

June 8, 2015

**Savannah Airport Commission
Notice for Public Comment
Intention to Impose and Use a Passenger Facility Charge
at the Savannah/Hilton Head International Airport**

The Savannah Airport Commission (Commission) is posting this public notice as part of the passenger facility charge (PFC) application process under 14 CFR § 158.24 for the Savannah/Hilton Head International Airport (Airport). As part of this process, the Commission is providing the following information regarding proposed PFC Application No. 15-10-C-00-SAV:

Projects for which the Commission is Seeking Authority to Impose and Use a PFC

1. Relocate Airfield Maint Rd (Pipemakers)

Project Start Date: March 2012

Project End Date: February 2015

Funding:

Anticipated AIP Entitlement	\$572,906
PFC	\$63,657
Total Project Cost	\$636,563

Project Description: This is a reimbursement project. Relocate airfield maintenance road, security fence, and a major county drainage canal out of the Object Free Area (OFA) of Runway 10 and Taxiway C via participation in an intergovernmental agreement with Chatham County. See attached exhibit.

Project Justification: The FAA Airport Design AC 150/5300-13A requires minimum OFA distances for runways and taxiways based on the Airplane Design Group (ADG). There can be no obstructions or objects located within these areas.

Project Objective: The relocation of the maintenance road outside of the object free area will allow the security fencing and canal to be moved outside of the OFA which will meet the FAA design standards. This project will enhance safety by providing a clear OFA.

2. RW 1 Perimeter Rd/2 AOA Gates/RW Safety Area

Project Start Date: March 2014

Project End Date: December 2014

Funding:

Approved AIP	\$700,000
Anticipated AIP Entitlement	\$725,291
State Funds	\$71,782
PFC	\$44,932
Total Project Cost	\$1,542,005

Project Description: This is a reimbursement project. To construct a 15 foot wide access road within the Air Operations Area (AOA) for tenant fuel trucks and other airport tenant vehicles and equipment to travel from the southwest quadrant to the southeast quadrant of the Airport without crossing an active runway or its Runway Safety Area (RSA). This project will include 2 AOA gates and realignment of the existing Product Support Road to allow the Perimeter access road to be constructed outside of the RSA and runway OFA per FAA guidelines. This project will also include RSA improvements that will correct grade deficiencies that currently do not meet FAA criteria on Runway 10-28. See attached exhibit.

Project Justification: The FAA Airport Design AC 150/5200-13A requires that there be no objects within a certain OOFA which includes a perimeter access road. The construction of a new roadway outside of the OFA will allow vehicular traffic a safe path around the runway end. Part of this project will also bring the areas within the RSA into compliance with grade design transverse gradient standards.

Project Objective: Upon construction of the perimeter road outside of the RSA, safety will be the highest benefit gained by providing a roadway system south of the existing runway, which will allow tenant fuel trucks and other airport and tenant vehicles and equipment access without having to cross an active runway. There have been incursion incidents on Runway 1 in the past. This airfield perimeter service road will dramatically reduce the possibility of incursions.

3. Taxiway C Light Replacement

Project Start Date: February 2015

Project End Date: March 2015

Funding:

Anticipated AIP Entitlement	\$382,477
PFC	\$42,497
Total Project Cost	\$424,974

Project Description: This is a reimbursement project. Replacement of existing centerline in-pavement lights with LED lights. In addition the steel conduit which is deteriorating will be replaced with PVC.

Project Justification: The existing light fixtures are thirty plus years old and are failing on a regular basis. In addition, the steel conduit is deteriorating which makes it difficult for new cable to be installed. Since lighting is essential under Part 139 regulations, it is imperative that these failing lights be replaced. See attached exhibit.

Project Objective: To maintain safety by providing a safe taxiing route for aircraft at all times through adequate lighting. LED lights will provide for longevity, more illumination, and reduce overall operational costs.

4. Seal Coat RW 10-28 Asphalt & Apron Shoulders

Project Start Date: June 2015

Project End Date: August 2015

Funding:

Anticipated AIP Entitlement	\$378,000
PFC	\$42,000
Total Project Cost	\$420,000

Project Description: Rehabilitate existing asphalt pavement by seal coating. The asphalt pavement sections of Runway 10-28 and apron shoulders are displaying signs of oxidation and are in need of something to bring them back to life. Sealcoating with an approved FAA product is the best way to attain a uniform protective coating without having to mill and replace the asphalt. Due to the pavement being grooved, the conventional sealcoating method will not be an effective way to perform this work. The FAA P-608 specification seal coat is specifically meant for grooved pavement sections. This product can be applied in a spray and will not fill in the grooves but has been approved by the FAA.

Project Justification: The FAA AC 150/5380-7 Maintenance of Airport Pavements requires that airports perform a certain amount of preventative maintenance on runways and taxiways. The asphalt sections of Runway 10-28 need some form of rehabilitation due to the asphalt age which will supplement the crack sealing done by the maintenance crews. The best way to achieve this is by seal coating the asphalt with an approved FAA product. Seal coating of this type can only be done when the pavement condition index is not less than 60 which is what the present condition of the asphalt is at this time.

Project Objective: Seal coating the existing asphalt will protect the pavement from further oxidation and subsequent cracking which will maintain capacity by extending the life of the pavement for several years. This will also prevent FOD to enhance safety.

5. RW 28 RSA Improvements & Road Relocations

Project Start Date: February 2015

Project End Date: August 2015

Funding:

Anticipated AIP Entitlement	\$2,718,046
State Funds	\$131,050
PFC	\$170,955
Total Project Cost	\$3,020,051

Project Description: Two existing roads will have to be relocated outside of the Runway 8 safety area in order to accommodate the installation of a new Mark 20 localizer outside of the RSA . In addition, regrading of the slope within the safety area will be done to meet FAA guidelines.

Project Justification: The FAA Airport Design AC 150/5300-13A requires that roadways and NavAid equipment be located outside of Runway Safety Areas. Currently, the Runway 28 approach has a section of the Perimeter Road and a localizer located within the 1000' safety area. The FAA has advised the Airport that they will be installing a new Mark 20 Glide Slope and Localizer and they do not want to have any of the equipment located within the safety area. In order to do this, two roads will have to be relocated to allow enough area for the localizer. There are also grade deficiencies within the safety area which need to be corrected to FAA criteria.

Project Objective: With completion of these improvements, the main objective will be re-gaining the full 1000' safety area and not having to reduce the length of the Runway declared distances. The use of additional runway will enhance capacity and placing the localizer outside of the RSA enhances safety.

6. Updated Baggage Conveyance System

Project Start Date: January 2016

Project End Date: March 2017

Funding:

PFC	\$10,500,000
Total Project Cost	\$10,500,000

Project Description: The existing outbound baggage handling system was designed prior to government regulations requiring inspection of checked bags. Outbound baggage systems require efficiencies which include minimal handling by the airlines, delivery to the proper location for inspection and delivery back to the airlines for loading. The new in-line conveyance system creates these efficiencies and reduces the redundant handling of bags by the airlines. See attached exhibit.

Project Justification: The current conveyance system was retrofitted in 2001 and is not conducive to the delivery of bags for inspection or efficiencies. The turns required for commercial aircraft at this airport require efficiencies with respect to 25 minute to 45 minute turns. Our existing conveyance system is unable to support the required turns as it relates to delivery of checked bags to the aircraft.

Project Objective: Streamlining the current conveyance system by delivering the bags to an inspection area thereby eliminating duplication in handling the checked bags will enhance and preserve capacity. Delivering the checked bags to the airlines post screening in an efficient manner meets the needs of the airlines as it relates to accelerated aircraft turn times.

7. Core Switch for Endura Head End

Project Start Date: June 2015

Project End Date: December 2015

Funding:

PFC	\$350,000
Total Project Cost	\$350,000

Project Description: The network core switch for the video surveillance system (VSS) is the nerve center for groups of edge switches which are located at the edges of the video network. The core switch location adjacent to the rest of the head-end components will interconnect signals distributing the data to the video management system for intrusion purposes. As an airport video surveillance system expands due to the need for additional cameras the number of edge switches increases exponentially thereby placing a significant workload on the core switch. The core switch performing its intended function improves data speed and provides for increased data storage.

Project Justification: The airport operator is required to "limit access to movement areas and safety areas only to those pedestrians and ground vehicles necessary for airport operations"; furthermore 14 C.F.R. §139.335 requires the airport operator to implement "safeguards to prevent inadvertent entry to the movement area by unauthorized persons or vehicles." Pursuant to 14 C.F.R. §139.337 the VSS provides the airport operator with valuable video data with respect to forensics of wildlife hazards and activity. In the past, we have released videos associated with wildlife to our local USDA biologist in the interest of safety. Our video system has been utilized to detect crime and criminal acts on airport property ensuring our airport maintains a well-kept public safety image. In the future, the VSS will once again provide visual images of vehicular traffic ingress and egress on airport property. While we place a significant priority to the safety and security of the airport there are other important uses for a video surveillance system such as the safety of aircraft and the passengers, public safety and crime, as well as the surveillance of wildlife. This core switch is necessary to support our needs in all of these areas as we continue to expand.

Project Objective: Our legacy video surveillance system has been in use for two years. Initially we had 86 cameras in the system. Within the last two years we have added over 100 additional IP cameras. Our plans, due to the growth of the Airport, call for an additional 200 cameras for fiscal years 2015 and 2016 to enhance safety and lessen the likelihood of wildlife and/or persons accessing the airfield. It is necessary to replace the existing stack of switches that supported our network as they are not robust enough to process the signals for over 300 cameras. The Cisco Core Switch proposed for this project would provide the airport with the necessary component to process signals efficiently and allow for the necessary data storage for many years.

8. Fiber Pull to Northwest Quadrant

Project Start Date: June 2015

Project End Date: September 2016

Funding:

PFC	\$300,000
Total Project Cost	\$300,000

Project Description: The Airport has a need to pull network fiber and power to the remote area of the Airport in the northwest quadrant in order to provide adequate lighting and video surveillance equipment to protect this area of the Airport and its associated AOA. The Commission has significantly expanded its footprint on the northwest quadrant of the Airport in terms of development of the area, including the relocation of Gulfstream Road, Taxiway A extension, Taxiway H and Taxiway G.

Project Justification: The airport operator pursuant to 14 C.F.R. §139.329 has a duty to “limit access to movement areas and safety areas only to pedestrians and ground vehicles necessary for Airport operations.” While there is a security element as it relates to justification for this project, the heavily wooded area adjacent to Taxiway H requires the Airport to monitor the area for wildlife and aircraft operations specific to blind spots. This will require the Airport to build the necessary infrastructure for additional power sources as well as extending the network fiber to maintain a posture specific to a safe and secure airport.

Project Objective: The objective for this project is to pull network fiber and supply power to this remote area of the airfield. This will provide the Commission with the infrastructure to build out the necessary operational components specific to this remote area. It is the intent of the Commission to build the fiber network as well as supplying power as a means of enhancing safety related to any related wildlife, safety issues specific to the northwest quadrant.

9. Replacement of 3 Boarding Bridges

Project Start Date: November 2015

Project End Date: January 2016

Funding:

PFC	\$2,000,000
Total Project Cost	\$2,000,000

Project Description: Remove (3) each passenger boarding bridges and existing connected equipment at gates 7, 10. And 11 and replace with (3) each new smart passenger boarding bridges, complete with bag lifts, boom-air hose management systems, preconditioned air, and ground power units. This project will also consist of relocating two existing boarding bridges to alternate locations to allow for new bridges to be installed at high passenger volume gates.

Project Justification: Current passenger boarding bridges have reached their service life and are no longer efficient or reliable. Repair parts are costly and becoming very limited due to age and model. Increased failures are expected causing prolonged interruptions to airline operations. The three boarding bridges that are being replaced were previously installed in 1994, 1994, and 2001.

Project Objective: This project will maintain capacity by providing efficient and reliable passenger boarding bridges to assist in increased airline operation efficiency and increase overall passenger experience.

10. Replacement of 5 Jetbridge PC Air Units

Project Start Date: November 2015

Project End Date: January 2016

Funding:

PFC	\$600,000
Total Project Cost	\$600,000

Project Description: Remove (5) each passenger boarding bridge pre-conditioned air cool (PCAir) units at gates 8, 12, 13, 14, and 15 and replace with (5) each new 45 Ton PCAir units with Premium efficiency motor (95% efficient), variable frequency drives, Ozone friendly refrigerant (410A), and extended warranties on compressors. Units will be stand mounted at the rotunda to provide easier service ability and reduce passenger boarding bridge downtime due to maintenance.

Project Justification: Current PCAir units were installed in 2007 and have reached their service life and are no longer efficient or reliable. Repair costs have increased greatly resulting in increased downtime effecting overall airline operation efficiency.

Project Objective: This project will maintain capacity by allowing continued use of PCAir that will provide for efficient and reliable pre-conditioned air to the passenger boarding bridges and airline cabins.

11. Groove Runway 1-19

Project Start Date: June 2015

Project End Date: August 2015

Funding:

Anticipated AIP Entitlement	\$711,043
PFC	\$79,005
Total Project Cost	\$790,048

Project Description: Install full length grooves on the runway surface to increase traction for aircraft that will bring all of the pavement up to the current requirements. The grooving will also be done in the asphalt sections of the runway.

Project Justification: The original surface grooving on the runway was the heavy rake method which worked well through the years but over the last 35 plus years the surface finish has ground down to where there are smooth areas not falling within the tolerance for FAA friction standards. The condition of the runway is a primary concern with regard to commercial aviation and landing and take offs as they are the most critical aspects during aircraft operations. FAA Advisory Circular 150/5320-12 requiring the grooving or other surface friction treatment should be provided for all primary and secondary runways at commercial service airports.

Project Objective: This project will enhance safety by grooving the concrete and asphalt sections of Runway 1-19, the benefits will be added surface friction enabling the aircraft to brake more effectively in dry or wet conditions and will address the safety concerns of air carriers with regard to the Runway 1-19 surface in wet conditions.

12. PFC Implementation & Administrative Costs

Project Start Date: November 2014

Project End Date: December 2015

Funding:

PFC	\$25,000
Total Project Cost	\$25,000

Project Description: This project includes professional fees for services rendered by the Commission's consultants in developing, implementing, and coordinating, the PFC program for the Airport.

Project Justification: The Commission's administrative costs are PFC eligible under Part 158.13 and Part 158.3. The development of this PFC application, the collection of PFCs and implementation of the projects here in will preserve and enhance safety and security at the airport. Administrative costs are allowable if necessary and reasonable in the implementation of approved projects.

Project Objective: The objective of this project is to enhance safety, security, and capacity of the national air transportation system. This project funds professional fees for services rendered from the Commission's consultants in developing, implementing, and coordinating the PFC program at the Airport which in turn allows the Commission to fund and construct needed projects at the Airport.

Class of Carriers Excluded From Collecting a PFC

The Commission plans to continue to exclude PFC collection from Air Taxi/Commercial Operators (ATCO) filing FAA Form 1800-31. The most recent official enplanement figures, for the year-end December 31, 2013, indicate that these carriers enplaned 735 passengers.

The known carriers in this class and their enplanement levels consist of the following:

ATCO CARRIERS FILING FAA FORM 1800-31

Jet Solutions LLC	88
Netjets Aviation, Inc.	584
Priester Aviation LLC	17
Quality Aviation, Inc.	6
Ultimate Jetcharters LLC	4
ATCO Total	735
Airport Total	798,376
Percentage of Total	0.092%

SOURCE: U.S. DOT ACAIS database, March 25, 2015.

PREPARED BY: Ricondo & Associates, Inc., April 2015.

As shown above, the number of passengers enplaned annually by this class of carriers represents an amount less than one percent of the total enplaned passengers at SAV. In accordance with 14 CFR § 158.25, this class of air carriers may be requested to be exempted based on their enplanement levels and cost to SAV to collect PFCs from this class of air carriers.

PFC Level

A four dollar and fifty cents charge (\$4.50) on passengers enplaned at SAV.

Charge Effective Date

Based on projections of enplanements and anticipated charge expiration date of PFC Application No. 12-09-C-00-SAV, charge effective date is estimated to be October 1, 2017.

Estimated Charge Expiration Date

July 1, 2023 (or until collected PFC revenue plus interest thereon equals the allowable costs of the approved projects, as permitted by regulation).

Estimated Total PFC Impose Revenue

\$14,218,046 based on 1.0 percent annual growth in enplanements beginning in 2015 and an 84.6 percent collection rate on enplaned passengers.

Commission Point of Contact

As required under 14 CFR § 158.24, the Commission will be accepting public comments on the proposed PFC Application No. 15-10-C-00-SAV up to thirty (30) days after the date of posting this public notice on our Internet Web site. Any comments should be sent to:

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