Public Notice
Savannah Airport Commission
Passenger Facility Charge Notice of Intent No. 25-12-C-00-SAV
Effective Date of Public Notice: March 11, 2025

In accordance with 14 Code of Federal Regulations (CFR) Part 158.24, the Savannah Airport Commission (the Commission) hereby issues this public notice of its intent to file Passenger Facility Charge (PFC) Notice of Intent 25-12-C-00-SAV (Notice of Intent 12) to impose and use a PFC to fund in whole or in part 26 projects attheSavannah/Hilton Head International Airport (the Airport).

Pursuant to the requirements of 14 CFR Part 158.24, the Commission is providing the attached descriptions, justification statements, and plans of finance for the 26 projects included in PFC Notice of Intent 12.

As required under 14 CFR Part 158.24, the Commission is accepting public comments on PFC Notice of Intent 12 up to thirty (30) days after the date of posting this public notice on its Internet Web site. Comments may be submitted to:

Jen Brotka
Director of Finance, Savannah Airport Commission
400 Airways Avenue, Savannah, GA 31408-8000
E-mail: jbrotka@flysav.com

Comments are due on or before ***April 10, 2025***.

12.01 - Design & Construct Southeast Quadrant Stormwater Drainage Improvements
Start Date: August 2021
End Date: August 2023
Collection Level: $4.50

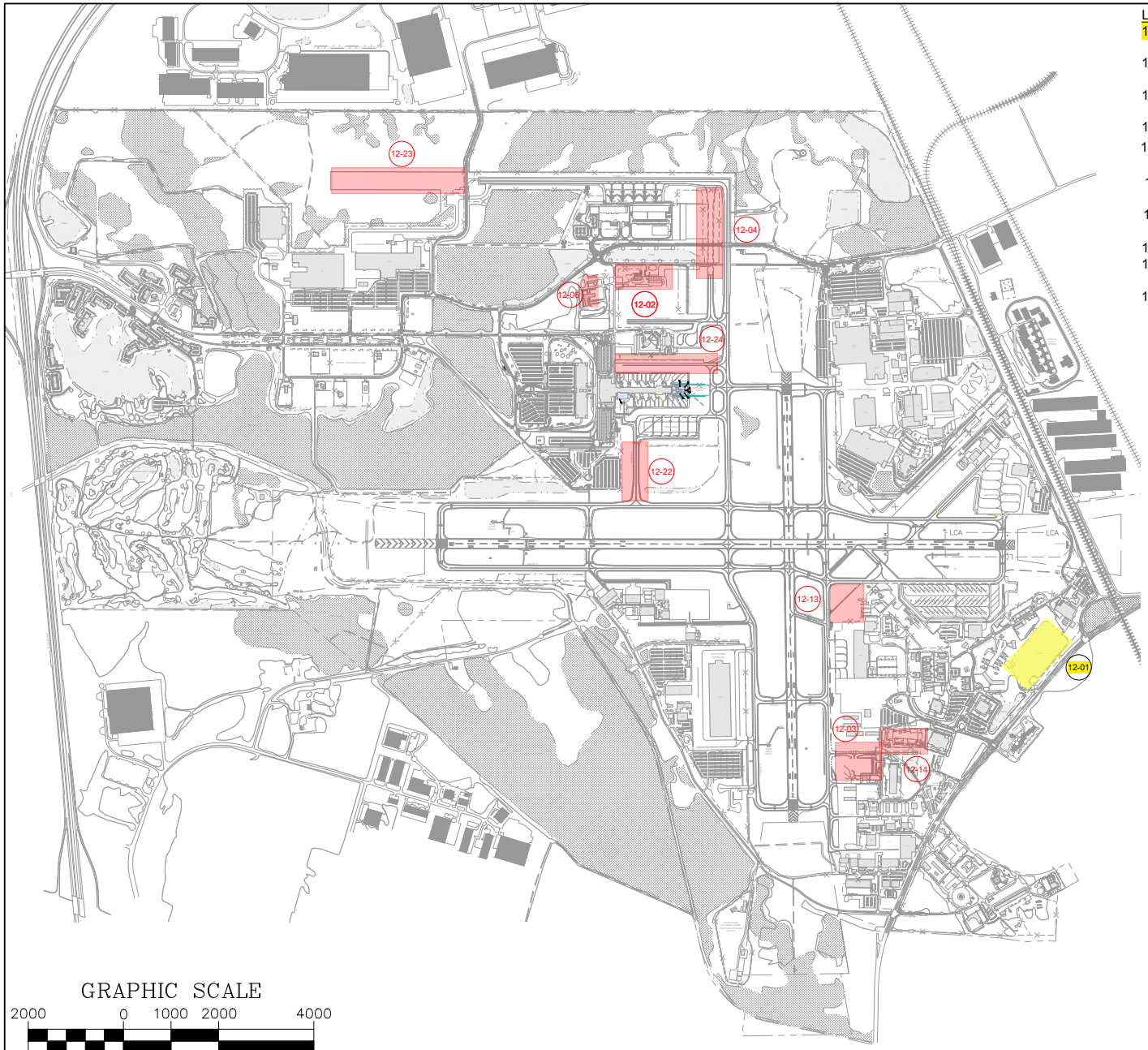
Project Financial Plan:

Airport Improvement Program (AIP) Grants	$8,845,575
Georgia Air National Guard (GAANG)	$1,838,311
PFC (Pay-Go)	$768,491
Total	**$11,452,377**

Project Description: The project includes the design and construction of a 24.6-acre stormwater detention basin; storm water conveyance system, including manholes and drainage structures; and the relocation of utilities impacted by the stormwater system. This project is depicted as Project 12-01 on the attached Airfield Projects Exhibit.

The Federal Aviation Administration (FAA) issued the Savannah Airport Commission (Commission) separate grants totaling $8,845,575 for the construction of this project including 3-13-0100-063-2020 ($1,957,434); 3-13-0100-072-2022 ($5,308,672); and 3-13-0100-074-2023 ($1,579,469).

Project Justification. Completion of this project enables the Commission to comply with local on-site stormwater retention requirements while optimizing land use for short and long-term aviation development at the Savannah/Hilton Head International Airport (Airport). The stormwater management system completed as part of this project was designed to convey, treat, and attenuate Airport stormwater runoff to allow for future development of the southeast quadrant of the Airport and is justified pursuant to Table D-1, section (l), of the Airport Improvement Program (AIP) Handbook.



LEGEND

12-01	DESIGN & CONSTRUCT SOUTHEAST QUADRANT STORMWATER DRAINAGE IMPROVEMENTS
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12-23	CONDUCT ENVIRONMENTAL ASSESSMENT - PHASE II - TAXIWAY H
12-24	DESIGN & CONSTRUCT NORTH GROUP IV BYPASS LANE

GRAPHIC SCALE

2000 0 1000 2000 4000

(In Feet)
1 inch = 2000 ft.

NORTH

SAVANNAH AIRPORT COMMISSION
Engineering & Construction

PFC APPLICATION #12
PROJECT LOCATIONS

PROJ NO: xxxx
DATE: 10-11-24
SCALE: 1" = 2000'
DWN BY: H.A.M.
CHK BY: J.M.A.
DES. BY: D.F.T.
CAD NO: PFC Location Exhibit.dwg

SHEET TITLE:
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12.02 Design & Construct Fuel Storage Tank Additions & Improvements
Start Date: February 2024
End Date: February 2025
Collection Level: $4.50

Project Financial Plan:

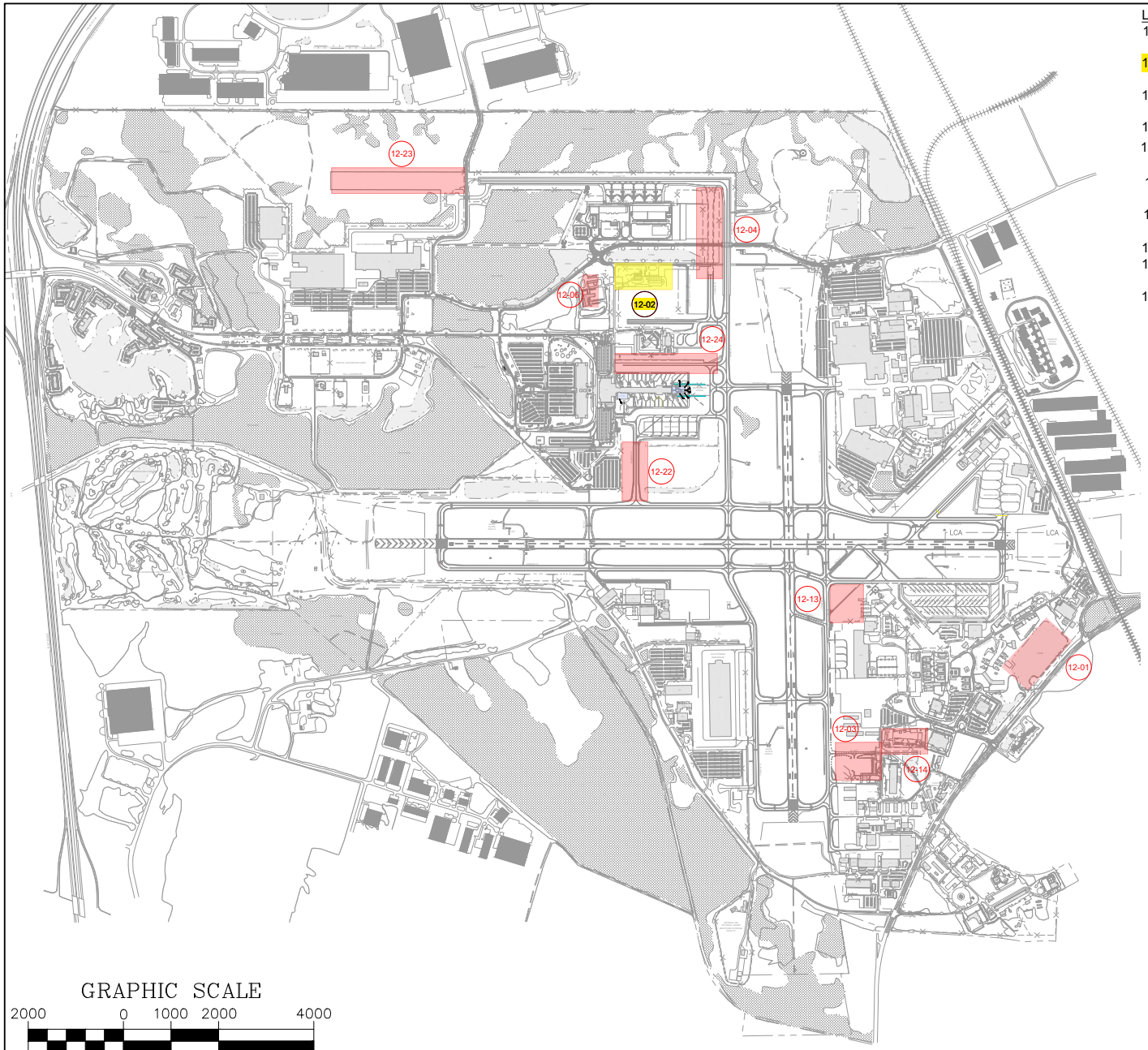
AIG	$7,230,276
PFC (Pay-Go)	$803,364
Total	**$8,033,640**

Project Description. The project includes the expansion of the existing Airport Jet-A fuel storage facility and fuel truck parking area at the Airport and is shown as Project 12-02 on the attached Airfield Projects Exhibit.

This project includes the installation of three new 40,000-gallon horizontal above-ground fuel tanks within a newly constructed concrete containment area. The new tanks will be integrated into the existing bulk fuel receipt and issue systems through new piping connections. Additionally, the commercial vehicle gasoline and diesel fuel tanks will be relocated to reduce congestion in the Jet-A fueling area. The existing fuel truck parking pad will be replaced with an approximately 45,000 square foot pad, to accommodate additional trucks used for aircraft fueling. In 2024, the FAA issued the Commission grant 3-13-0100-079-2024 ($7,230,276) for the construction of this project.

Project Justification. The existing capacity of the fuel storage facility will not support the planned expansion of the Airport. By installing three new 40,000-gallon fuel tanks, the project ensures a reliable and increased fuel supply for aircraft operations. This expansion improves operational efficiency and reduces the risk of fuel shortages, thereby enhancing the overall safety and security of Airport operations. The relocation of commercial vehicle gasoline and diesel fuel tanks will reduce congestion in the Jet-A fueling area and further enhance safety by minimizing the risk of accidents and ensuring smoother operations. By expanding the fuel storage capacity and increasing the efficiency of fuel truck operations, the Commission can better serve multiple air carriers simultaneously without fuel supply constraints. As such, this project increases the Airport's capacity to accommodate more flights and travelers.

This project is justified according to U.S.C. Title 49, Section 47110 (h), which is cited on the FAA's website (faa.gov), when queried about fuel farms. Bipartisan Infrastructure Law (BIL) AIG regulations also allow for fuel farms to increase the "revenue-producing ability of the Airport".



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12.03 Design & Construct Phase I and IA Air Cargo Apron Redevelopment
Start Date: December 2022
End Date: June 2024
Collection Level: $4.50

Project Financial Plan:

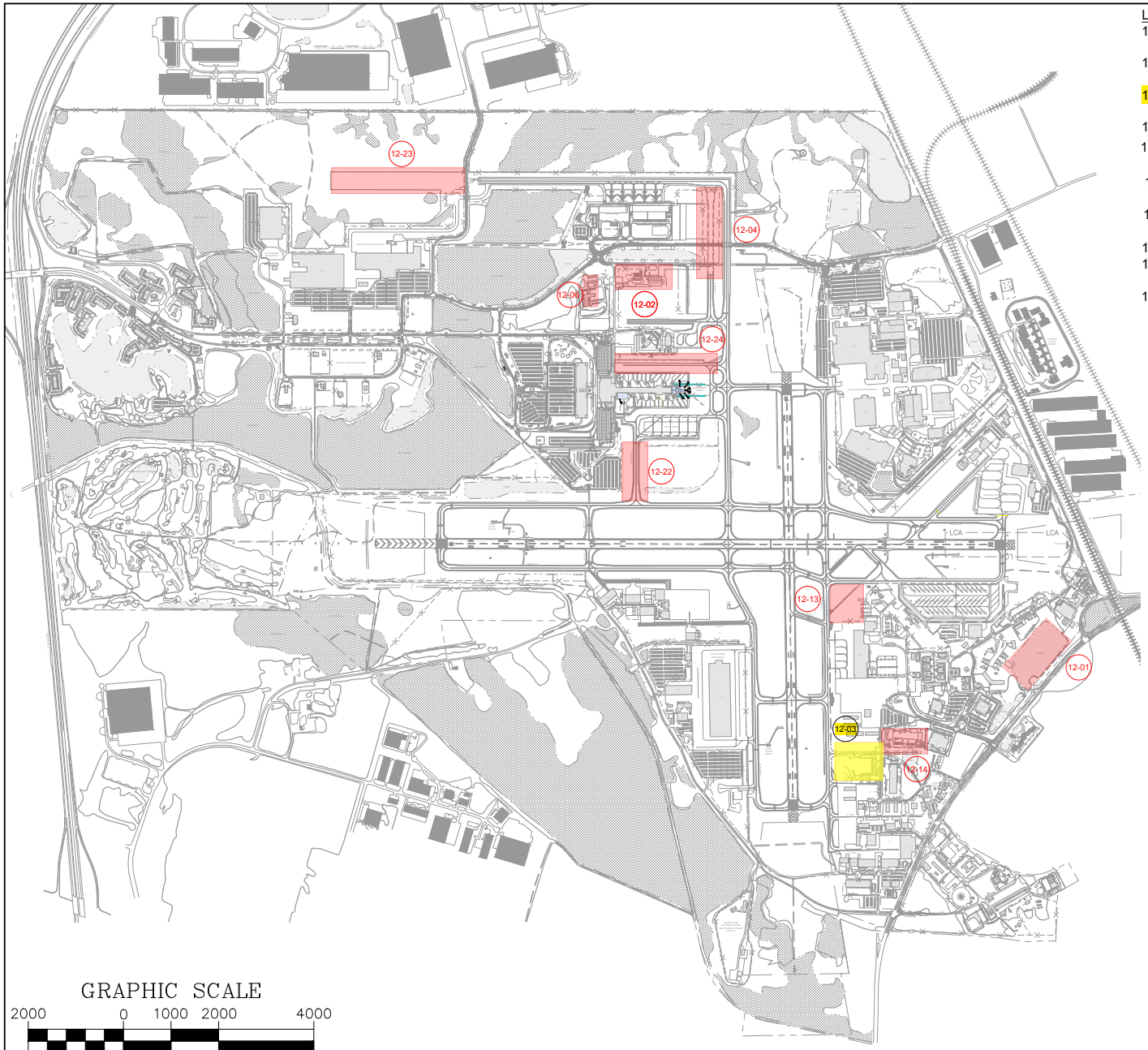
AIP Entitlement	$2,203,287
AIG	$3,546,714
PFC (Pay-Go)	$1,530,647
Total	**$7,280,648**

Project Description. Phase 1A of this project consists of the design and construction of the demolition of the existing Air Cargo Building and two aircraft hangars. Phase 1A also included the design and construction of relocated utilities and the east section of Taxiway GA7 southeast Taxilane. Phase 1 involved the design and construction of a new public general aviation apron and the west section of the GA7 southeast Taxilane. Taxiway GA7 is approximately 1,110 feet in length and 50 feet wide, covering 55,498 square feet, while the surrounding apron area encompasses 154,516 square feet. This project is shown as Project 12-03 on the attached Airfield Projects Exhibit.

In 2023, the FAA issued the Commission grants 3-13-0100-075-2023 ($2,203,287) and 3-13-0100-076-2023 ($3,546,714) for the construction of this project.

Project Justification. This project redevelops the southeast quadrant of the Airport utilizing unused land and outdated facilities as well as upgrading utility infrastructure to construct a common use Aircraft Apron and Taxilane. The Aircraft Apron will be used to meet existing and forecast general aviation aircraft parking demand on a non-exclusive basis. The Taxilane provides access to landlocked properties to allow for future aviation development.

The project location, including the unused land and outdated facilities, is shown in the approved 2014 Master Plan Update, Section 5.5; Figure 5.3-2. This project is justified through the FAA AIP Handbook, as outlined in Table H-4, section (a) and Table I-4, section (a).



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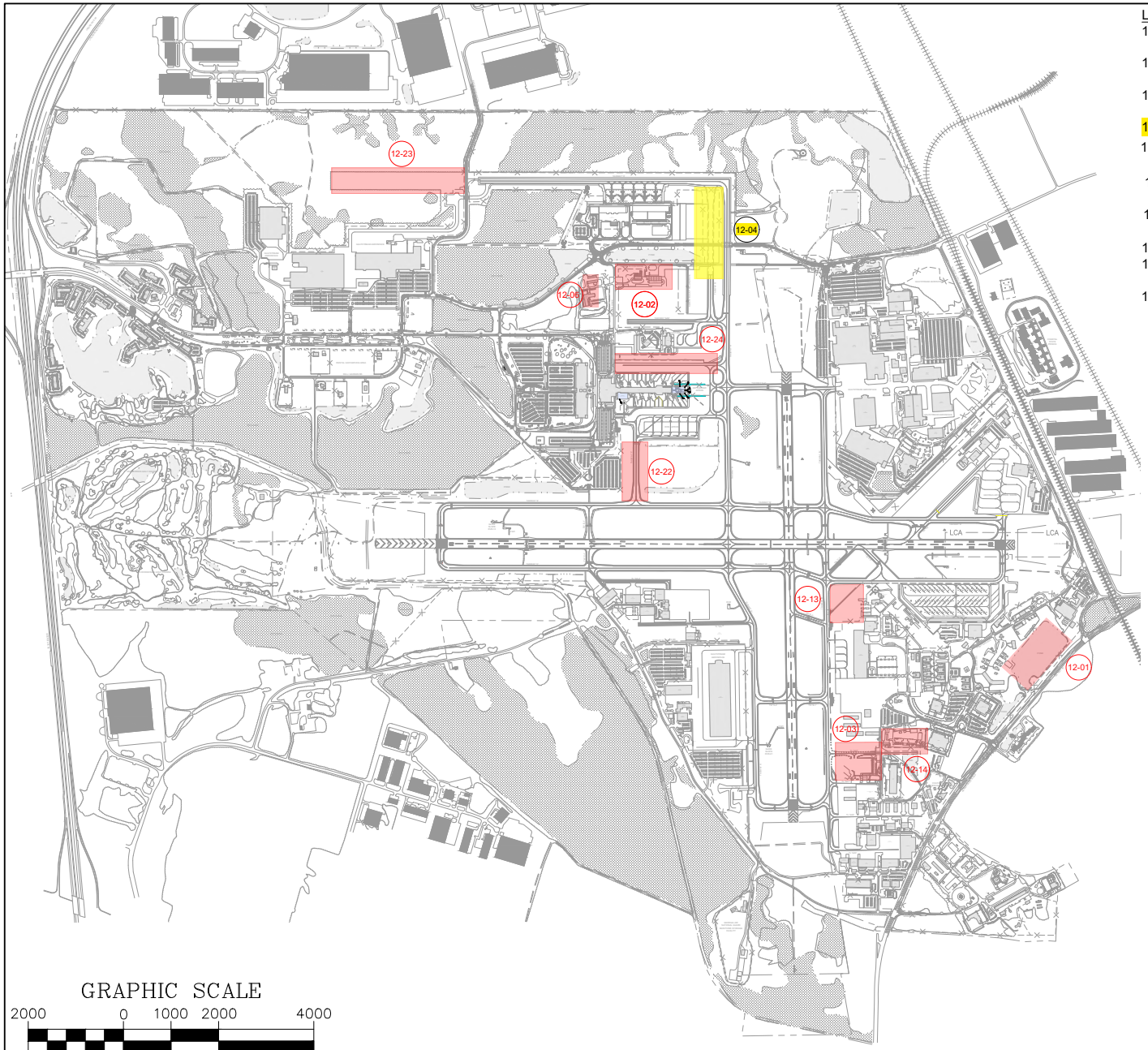
12.04 Design & Construct Taxiway G
Start Date: September 2024
End Date: July 2025
Collection Level: $4.50

Project Financial Plan:

AIP Entitlement/ Discretionary	$11,465,048
AIG Entitlement (Anticipated)	$3,731,281
GDOT Funds	$636,947
PFC (Pay-Go)	$1,051,534
Total	**$16,884,810**

Project Description: The project includes the design and construction of approximately 13,500 square yards of new taxiway pavement, installation of taxiway lighting, signage, drainage improvements, marking improvements, and a new bridge across Gulfstream Road depicted as Project Exhibit 12-04 on the attached Airfield Projects Exhibit.

Project Justification. Per FAA Order 5100.38D, taxiway extensions meeting the FAA criteria design standards which connect runways, taxiways, public use aircraft aprons are deemed eligible for AIP funds. This taxiway extension enhances airfield capacity and will allow the Commission to meet standards per the FAA AIP Handbook Table H-4, Section (a).



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12.05 Conduct Environmental Assessment – Emergency Operations Center
Start Date: March 2024
End Date: August 2024
Collection Level: $4.50

Project Financial Plan:

PFC (Pay-Go)	$110,903
Total	**$110,903**

Project Description. This project includes the preparation of an Environmental Assessment (EA) to evaluate the potential environmental impacts of the proposed construction of a Regional Emergency Operations Center (EOC) at the Airport. The Regional EOC will be situated on an approximately 11-acre site bordered by Gulfstream Road to the north/northwest, Airways Avenue to the south, and the Savannah Airport Operations Center to the east and is depicted as Project 12.06 on the attached Airfield Projects Exhibit.

Since the 11-acre site is located on Commission property, the preparation of an EA, in accordance with the National Environmental Policy Act (NEPA) and relevant FAA regulations, is required prior to construction. The EA will involve a comprehensive analysis of the affected environment and potential environmental impacts, utilizing digital maps and Geographic Information Systems (GIS) data to detail existing infrastructure, physiographic, and environmental features.

Project Justification. The construction of the EOC at the Airport is needed for enhancing the region's emergency preparedness and response capabilities. The location of the EOC will facilitate rapid coordination and deployment of emergency services during crises thereby improving the safety and security of Airport operations and the surrounding community. The EA is necessary to ensure that the project complies with NEPA and FAA regulations, addressing potential environmental impacts, and obtaining the required approvals. Preparation of the EA will help mitigate adverse effects on the environment and ensure that the project aligns with federal environmental policies and procedures. This project is justified through the FAA AIP Handbook, Table E-1(g) and Table S-1(a).

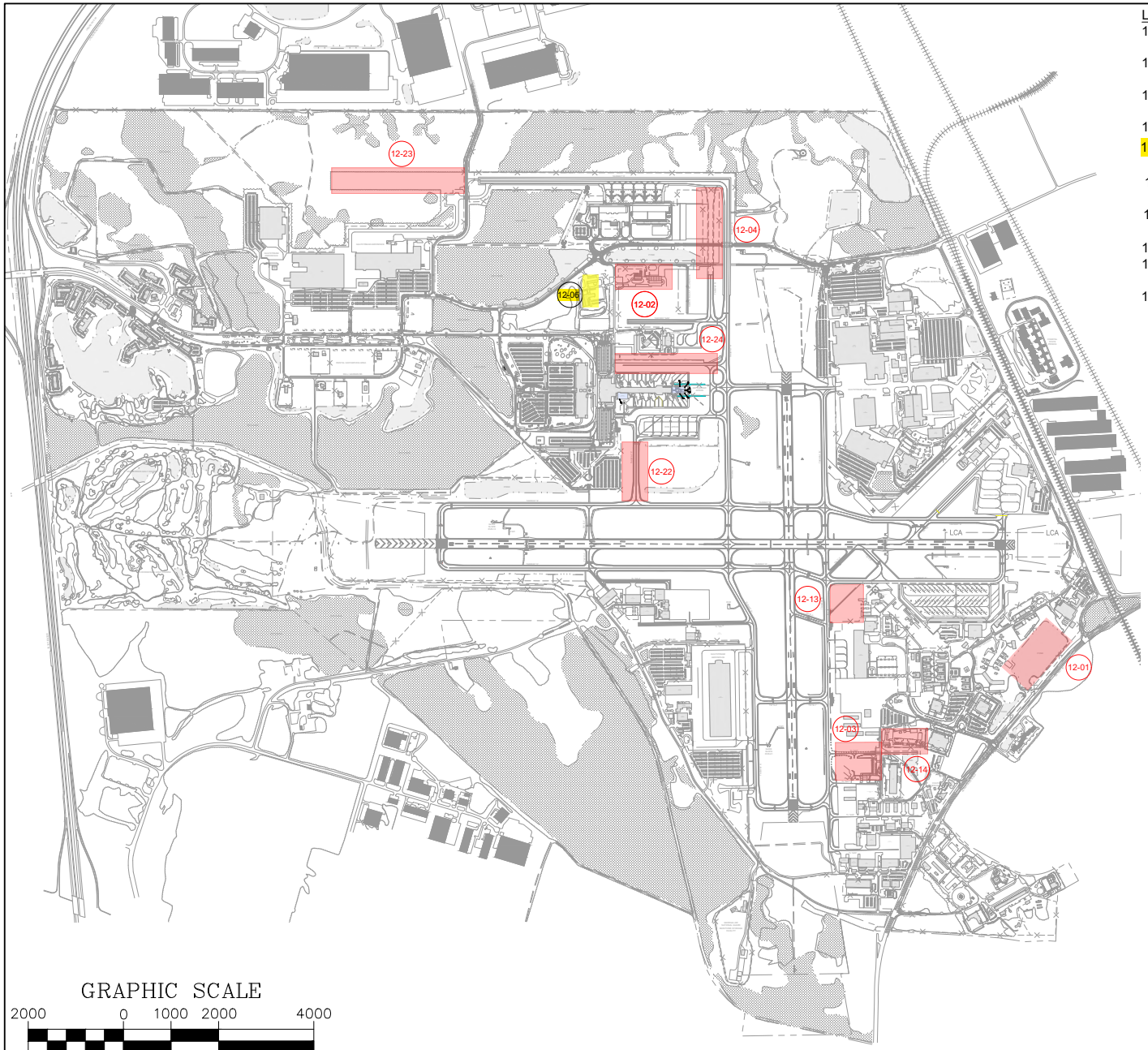
12.06 Design & Construct Emergency Operations Center
Start Date: January 2025
End Date: January 2027
Collection Level: $4.50

Project Financial Plan:

PFC (Pay-Go)	$482,904
Chatham County	$73,000,000
Commission	$8,117,096
Total	**$81,600,000**

Project Description: This project includes the design and construction of PFC eligible prorated costs associated with a Regional Emergency Operations Center (EOC) at the Airport. The Regional EOC will be situated on an approximately 11-acre site bordered by Gulfstream Road to the north/northwest, Airways Avenue to the south, and the Savannah Airport Operations Center; shown as Project 12-06 on the attached Airfield Projects Exhibit. The regional EOC will provide operational space for the Chatham County (County) Emergency Management Center and the Commission. The EOC will provide a centrally located facility from which the County can provide interagency coordination and executive decision making in support of incident response and recovery operations. The EOC will serve as a centralized location for managing incident response operations for the Airport, the County, and other outside federal and state agencies. Once completed, the Commission will relocate its current communications dispatch center and Airport Police Department (APD) to the EOC to provide 24- hour coverage and response to Airport incidents in a secure and safe environment during all-weather events. The Commission is seeking partial PFC funding for this project based on the eligibility analysis described in the Project Justification section.

Project Justification: This project is intended to improve emergency management and interagency coordination, provide a safe and secure environment to conduct a coordinated response to emergency situations, be strategically located, and function as a fully multi-jurisdictional facility within the County. A fully functional EOC is an needed element of a comprehensive national emergency management system and is necessary to ensure coordination and unity among multiple emergency management organizations during major disasters or emergencies. The Commission's portion of the project is estimated to be 8,831 square feet of the total EOC which when prorated represents a cost share of $8,600,000, as shown in the attached eligibility analysis and floor plan. The Commission has determined that 500 square feet, or 5.66% of the total area, is eligible for PFC funding resulting in a prorated PFC eligible amount of $482,904. Project PFC eligibility is determined pursuant to FAA AIP Handbook, Table O-3, section (g).



LEGEND

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DIMENSION GENERAL NOTES

1. DO NOT SCALE DRAWINGS.
2. CONTRACTOR SHALL REPORT ALL OBSERVED DISCREPANCIES AND OMISSIONS TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.

PARTIAL FIRST FLOOR - SAC APD & SUPPORT AREAS - DIMENSIONED PLAN

1 — 3/32" = 1'-0"

PLAN NORTH

Architects Design Group

Ian A. Reeves, A.I.A.
Susan M. Gantt, A.I.A., LEED AP
Rodney McManus, LEED AP
Fred Rambo, R.A.

www.adgusa.org

Signiture and Seal:

CHATHAM COUNTY MULTI-AGENCY PUBLIC SAFETY FACILITY

SAVANNAH, GA

Project No.
1000-19

Revisions:

100% CONSTRUCTION DOCUMENTS

Issue Date:
2022.06.01

Drawn by: Checker
Checked by: DGT

Project North:

PARTIAL FIRST FLOOR- SAC APD AND SUPPORT AREAS - DIMENSIONED PLAN

A-101D

12.07 Replace Passenger Boarding Bridges- Gates 1, 4, 5, 6, 8, 9, and 10
Start Date: February 2024
End Date: October 2024
PFC Level: $4.50

Project Financial Plan:

PFC (Pay-Go)	$6,439,872
Total	$6,439,872

Project Description: This project includes the replacement of seven (7) existing passenger boarding bridges (PBBs) which have exceeded their useful life and functionality at Gates 1,4,5,6,8,9, and 10.

Project Justification: The existing seven (7) PBBs were purchased and installed by the Commission when the Airport Terminal Building was constructed in the 1990's and have exceeded their useful life. The replacement of these PBBs is needed for addressing safety concerns, improving operational efficiency, enhancing the passenger experience, ensuring regulatory compliance, and optimizing lifecycle costs as justified through the FAA AIP Handbook, Table N-5, section (g).

12.08 Design and Construct Terminal Building Renovations
Start Date: January 2024
End Date: October 2025
Collection Level: $4.50

Project Financial Plan:

PFC (Pay-Go)	$11,674,914
Commission	$2,918,728
Total	**$14,593,642**

Project Description: The Airport Terminal Building Renovations Project includes the renovation of building finishes located in the public use areas of the baggage claim level (ground level), ticket lobby level (main level), and Savannah Square (main level) of the Airport Terminal Building as depicted on the attached **Exhibits 12.08-1 – 12.08-3**.

The scope of renovations include replacing existing flooring with durable epoxy terrazzo, replacing center stair finishes, and replacing visitor center and rental car area fixtures. In addition, ceiling and lighting systems will be upgraded to energy-efficient LED fixtures and all public restrooms will be renovated with new floor tiles, counters, sinks, mirrors, and ceiling tiles. Enhanced pendant lighting will be installed at the center stairs of the building and upgrades to all wall finishes in the public area of the Airport Terminal Building will be completed. Carpet, perimeter tiles, and refinishing tiles will also be upgraded in public use areas of Savannah Square.

The Airport Terminal Building Renovations Project also includes certain PFC 'high cost 100% PFC eligible items' including the replacement of the existing four inbound baggage carousels, installation of new common use airline ticket counters, and installation of a new preferential use outbound baggage conveyor system that will serve the new common use airline ticket counters and transport checked baggage from the airline ticket counter area to the Transportation Security Administration (TSA) baggage screening area. The scope of the inbound and outbound baggage systems includes the acquisition and installation of the baggage conveyance systems, associated electrical systems, and a catwalk to access the baggage conveyor for the outbound system. The location of both the inbound and outbound baggage systems are depicted on the attached **Exhibit 12.08-1,** and drawings of both the new airline ticket counters and new baggage conveyors are shown on **Exhibits 12.08-4** and **12.08-5**.

Project Justification: The Terminal Building Renovations Project is needed to address outdated aesthetics and building finishes that have not seen significant updates since the Airport Terminal Building was constructed in the early 1990s. This project will enhance the safety, functionality, efficiency, and visual appeal of the Airport Terminal Building ensuring it meets modern Americans with Disabilities Act (ADA) standards and accommodates anticipated future growth through use of durable materials. Replacing the flooring and tiling will enhance safety by removing potential tripping hazards, ensuring a smooth and even surface for passengers and staff. Additionally, upgrading to LED lighting will improve visual clarity, further enhancing safety throughout the Airport Terminal Building.

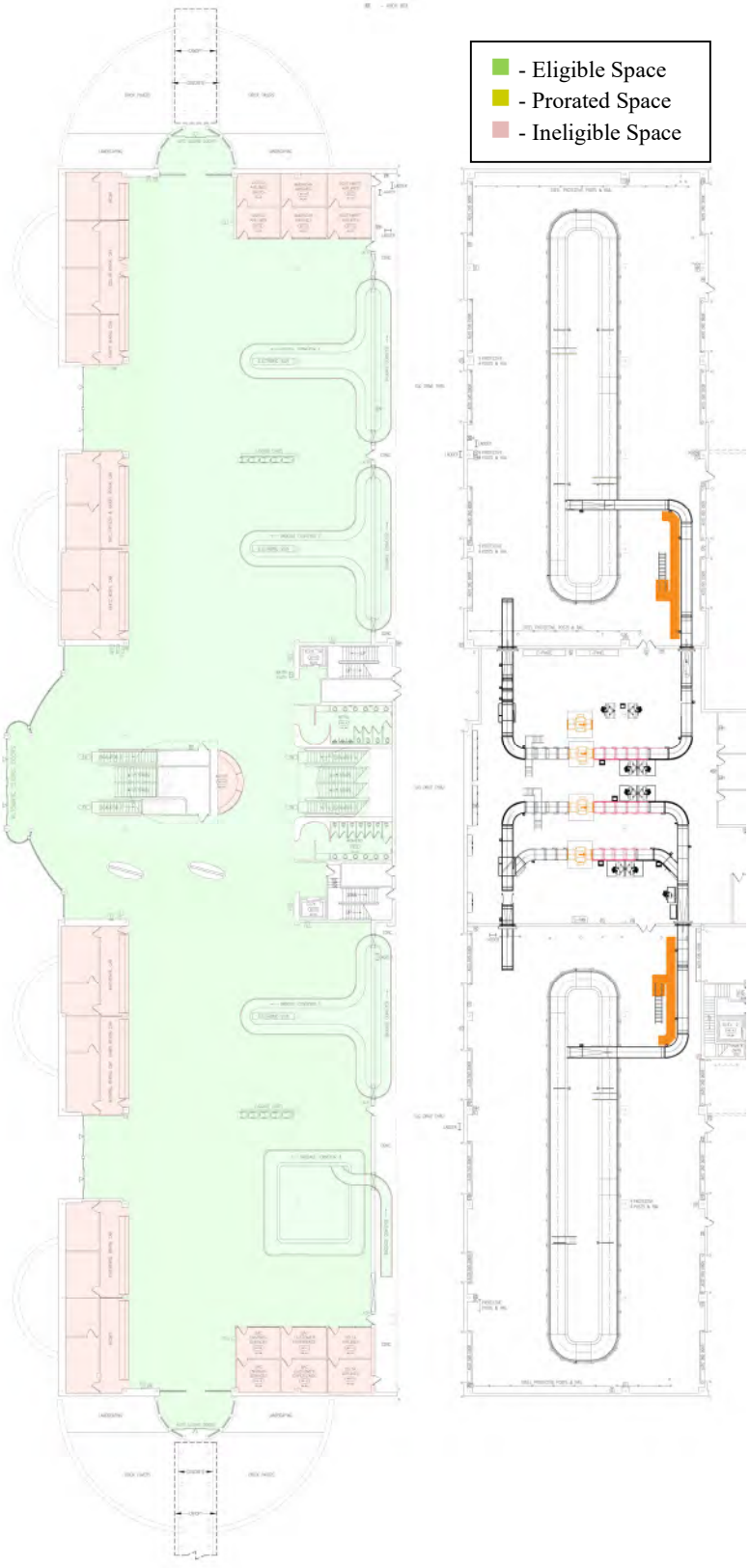
The existing four inbound baggage carousels have also been in operation since the opening of the Airport Terminal Building in the early 1990s and have reached the end of their useful lives. The installation of new common use airline ticket counters will allow the Commission to provide additional passenger ticketing and check-in capabilities. Currently, all ticket counters are leased leaving the Commission without the ability to efficiently accommodate passenger activity especially during peak passenger demand periods as well as non-signatory airline operations and charter flights. The installation of a new outbound baggage conveyor system is needed to serve the new common use ticket counters being installed as part of this project.

A Terminal Building Renovations Project PFC eligibility analysis was prepared in accordance with Table N-4, Terminal Eligibility Proration Calculation, provided in the FAA Order 5100.38D Change 1, *Airport Improvement Program Handbook*. Based on the results of the Terminal Building Renovations Project PFC eligibility analysis; it was determined that 84 percent of the costs associated with the Terminal Building Renovations Project are eligible for PFC funding.

The 'high cost 100% PFC eligible items' (the four inbound baggage carousels, new common use airline ticket counters, and outbound baggage conveyor system) represent $8,860,405 of the total cost of the project.

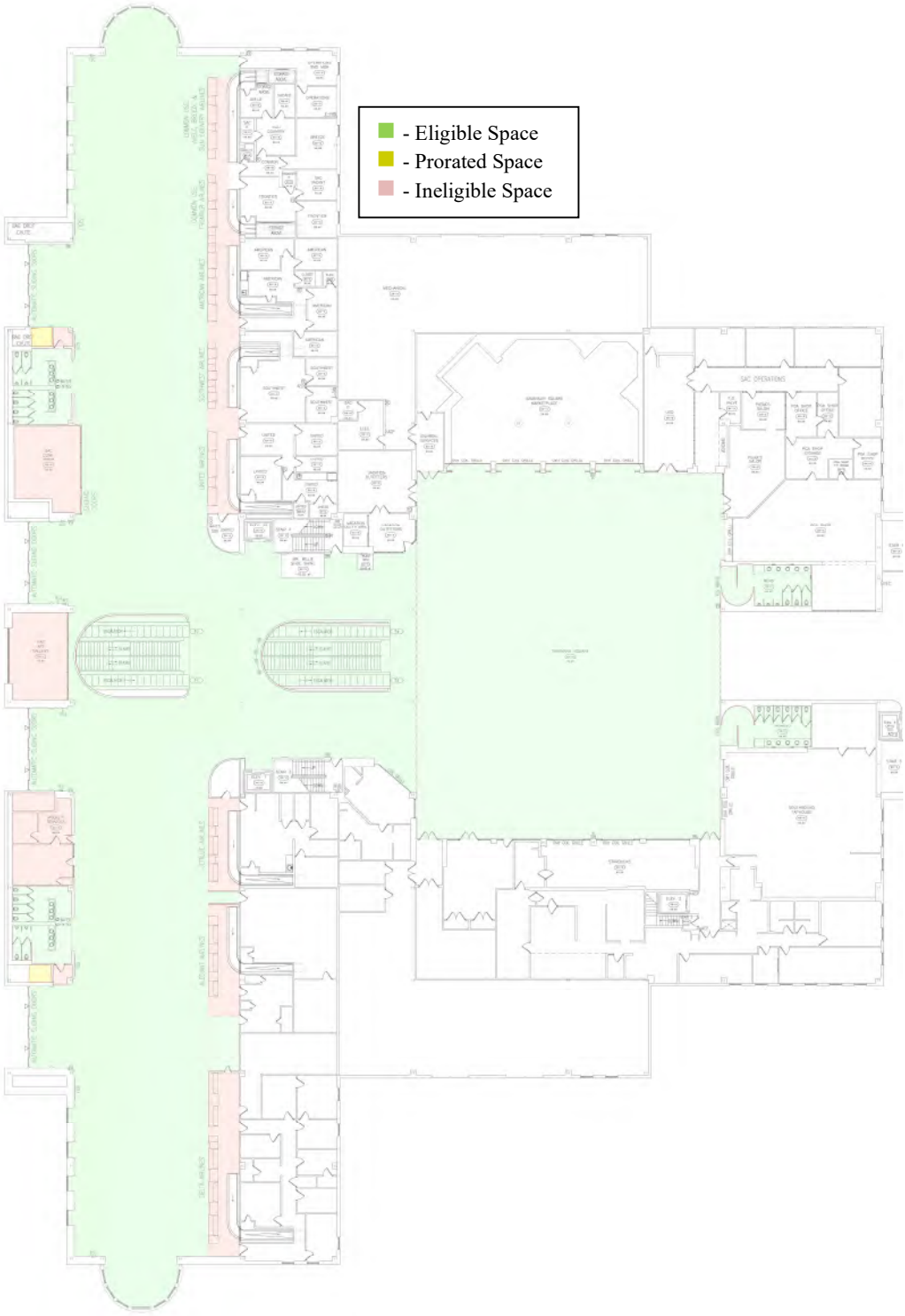
The Commission is seeking $11,674,914, in PFC Pay-Go funding for the Terminal Building Renovations Project consisting of $8,860,405 for the high cost 100% PFC eligible items and $2,815,509 for the Airport Terminal Building finishes renovations described above. The requested PFC Pay-Go funding for the Airport Terminal Building renovations scope of work totals $11,674,914, representing less than the PFC eligible project cost of $13,675,442, as determined by a PFC Eligibility Analysis conducted for this project. This project is justified through the AIP Handbook, as outlined in Table N-9, sections (d) and (e).

Exhibit 12.08-1 Terminal Building Baggage Claim Level Floor Plans



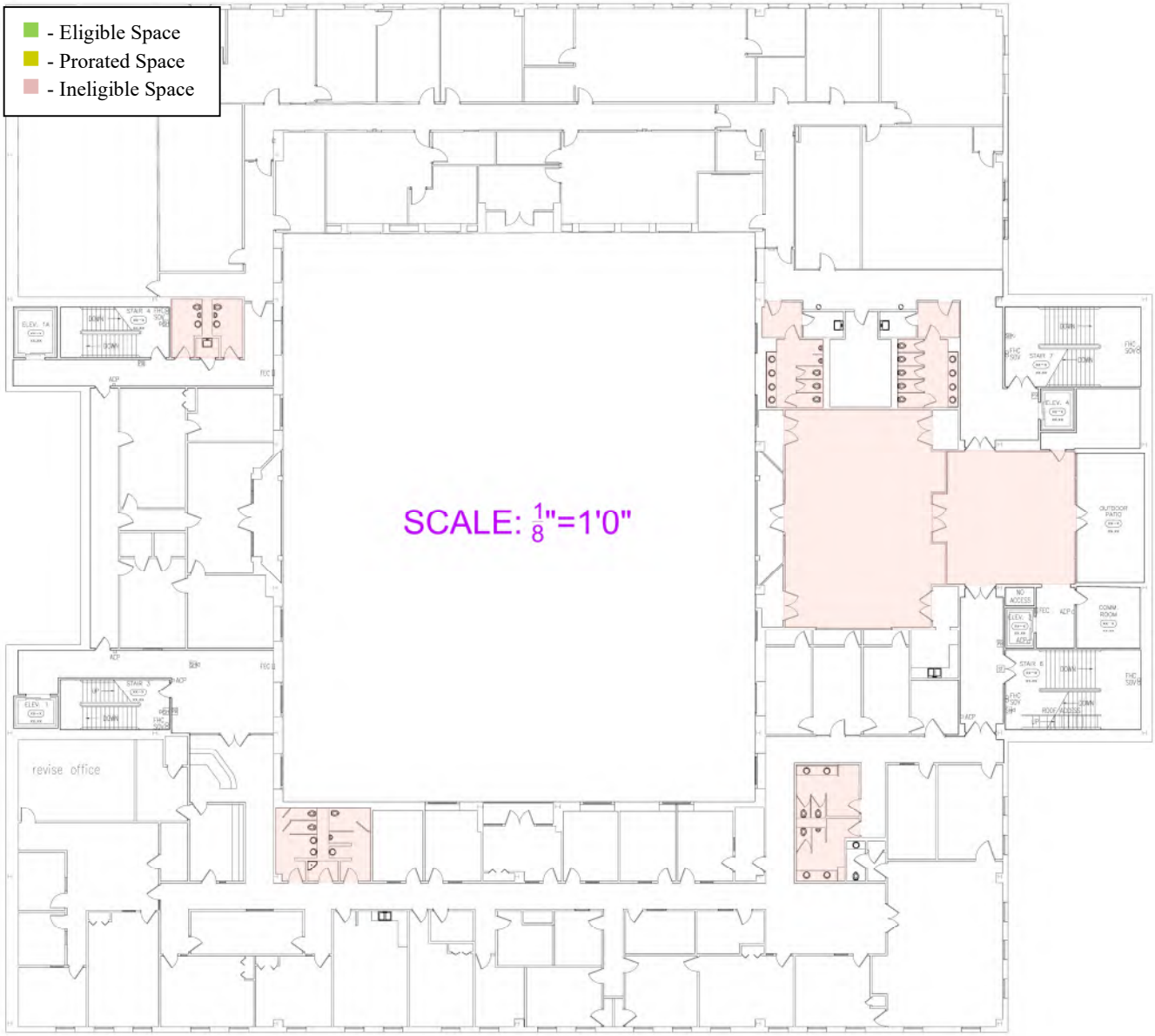
Source: Savannah Airport Commission, January 2025

Exhibit 12.08-2 Terminal Building Ticketing Level Floor Plans



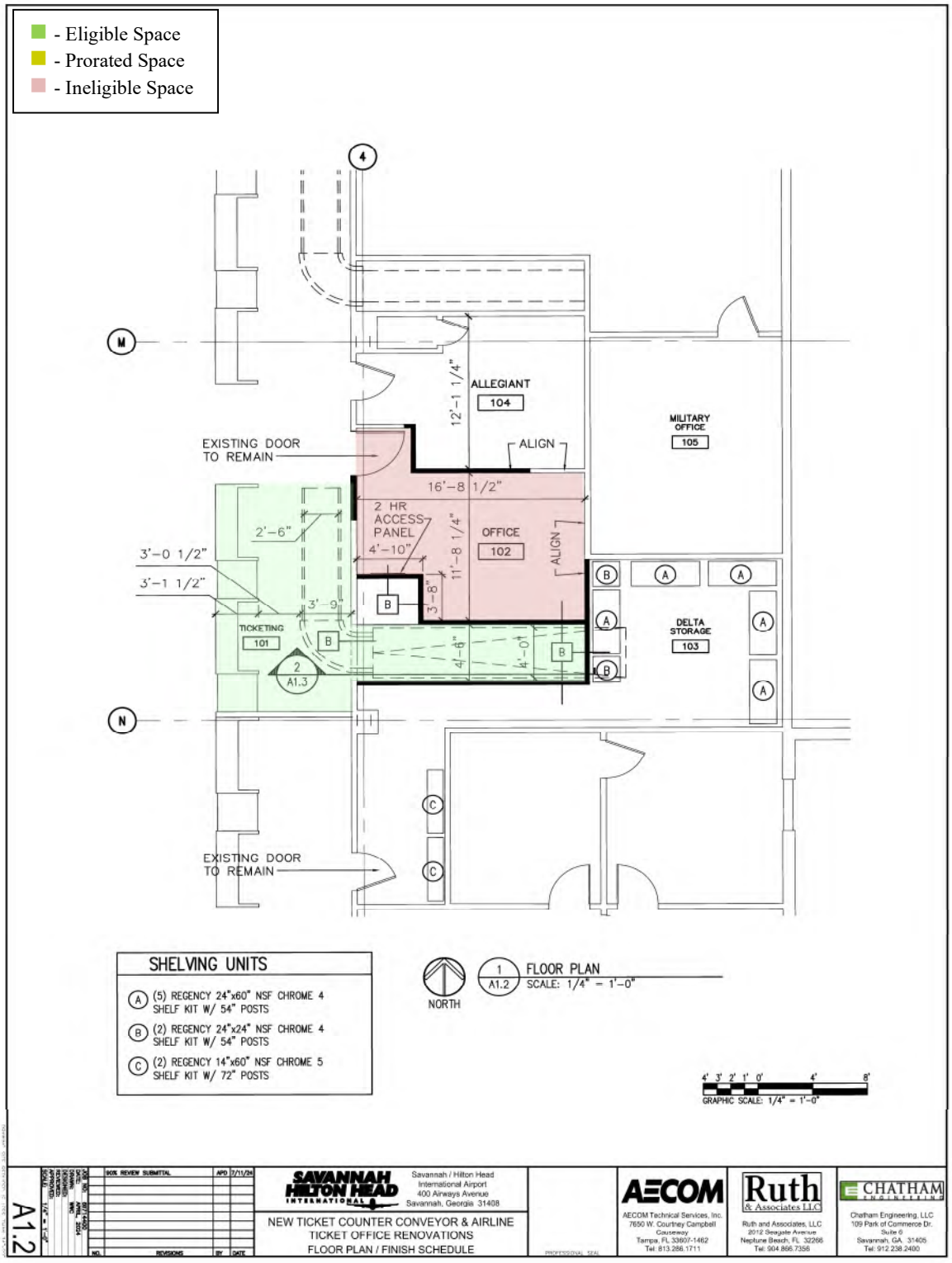
Source: Savannah Airport Commission, January 2025

Exhibit 12.08-3 Terminal Building Savannah Square Level Floor Plans



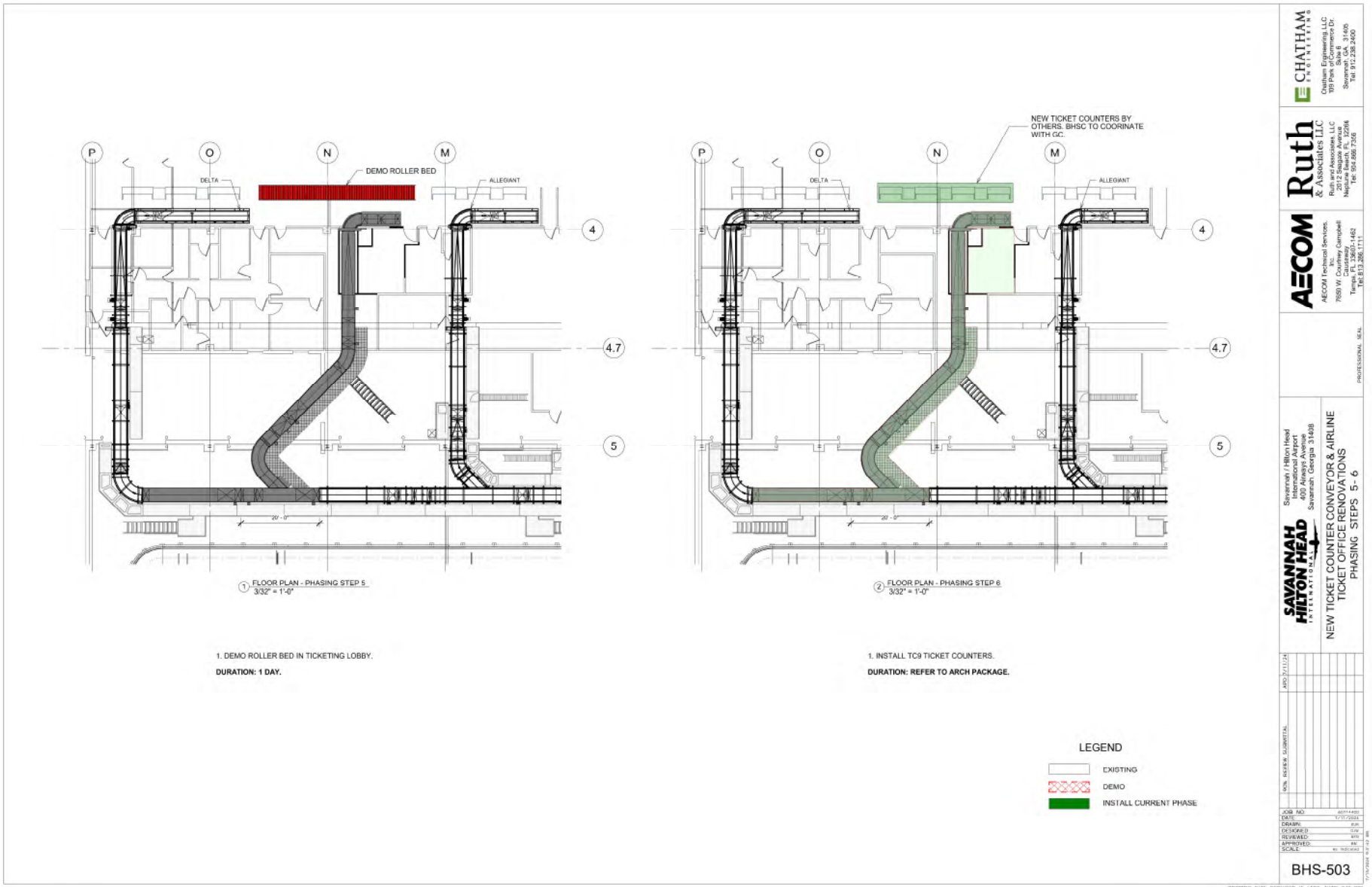
Source: Savannah Airport Commission, January 2025

Exhibit 12.08-4 Terminal Renovation Ticket Counter Schematic Drawing



Source: Savannah Airport Commission, January 2025

Exhibit 12.08-5 Terminal Renovation Baggage Conveyor Schematic Drawing



Source: Savannah Airport Commission, January 2025

12.09 Acquire and Install Security Access Control System
Start Date: February 2025
End Date: November 2025
PFC Level: $4.50

Project Financial Plan:

PFC (Pay-Go)	$3,000,000
Total	$3,000,000

Project Description: This project will replace the current security access control system (ACS) at the Airport including the system software, card readers, and door hardware; however, does not include additional devices such as cameras.

Project Justification: This project entails the replacement of the ACS which has reached the end of its useful life. The current ACS was installed when the Airport Terminal Building was first constructed in the 1990's and the manufacturer no longer supports system software upgrades, component production, or warranty maintenance.

Pursuant to 49 CFR Part 1542.207, Access Control Systems, the Commission is required to secure and control access to the Airport Operations Area. A properly functioning ACS enables Airport security personnel the ability to constantly monitor and control access to specific areas of the Airport thereby reducing the risk of unauthorized access and potential security breaches. This project is justified through the FAA AIP Handbook, as outlined in Table L-2, section (t).

12.10 Install Localizer and MK 20 Glide Slope for Runway 1 – Phase 2
Start Date: August 2025
End Date: April 2026
PFC Level: $4.50

Project Financial Plan:

PFC (Pay-Go)	$2,170,235
Total	$2,170,235

Project Description: The project involves the removal and replacement of the existing Runway 1 Instrument Landing System (ILS). The existing ILS will be replaced with a new Ph 2 Localizer and MK 20 Glide Slope, along with new equipment and an electrical shed which will house the ILS components.

Project Justification: The installation of a new Runway 1 ILS is needed due to the development of the northeast quadrant of the Airport. Currently, Runway 1 is not operating as a precision approach runway because new development is deflecting the localizer signal interfering with the signal integrity. The new ILS system, including a localizer and glide slope, will restore Runway 1 to a precision approach runway, in accordance and as specified by the FAA AIP Handbook, Appendix K, table K-2, subsection f.

12.11 Design Inline Baggage System
Start Date: April 2025
End Date: May 2026
Collection Level: $4.50

Project Financial Plan:

TSA Funds	$1,091,110
PFC (Pay-Go)	$190,070
Total	**$1,281,180**

Project Description: This project involves the design of an Inline Baggage System that will reconfigure the existing Baggage Handling System (BHS) from a mini in-line system Checked Baggage Inspection System (CBIS) to a full inline CBIS. Facility modifications to support the new layout will also be designed as part of this project. The design will comply with TSA Planning Guidelines and Design Standards V8.0 (PGDS) and the Checked Baggage Inspection System Project Costs V6.0 (TSA Funding Memo).

Project Justification: This project will address growing passenger volumes and security requirements. The current mini in-line system, which serves eight airlines, is not capable of handling the efficient flow of baggage at the Airport due to the existence of numerous manual handling points and outdated equipment, leading to inefficiencies and security challenges. The existing system processes only 180 bags per hour and relies on manual intervention, causing operational delays and security vulnerabilities. The proposed transition to a fully inline CBIS will significantly increase baggage processing capacity to 680 bags per hour and reduce manual handling.

12.12 Update Airport Master Plan
Start Date: October 2024
End Date: January 2026
PFC Level: $4.50

Project Financial Plan:

Anticipated AIG	$1,245,661
PFC (Pay-Go)	$138,407
Total	$1,384,068

Project Description: This project will update the current Airport Master Plan, originally published in December 2014 using data from 2012. This update is necessary to address passenger and aircraft operational growth that has occurred at the Airport since the last approved plan. The updated Master Plan will conform to the latest FAA requirements as outlined in AC 150/5070-6B and AC 150/5300-13A and will include an assessment of existing conditions, development of aviation forecasts, an evaluation of environmental considerations related to the proposed projects envisioned by the updated master plan, facility requirements, an evaluation of development alternatives, updates to the Airport Layout Plan (ALP) drawings, and a Facilities Implementation Plan.

Project Justification: Updating the Airport Master Plan is needed as it has been 10 years since the last update. Given the significant growth in passenger and flight volumes at the Airport, the current plan no longer meets the Commission's needs. Airport master plans are generally reviewed and updated every 5 to 10 years to reflect changes in aviation activity, facilities, and regional development. The update will be in accordance with FAA requirements as set forth in AC 150/5070-6B and AC 150/5300-13A. This project is justified through the FAA AIP Handbook, as outlined in Table E-2, section (c).

12.13 Design & Reconstruct/Expand North Aircraft Parking Apron
Start Date: May 2025
End Date: April 2026
PFC Level: $4.50

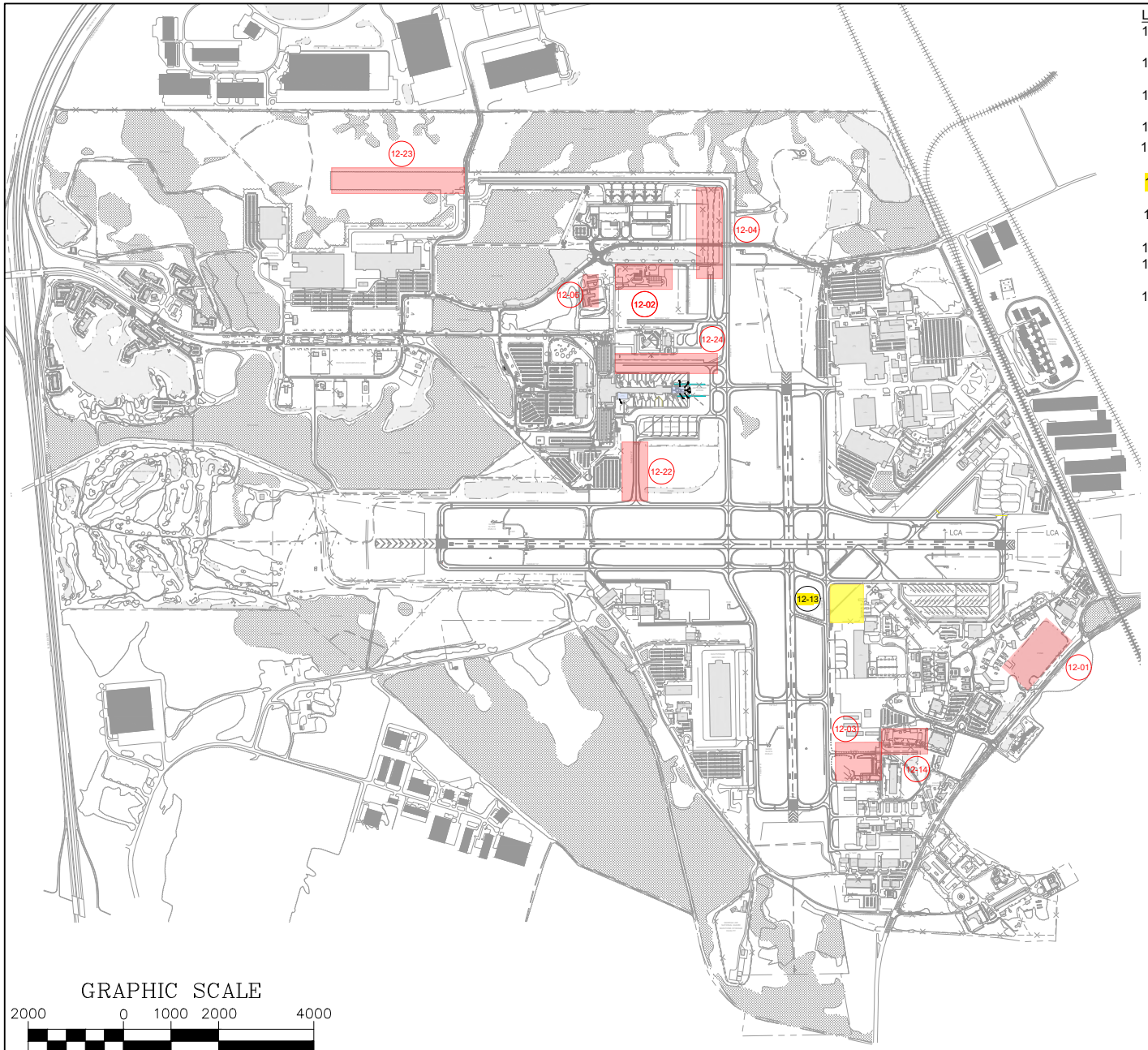
Project Financial Plan:

Anticipated AIP	$10,060,502
PFC (Pay-Go)	$1,117,834
Total	$11,178,335

Project Description: This project involves the design and construction of the removal of a portion of the existing North Aircraft Parking Apron and expansion of the North Aircraft Parking Apron to the west of its existing limits. The project area is indicated as Project 12-13 on the attached Airfield Project Exhibit.

The replacement concrete aircraft parking apron will be designed to match the existing apron grades and drainage patterns and will include approximately 31,000 square yards of P501 PCC pavement. A perimeter underdrain system will be installed to channel stormwater collected under the pavement to the existing storm drain system. Temporary security fencing will be erected to separate construction activities from the active Gulfstream Aircraft Apron area. The project will also include high mast flood lighting powered from the existing electrical vault and modifications to taxiway edge lighting on Taxiway C to accommodate new connectors. Additionally, the segmented circle and lighted wind cone will be relocated. The expanded North Apron will be integrated with existing the existing Airport Apron.

Project Justification: The expansion element of this project addresses demand for aircraft parking positions as described in the 2014 Airport Master Plan Update, Section 4.6, Air Cargo Alternatives. The rehabilitation of the existing North Aircraft Parking Apron is justified based on the results of the 2019 Airport Pavement Management Plan, which indicated that the North Apron, (identified in the report as ASIGNORSV-1- and ASIGNORSV-20), have Pavement Condition Index (PCI) scores of 14 and 33, respectively, both of which are well below the critical PCI threshold of 60 for general aviation aircraft aprons, and warrant reconstruction. This project is justified through the FAA AIP Handbook, as outlined in Table I-3, section (a) and Table I-4, section (a).



LEGEND

12-01	DESIGN & CONSTRUCT SOUTHEAST QUADRANT STORMWATER DRAINAGE IMPROVEMENTS
12-02	DESIGN & CONSTRUCT FUEL STORAGE TANK ADDITIONS & IMPROVEMENTS
12-03	DESIGN & CONSTRUCT PHASE 1 AND 1A AIR CARGO APRON REDEVELOPMENT
12-04	DESIGN & CONSTRUCT TAXIWAY G
12-06	DESIGN & CONSTRUCT EMERGENCY OPERATIONS CENTER
12-13	DESIGN & RECONSTRUCT/ EXPAND NORTH AIRCRAFT PARKING APRON
12-14	DESIGN & CONSTRUCT DEMOLITION AIR CARGO APRON- PHASE 1B
12-22	DESIGN AND RECONSTRUCT TAXIWAY F
12-23	CONDUCT ENVIRONMENTAL ASSESSMENT - PHASE II - TAXIWAY H
12-24	DESIGN & CONSTRUCT NORTH GROUP IV BYPASS LANE

GRAPHIC SCALE

2000 0 1000 2000 4000

(In Feet)
1 inch = 2000 ft.

NORTH

SAVANNAH AIRPORT COMMISSION
Engineering & Construction

PFC APPLICATION #12
PROJECT LOCATIONS

PROJ NO: xxxx
DATE: 10-11-24
SCALE: 1" = 2000'
DWN BY: H.A.M.
CHK BY: J.M.A.
DES. BY: D.F.T.
CAD NO: PFC Location Exhibit.dwg

SHEET TITLE:
LOCATION MAP

SHEET NO:
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12.14 Design & Construct Demolition Air Cargo Apron - Phase 1B
Start Date: February 2025
End Date: February 2026

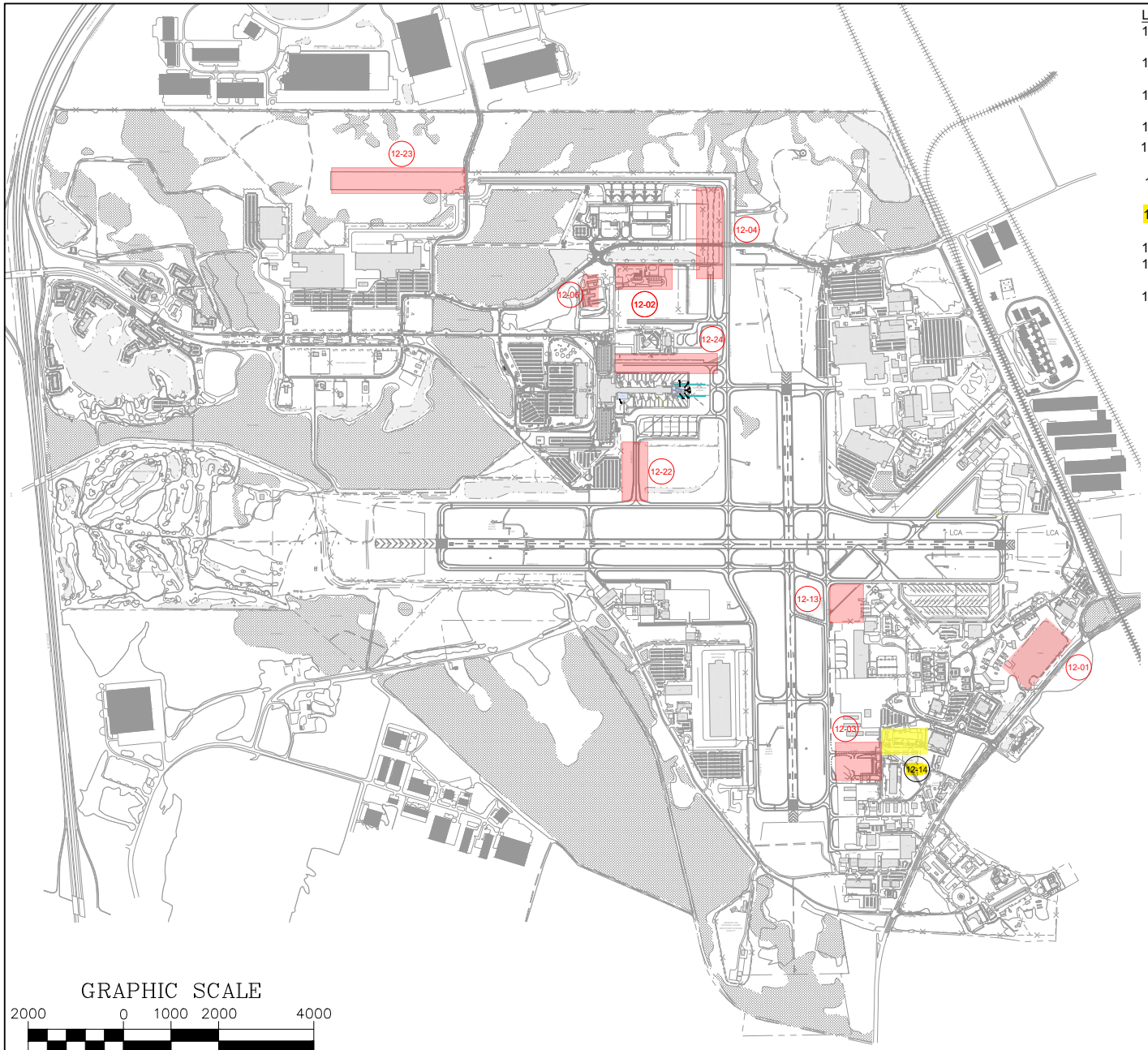
Collection Level: $4.50

Project Financial Plan:

Anticipated AIP	$7,057,692
PFC (Pay-Go)	$784,188
Total	**$7,841,880**

Project Description: The design and construction of the demolition of the Air Cargo Apron, Phase 1B is shown as Project 12-14 on the attached Airfield Projects Exhibit . This phase of work consists of constructing a new approximately 2,000 foot long public roadway to connect Davidson Drive and Armstead Avenue, to compensate for the removal of Bob Harmon Road. A hazardous materials assessment will be conducted on the remaining buildings within the Quail Run Lodge, followed by demolition and site clearing. Additionally, the project includes the demolition of parking lots, driveways, and utilities to prepare for the construction of a new airside concrete apron adjacent to the west side of Bob Harmon Road. This concrete aircraft apron will support GA aircraft and includes an interior closed culvert system for effective stormwater drainage.

Project Justification: The design and construction of the demolition of the Air Cargo Apron Phase 1B is a key step in the redevelopment of the southeast quadrant of the Airport, setting the stage for future development to include construction of additional hangars, aircraft parking areas, and the relocation of the FedEx facility. This project is discussed in the approved 2014 Master Plan Update, Section 5.5; Figure 6.2-1 and proposes to repurpose and redevelop the site of the former Airport terminal to provide for new and expanded aeronautical facilities listed above. This project is justified through the FAA AIP Handbook, as outlined in Table I-3 (a) and Table I-4 (a).



LEGEND

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12-24	DESIGN & CONSTRUCT NORTH GROUP IV BYPASS LANE

GRAPHIC SCALE

2000 0 1000 2000 4000

(In Feet)
1 inch = 2000 ft.

NORTH

SAVANNAH AIRPORT COMMISSION
Engineering & Construction

PFC APPLICATION #12
PROJECT LOCATIONS

PROJ NO: xxxx
DATE: 10-11-24
SCALE: 1" = 2000'
DWN.BY: H.A.M.
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DES. BY: D.F.T.
CAD NO: PFC Location Exhibit.dwg

SHEET TITLE:
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01
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12.15 Acquire Vacuum Sweeper for Foreign Object Debris (FOD) Removal
Start Date: March 2025
End Date: March 2025
PFC Level: $4.50

Project Financial Plan:

PFC (Pay-Go)	$348,994
Total	$348,994

Project Description: This project includes the acquisition of a replacement pavement vacuum sweeper to assist with the removal of FOD on aircraft movement areas of the Airport.

Project Justification: This acquisition aims to enhance the removal of FOD from the aircraft movement surfaces, thereby improving safety and operational efficiency at the Airport.

The current pavement sweeper utilized at the Airport has surpassed its intended lifespan and is causing disruptions to airfield operations due to maintenance issues. To ensure the continued safety of aircraft operations, it is imperative to replace the existing sweeper with a newer model. This project is eligible in accordance with FAA Order 5100.38D, change 1, Table L-2 (i), Acquire Equipment (Power Vacuum Sweeper for FOD).

12.16 Acquire & Install Passenger Seating - Gate 1
Start Date: August 2024
End Date: August 2024
Collection Level: $4.50

Project Financial Plan:

PFC (Pay-Go)	$204,787
Total	**$204,787**

Project Description: This project includes the acquisition and installation of approximately 131 seats and associated power kits, power cords, and cable management devices for the relocated Gate 1 of the Airport Terminal Building.

Project Justification: The existing public seating for Gate 1 was acquired and installed by the Commission in the 1990's, when the Airport Terminal Building was first constructed and has exceeded its useful life. In addition, under the seat charging outlets in hold room seating are increasingly common at primary airports and are available at competing regional airports. The installation of new public seating and charging outlets would elevate the passenger level of service at Gate 1 to a level similar to competing airports. This project is eligible in accordance with AIP Handbook, Table N-5(i) gate holding areas, including fixed public-use seating (including fixed tables and counters) within the holding area.

12.17 Acquire & Install Airfield Lighting Vault Emergency Generator
Start Date: May 2025
End Date: May 2025
PFC Level: $4.50

Project Financial Plan:

PFC (Pay-Go)	$159,515
Total	$159,515

Project Description: This project includes the lifecycle replacement of the existing airfield lighting vault emergency back-up generator located in the midfield of the airfield at the Airport. The project includes the replacement of the backup generator, automatic transfer switches, circuit breaker panels, and control panels. The airfield lighting vault emergency generator only powers essential airfield lighting systems.

Project Justification: The existing airfield lighting vault emergency back-up generator was acquired and installed by the Commission in 1998 and has reached the end of its useful life. Ensuring uninterrupted power for the airfield lighting system, especially during events like severe storms and hurricanes is crucial for the safety and efficiency of airfield operations. By replacing the aging generator and integrating modern control systems, the Commission is addressing the immediate need for reliable power for the Airport's airfield lighting system during these emergency situations. Upgrading to a newer system will improve energy efficiency and reduce maintenance requirements, providing long-term benefits. This project is justified though the FAA AIP Handbook, Table M-1(c).

12.18 Acquire Wheelchair Aircraft Lift Truck
Start Date: June 2025
End Date: June 2025
PFC Level: $4.50

Project Financial Plan:

PFC (Pay-Go)	$141,895
Total	$141,895

Project Description: This project includes the acquisition of an American with Disabilities (ADA) compliant lift device needed to transport passengers between the aircraft apron and commercial aircraft.

Project Justification: The acquisition of a Wheelchair Aircraft Lift Truck will enable the Commission to comply with 49 CFR Part 27 and enhance the customer experience for those passengers requiring aircraft boarding/deplaning assistance. The Commission is responsible for passenger wheelchair services at the Airport and this equipment is necessary to perform these duties to conform with ADA requirements. This equipment is eligible pursuant to the FAA AIP Handbook, Table N-9(f).

12.19 Acquire Runway Friction Measuring Equipment

Start Date: June 2024
End Date: June 2024
PFC Level: $4.50

Project Financial Plan:

PFC (Pay-Go)	$79,850
Total	$79,850

Project Description: This project includes the purchase of towable behind runway friction test equipment.

Project Justification: As an owner/operator of a 14 CFR Part 139 FAA Certificated Airport, the Commission is required to conduct regular pavement surface evaluations. The acquisition of new runway friction testing equipment not only meets regulatory requirements but also enhances overall Airport safety. This project is eligible for PFC funding in accordance with FAA AIP Handbook, Table M-1(e).

12.20 Conduct Runway 10-28 Pavement Needs Assessment
Start Date: November 2024
End Date: July 2025
PFC Level: $4.50

Project Financial Plan:

PFC (Pay-Go)	$241,717
Total	$241,717

Description: This project includes the development of a comprehensive needs assessment document for the full reconstruction of Runway 10-28 pavement. The scope includes a complete PCI evaluation for Runways 10-28 and 1-19, Taxiways A and E, and their respective taxiway connectors. The previously completed Runway 1-19 extension analysis will be reviewed and updated to reflect anticipated future conditions. Additionally, all runway and taxiway geometrics will be reviewed, with costs developed to bring pavement geometrics up to current Airplane Design Group IV FAA requirements. This includes considerations for paved shoulders, lighting, signage, and other necessary infrastructure. Typical sections will be developed using available Light Detection and Ranging (LiDAR) – a method for measuring physical space - data to meet grading criteria within runway and taxiway safety areas. The study will also discuss cost upgrades to FAA Navigational Aids (NAVAIDs) required as part of the improvements. The project will also involve destructive and non-destructive pavement testing and a detailed analysis of the pavement's structural integrity and remaining useful life.

Justification: This assessment is needed to ensure that the runway and taxiway infrastructure at the Airport meets current FAA safety and operational standards. The PCI evaluations will provide a detailed assessment of the current pavement condition, informing maintenance and reconstruction planning for the Commission. The integration of pavement testing will provide data on the pavement’s remaining useful life, ensuring informed decision-making for future development. This project is justified though the FAA AIP Handbook, Table E-1 (k).

12.21 Acquire & Install Five Passenger Boarding Bridges
Start Date: February 2026
End Date: July 2026
PFC Level: $4.50

Project Financial Plan:

PFC (Pay-Go)	$6,250,000
Total	$6,250,000

Description: This project includes the design, manufacturing, acquisition, installation, and commissioning of (5) Five New Passenger Boarding Bridges (PBB) to serve the additional gates being constructed at the Airport. Each PBB will include a rotunda, 3 sliding tunnels, cab, stand mount pre-conditioned air unit, with telescoping air tube (TAD), PCAir hose management system, and 400 Hz power unit. The new PBBs will be installed in conjunction with the Terminal Concourse Expansion Project.

The five new PBBs will be placed at the reconfigured Gate 15 and the four new gates (Gates 16-19). The PBB currently located on Gate 15 will be relocated to Gate 1. The existing Gate 15 bridge has exceeded its useful life.

Justification: This project, along with the Terminal Concourse Expansion Project, will increase the total number of gates at the Airport from 15 to 19. The new PBBs will provide reliable and efficient passenger loading at all new Gates. The use of the PBBs decreases passenger access to the secured aircraft parking apron which requires additional ground support and security. Use of PBBs reduces boarding times and keeps passengers in a controlled environment. This project is justified through the FAA AIP Handbook, Table N-5(g).

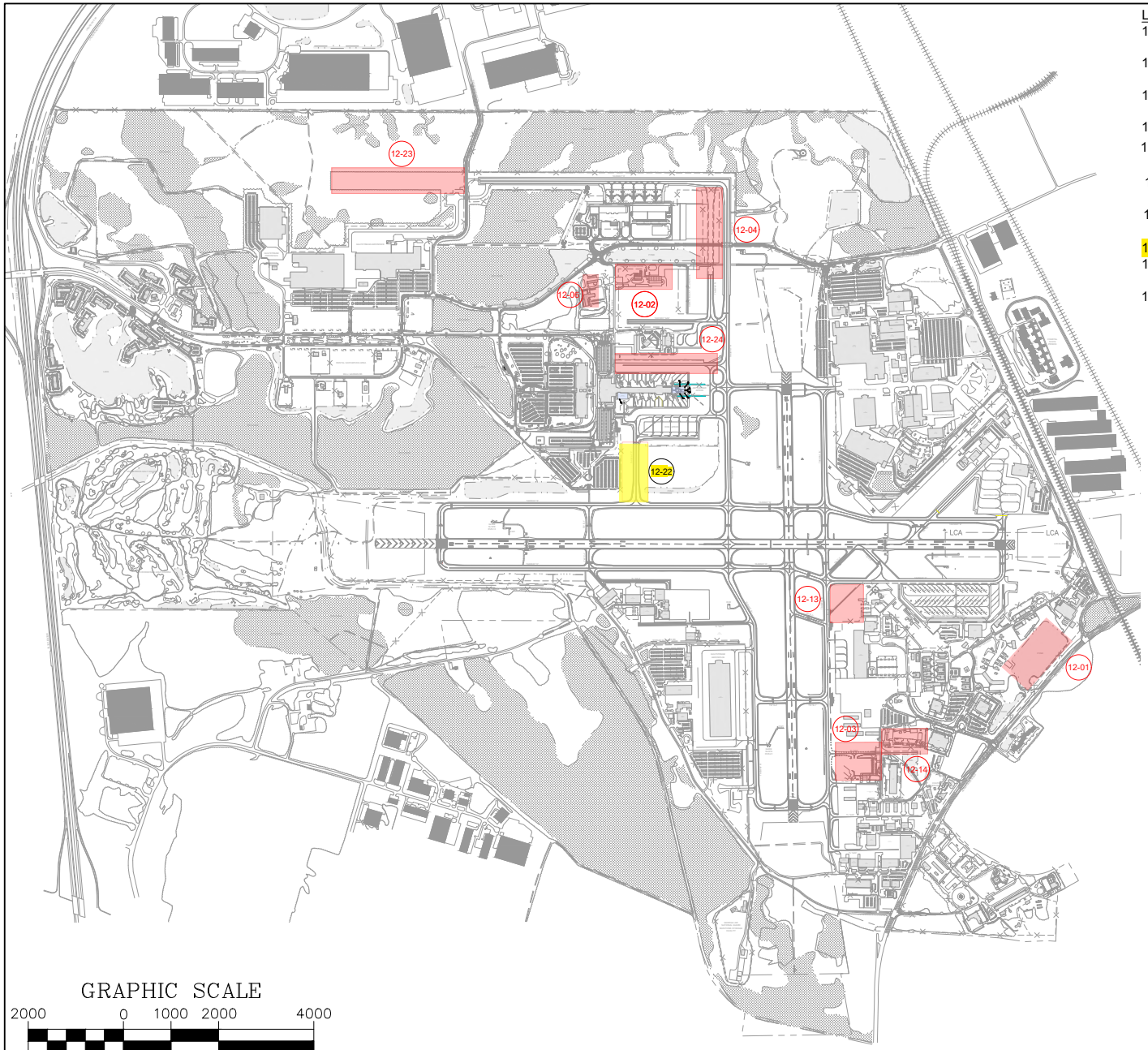
12.22 Design & Reconstruct Taxiway F
Start Date: February 2027
End Date: February 2028
PFC Level: $4.50

Project Financial Plan:

Anticipated AIP	$5,587,732
PFC (Pay-Go)	$2,010,068
Total	$7,597,800

Description: This project includes the design and construction of the demolition and removal of existing drainage systems, electrical systems, and pavement (concrete, asphalt, and gutters) of 1,000 linear feet of Taxiway F as well as the reconstruction of this taxiway including excavation of subgrade material, preparation of the foundation, and a concrete base. This project is depicted as Project 12-22 on the attached Airfield Projects Exhibit The new concrete taxiway will be designed per FAA standards, featuring a 14-inch-thick P-501 concrete layer. An underdrain system with headwalls will be installed to manage subsurface water. Existing pavement markings will be removed and replaced, and electrical systems, including lighting and signage, will be updated. The new taxiway will cover approximately 14,800 square yards.

Justification: According to the 2019 Airport Pavement Management Report, Taxiway F had a PCI of 70, which was near the critical threshold for a taxiway at that time. Over the past five years, Taxiway F has continued to deteriorate. Assuming a PCI decrease of 1.5 points per year, the current rating would be approximately 63. The existing pavement on Taxiway F has deteriorated due to heavy use and possible subgrade issues, leading to numerous structural deficiencies, including cracks, spalling, and uneven surfaces. These conditions pose safety risks for aircraft operations, potentially leading to foreign object debris (FOD) damage and unsafe taxiing conditions. The project will improve the structural integrity and operational reliability of the taxiway, thereby reducing risks associated with deteriorating concrete and is justified through the FAA AIP Handbook Table H-4, Section (a).



LEGEND

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GRAPHIC SCALE

2000 0 1000 2000 4000

(In Feet)
1 inch = 2000 ft.

NORTH

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12.23 Conduct Environmental Assessment - Phase II - Taxiway H
Start Date: February 2026
End Date: January 2027
PFC Level: $4.50

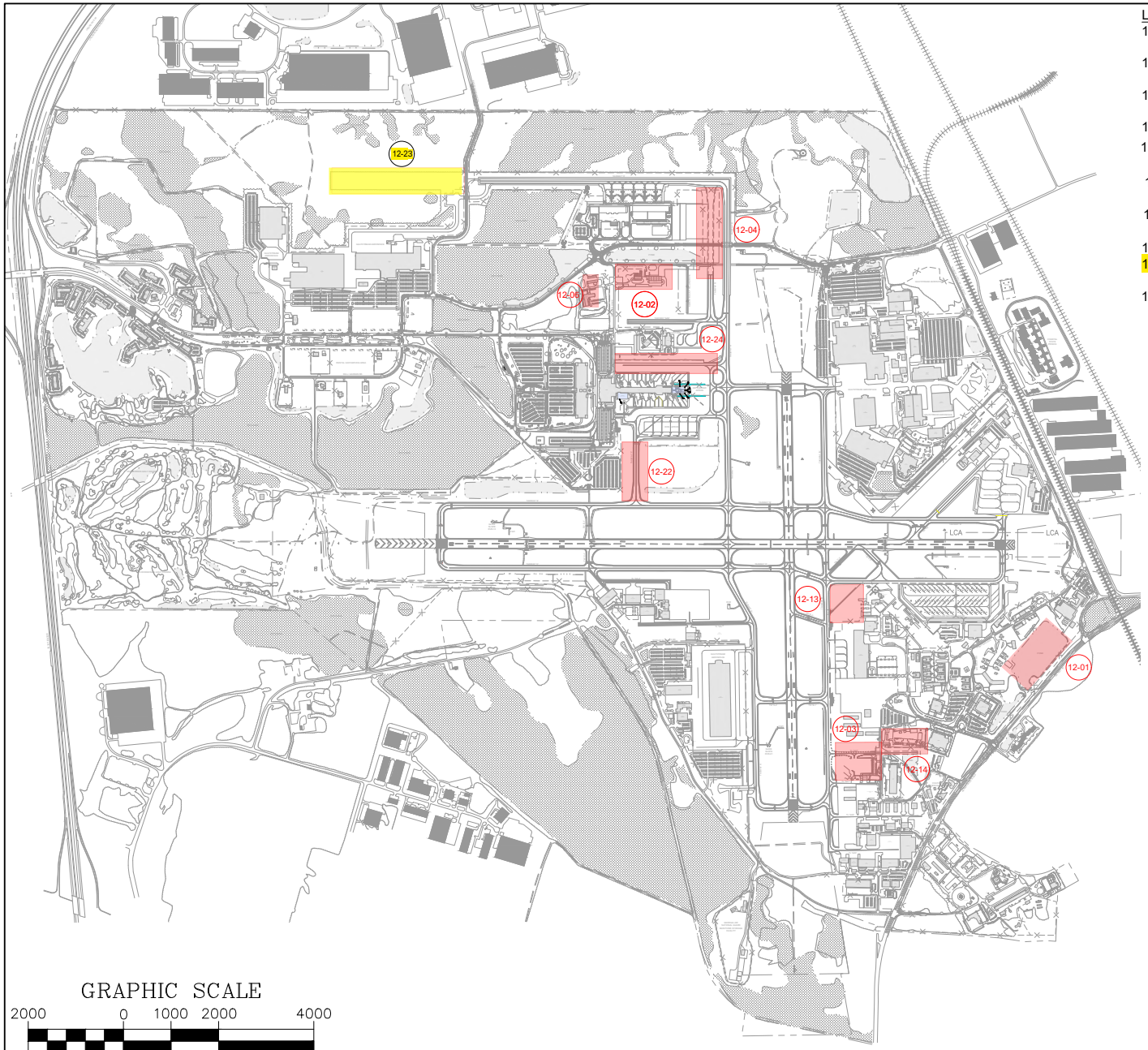
Project Financial Plan:

PFC (Pay-Go)	$250,000
Total	$250,000

Description: This project includes conducting an Environmental Assessment (EA) for the design and construction of an approximately 6,200 foot extension of Taxiway H, shown as Project 12-23 on the attached Airfield Projects Exhibit.

Justification: Phase I of Taxiway H was completed by the Commission under the 2011 North Side Aviation Development project and connected the new Taxiway H to the newly extended section of Taxiway A. This connection facilitated access for general aviation aircraft from the northwest area of the Airport to the runways and opened up land for aviation development.

Phase II construction is necessitated by the ongoing development of general aviation in the northwest quadrant of the Airport. Since its completion as part of the 2011 North Side Aviation Development project, Taxiway H has played a crucial role in connecting the northwest quadrant of the airfield to the extended section of Taxiway A, facilitating efficient access for general aviation aircraft to the runways, and allowing the opportunity for additional aviation development at the Airport. With new general aviation buildings being planned for the North Side Aviation Development Area, there is a need to extend Taxiway H westward to provide direct access from the apron of these buildings to the taxiway. This project will ensure the efficient movement of aircraft between the new facilities and the runways, enhancing operational efficiency, and supporting the growth of general aviation in the northwest quadrant and is justified through the FAA AIP Handbook Table H-4, section (a).



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12-24	DESIGN & CONSTRUCT NORTH GROUP IV BYPASS LANE

GRAPHIC SCALE

2000 0 1000 2000 4000

(In Feet)
1 inch = 2000 ft.

NORTH

SAVANNAH AIRPORT COMMISSION
Engineering & Construction

PFC APPLICATION #12
PROJECT LOCATIONS

PROJ NO: xxxx
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DWN.BY: H.A.M.
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LOCATION MAP

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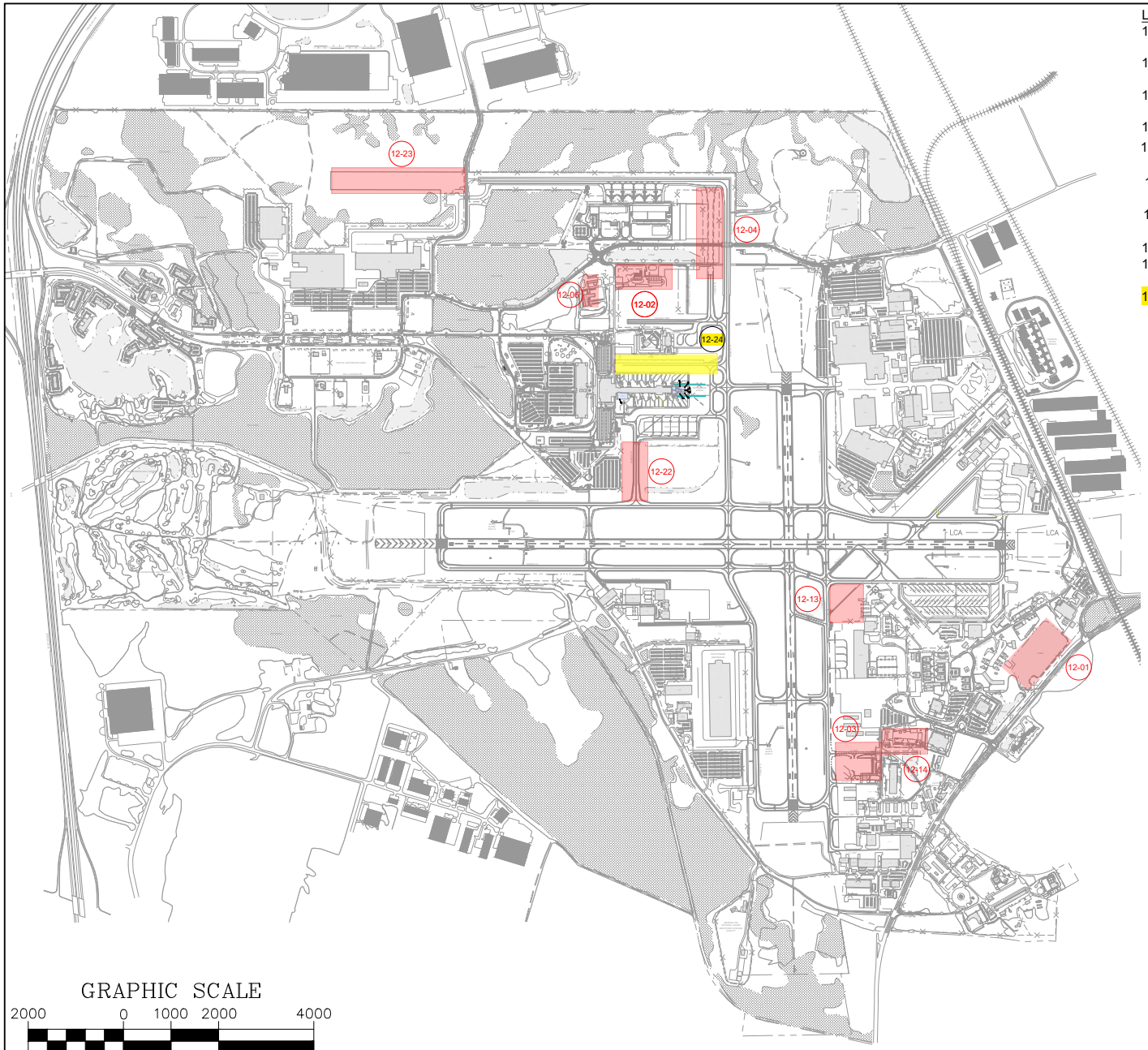
12.24 Design & Construct North Group IV Bypass Lane
Start Date: January 2027
End Date: March 2028
PFC Level: $4.50

Project Financial Plan:

Anticipated AIP	$16,620,390
PFC (Pay-Go)	$1,846,710
Total	$18,467,100

Description: The Terminal Apron North Bypass Taxilane project involves the design and construction of an approximately 1,630-foot bypass taxilane to accommodate ADG III aircraft. The bypass taxilane will be built as a northward extension of the existing Air Carrier Apron and will also construct approximately 106,000 square feet of new Remain Over Night (RON) parking space for A321 and B-737 aircraft, which will connect to both the current fuel parking apron and the Federal Inspection Service (FIS) parking apron. As part of the project, the Taxiway A2 connector will be removed. Taxiway A1 and A3 will be upgraded to Airplane Design Group (ADG) IV standards. Further new striping will be added to the north Terminal Apron to support movements for ADG IV aircraft. Additional work includes the demolition of existing pavement, drainage systems, and utilities, followed by new construction comprising of earthwork, concrete and asphalt paving, utility upgrades, striping, and lighting. This project is shown as Project 12-24 on the attached Airfield Projects Exhibit.

Justification: The construction of this bypass taxilane is needed to increase safety while improving traffic flow and reducing aircraft queuing at critical points approaching the runway. When a preceding airplane is not ready for takeoff, or being pushed back, it blocks access to the runway for other departing aircraft. This creates bottlenecks, which can delay operations and impact the Airport's efficiency, particularly during peak traffic times. The bypass taxilane will allow for continuous movement of aircraft, enhancing ground maneuvering capabilities, and improving runway access. Furthermore, the added apron space will improve parking capacity and operational flexibility for both general aviation and commercial flights.



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12-14	DESIGN & CONSTRUCT DEMOLITION AIR CARGO APRON- PHASE 1B
12-22	DESIGN AND RECONSTRUCT TAXIWAY F
12-23	CONDUCT ENVIRONMENTAL ASSESSMENT - PHASE II - TAXIWAY H
12-24	DESIGN & CONSTRUCT NORTH GROUP IV BYPASS LANE

GRAPHIC SCALE

2000 0 1000 2000 4000

(In Feet)
1 inch = 2000 ft.

NORTH

SAVANNAH AIRPORT COMMISSION
Engineering & Construction

PFC APPLICATION #12
PROJECT LOCATIONS

PROJ NO: xxxx
DATE: 10-11-24
SCALE: 1" = 2000'
DRN.BY: H.A.M.
CHK.BY: J.M.A.
DES. BY: D.F.T.
CAD NO: PFC Location Exhibit.dwg

SHEET TITLE:
LOCATION MAP

SHEET NO:
01
SHEET 01 OF 01

I:\ENGINEERING\EMPLOYEE WORKING FILES\DAN\CAD FILE STRUCTURE\04 PROJECTS (ACTIVE)\PFC APPLICATION #12 (2024)\PFC LOCATION EXHIBIT.DWG 10/11/2024 10:10 AM DTUCKER

12.25 Acquire and Install Seven (7) Passenger Bridge PC Air Units
(PC Air Units 3 and 8) Project Start Date: October 2018
(PC Air Units 3 and 8) Project End Date: April 2019
(PC Air Units 1,4,9,10,15) Project Start Date: August 2021
(PC Air Units 1,4,9,10,15) Project End Date: May 2022

PFC Level: $4.50

Project Financial Plan:

PFC (Pay-Go)	$842,129
Total	$842,129

Description: This project includes the removal and replacement of seven passenger boarding bridge (PBBs) pre-conditioned air cool (PC Air) units at Gates 1,3,4,8,9,10, and 15. The replacement PC Air systems for the seven PBBs are 45 Ton PC Air units equipped with more efficient motors, variable frequency drives, ozone friendly refrigerant (410A), and extended warranties on compressors. The replacement PC Air Units will be permanently stand mounted at the rotunda of each PBB to provide easier service ability and reduce maintenance downtime. The PC Air units, and associated PBBs, will be owned by the Commission and will be leased to the airlines on a non-exclusive basis.

Justification: Per Table 3-8.b of the FAA AIP Handbook, the maximum useful life for PCAir equipment is 10 years. All seven of the PC Air units were purchased and installed by the Commission in 2001 (located on Gates 1,8,9 and 10), 2002 (located on Gate 4) and 2006 (located on Gate 3 and 15), which makes them more than 10 years old. These PC Air units have reached the end of their service life and are no longer efficient or reliable. Repair costs have increased greatly resulting in increased downtime affecting overall airline operational efficiency.

12.26 PFC Implementation Costs
Start Date: March 2024
End Date: March 2025
PFC Level: $4.50

Project Financial Plan:

PFC (Pay-Go)	$62,849
Total	$62,849

Description:
The project provides funding for the Commission to retain an aviation consultant for the preparation and implementation of a Notice of Intent to "Impose and Use" a PFC at the Airport. The consultant will gather the necessary project, financial, and statistical information; prepare the required public notice; prepare the required air carrier consultation notice; ensure that all FAA procedural requirements are met during the air carrier meeting; prepare the application; prepare the response to air carrier comments; provide the completed application in a format ready for execution and submission; and prepare the air carrier notice upon FAA approval.

Justification: Retaining a consultant helps ensure PFC applications are filed according to the rules and regulations determined by the FAA. Such costs are eligible in accordance with 14 CFR 158.3 and FAA Order 5500.1, Passenger Facility Charges, Administrative Support Costs.