestion on the terminal ramp, which is not controlled by the tower, and improve the ingress and egress of aircraft to the terminal. This new connection will provide greater flexibility for accessing the terminal apron, enhancing aircraft flow and reducing taxi times and delays. Situated at a major ingress and egress point to the terminal, this new configuration will help improve safety by mitigating the reappearance of former FAA Hot Spot 4.

Total Project Cost: \$28,550,000
FAA AIP Grants: \$20,424,246
LRAA Funding: \$5,220,939
PFC Funding: \$2,904,815

3. RECONSTRUCT TAXIWAY B

Description: The Reconstruct Taxiway B project is a three-year initiative aimed at preserving airport infrastructure by reconstructing and upgrading the existing airfield geometry to align with current FAA standards. This project seeks to enhance safety and increase airfield capacity, ensuring efficient operations.

This project involves the design and construction for the reconstruction of a portion of Taxiway B, located on the west side of the airfield. Taxiway B is the primary parallel Taxiway to Runway 17R-35L, with a 450-foot separation distance. It is approximately 10,000 feet in length and 75 feet wide. Since Taxiway B is a high-use Taxiway, the Authority has prioritized identifying a long-term solution to the recurring distress issues. Numerous panel repairs and replacements have been carried out over the past 25+ years, but the pavement section and panel configuration have remained the same. The 2023 update to SDF's Airfield Pavement Management System report identified the PCI ratings along the troubled section of Taxiway B ranging from 36 to 86. The project will increase the thickness of the concrete to accommodate increased operations of large aircraft and meet FAA standards for strength, durability and design.

The Authority will utilize AIP grants for each phase of the reconstruction of Taxiway B and is intending to utilize PFC revenue for the required local match. FAA FY24 AIP Discretionary Grant 3-21-0031-135-2024 for \$10 million has been obtained for the first phase of work. The cost and funding of each phase is expected to be the same, so the local match of the first phase is used to assess the match for the remaining two (2) phases.

Justification: During the 2022 SDF annual pavement rehabilitation inspection, numerous panels on Taxiway B were identified as experiencing structural distresses, such as linear cracking and shattered slabs. Although the airport replaces slabs regularly as part of the annual maintenance program, many of the identified distresses are occurring within the keel section of the Taxiway pavement on panels that have previously been replaced due to similar distresses. Additionally, as part of the 2023 update to SDF's Airfield Pavement Management System report, the PCIs along the troubled section of Taxiway B ranged from 36 to 86. Since Taxiway B is a high-use Taxiway that serves as the primary parallel to Runway 17R-35L, the LRAA has prioritized identifying a long-term solution to the recurring distress issues.

Another key issue is the thickness of the pavement. The new design calls for increasing this thickness to 19 inches from 17 inches to accommodate increased operations of large aircraft while also meeting FAA standards for pavement strength and durability. Additionally, the existing joint spacing of 25 feet exceeds FAA recommendations. The new design will reduce the joint spacing to a maximum of 20 feet, enhancing the structural integrity of the pavement. Another key aspect of the design is upgrading the existing airfield geometry to align with current FAA standards. The fillets are redesigned to meet the current Taxiway Design Group (TDG) 6 standards, and airfield lighting, shoulders, and drainage systems need to be adjusted as a result.

The reconstruction would focus on the stretch of Taxiway B experiencing the highest frequency of failed

pavement, specifically the section south of Runway 11-29, between Taxiway B2 and Taxiway F. The project will be completed in three phases:

- Phase 1: Focuses on the worst section of Taxiway B between Taxiway B4 and B5, scheduled for 2025.
- Phase 2: Covers the area north of Phase 1 from Taxiway B5 to Taxiway F, scheduled for 2026.
- Phase 3: Works on the area south of Phase 1 from Taxiway B4 to Taxiway B2, scheduled for 2027.

The Authority's match portion for the grants totaling \$3,312,391 is sought to be funded from PFC collections.

Total Project Cost: \$37,200,000

FAA AIP Grants: \$30,034,551

LRAA Funding: \$3,853,058

PFC Funding: \$3,312,391

4. PASSENGER BOARDING BRIDGES

Description: The Authority intends to replace six (6) passenger boarding bridges (PBBs) including preconditioned air units (PCA) and ground power units (GPU). The objective of this project is to furnish opportunities to enhance competition and to preserve and enhance capacity at the Airport. Bridges proposed for replacement include:

- A-1, A-3, A-5, A-9, A-14, B-19

Each PBB proposed for replacement was purchased as rehabilitated in 2006 (A-4), 2012 (A-9) and 2014 (A-1, A-3, A-4, B-19) utilizing PFC funding.

This project includes all costs of design, installation, inspection, project oversight, and removal/disposal of existing bridges. The cost per passenger boarding bridge is estimated at \$1,586,000 based on cost from prior PBB replacements. The total cost of the project is expected to be approximately \$9,516,000. According to Order 5100.38D, Appendix N, Table N-5 Passenger Boarding Bridges are 100% eligible for use of PFC funding.

Justification: This project is in accordance with the FAA Airport Improvement Handbook, 5100.38D – Appendix N. In accordance with N-5(g), the PBBs at SDF will be in the commercial service terminal.

The replacement of the six (6) PBBs will enhance competition since airlines entering or expanding service at the airport desire gates with boarding bridges that can provide appropriate levels of customer service, safety and operational dependability. The replacement of the six (6) PBBs will also preserve and enhance capacity. The bridges proposed for replacement are beyond or near the end of their useful life. They are experiencing increasing down time for repairs and often replacement parts are unavailable. Given the passenger growth at the Airport, maintaining capacity is vital for supporting the current level of passenger activity. Functioning jet bridges are required for the full utilization of the gates. The PBBs will include more powerful PCA and GPU that are capable of outputs needed for the increased passenger volume being experienced.

Total Project Cost: \$9,516,000

PFC Funding: \$9,516,000