

July 24, 2017

**Monroe County
Notice for Public Comment
Intention to Impose and Use a Passenger Facility Charge
at Key West International Airport and Florida Keys Marathon Airport**

Monroe County (the County) is posting this public notice as part of the passenger facility charge (PFC) application process under 14 CFR § 158.24 for Key West International Airport (EYW) and Florida Keys Marathon Airport (MTH). As part of this process, the County is providing the following information regarding proposed PFC Application No. 17-17-C-00-EYW:

Projects for which the County is Seeking Agreement to Impose and Use a PFC

1. EYW Noise Insulation Program – Design & Construction

Project Start Date: August 2016

Project End Date: December 2021

Funding:

Approved AIP	\$1,284,751
Anticipated AIP Discretionary	\$24,142,500
FDOT Funds	\$0
PFC	\$2,825,250
Total Project Cost	\$28,252,501

Project Description: This project includes the design and construction components of the Noise Insulation Program (NIP) and will include the following noise insulation improvements to the Key West by the Sea Condominium Complex and four Single Family Homes:

- Prepare construction designs, plans, and specifications for Key West by the Sea Buildings A, B, C and up to four single-family homes.
- Obtain and evaluate construction bids. Implement other FAA approved Noise Compatibility Program (NCP) Measures that include Pilot Information Program and Airport Noise Program Coordinator.
- Construction activities to implement the FAA approved noise insulation improvements.
- Provide construction inspection and administration services.

Project Justification: Currently, certain homes are experiencing noise levels in excess of acceptable DNL; therefore, mitigation is necessary to reduce interior noise levels,

generated by exterior aircraft operations, for eligible structures located within the 2013 Existing Condition Noise Exposure Map for EYW, in accordance with FAA approved NCP, and pursuant to Airport Improvement Program (AIP) Handbook Appendix R.

In August 2014, EYW submitted a proposed NCP to the FAA for review and approval. The FAA issued their Record of Approval (ROA) with an effective date of March 12, 2015. NCP Recommended Measure LU-1 is to provide noise insulation for non-compatible structures in exchange for aviation easements, and Recommended Measure LU-2 is to offer to purchase aviation easements from property owners that do not wish to participate or are identified as ineligible to participate in the NIP.

2. EYW Runway 9-27 Rehab - Design

Project Start Date: September 2016

Project End Date: August 2017

Funding:

Approved AIP	\$609,804
Anticipated AIP Discretionary	\$0
FDOT Funds	\$33,878
PFC	\$33,878
Total Project Cost	\$677,560

Project Description: This project consists of design services for the rehabilitation of Runway 9-27 at EYW. The rehabilitation will include improving the existing pavement's condition utilizing a milling and hot mix asphalt overlay. The rehabilitation will also strengthen the pavement to accommodate the current aircraft fleet mix, increase the width of the shoulders for Runway 9-27 from 10' to 20', and re-grade and install drainage outlets.

The construction component of the Runway 9-27 rehabilitation is anticipated to begin in September 2017 (see Project #3).

Project Justification: With the increased traffic at EYW and the use of Boeing 737 aircraft, the Runway 9-27 pavement condition is showing signs of distress. According to the Florida Department of Transportation (FDOT) Pavement Condition Index (PCI) evaluation in 2015, the PCI value for Runway 9-27 was 58. A PCI value of 58 falls into the fair category, which doesn't meet the minimum PCI of 65 required for runway pavement. In addition, increasing the shoulder length of Runway 9-27 is required to comply with current FAA standards.

3. EYW Runway 9-27 Rehab - Construction

Project Start Date: September 2017

Project End Date: August 2019

Funding:

Approved AIP	\$0
Anticipated AIP Discretionary	\$9,540,000
FDOT Funds	\$0
PFC	\$1,060,000
Total Project Cost	\$10,600,000

Project Description: This project consists of the construction portion of the rehabilitation of Runway 9-27 at EYW. It will include improving the existing pavement's condition utilizing a milling and hot mix asphalt overlay. The project will also strengthen the pavement to accommodate the current aircraft fleet mix, will also increase the width of the shoulders for Runway 9-27 from 10' to 20', and re-grade and install drainage outlets.

Project Justification: With the increased traffic at EYW and the use of Boeing 737 aircraft, the Runway 9-27 pavement condition is showing signs of distress. According to the FDOT PCI evaluation in 2015, the PCI value for Runway 9-27 was 58. A PCI value of 58 falls into the fair category, which doesn't meet the minimum PCI of 65 required for runway pavement. In addition, increasing the shoulder length of Runway 9-27 is required to comply with current FAA standards.

4. EYW Solar Implementation & Replacement of the Existing Chiller System - Design

Project Start Date: March 2018

Project End Date: March 2021

Funding:

Approved AIP	\$0
Anticipated AIP Discretionary	\$0
FDOT Funds	\$0
PFC	\$350,000
Total Project Cost	\$350,000

Project Description: This project includes the replacement of the chiller system that provides air conditioning to the arrival and departure spaces of the EYW terminal building. In addition, this project will implement the use of solar, which will provide power to various airport facilities and assist EYW in becoming more efficient given the

Key West climate. This project includes the design components of these terminal improvements.

Project Justification: The County completed a terminal expansion project in 2008. Under that project the expansion portions of the terminal building (ticketing/screening) included new mechanical and air conditioning systems. The current arrivals and departures areas are currently being serviced by the existing chiller systems to provide air conditioning. These existing systems will have reached the end of their useful life of ten years by the implementation date of this project (March 2018). In addition, the existing systems are becoming expensive to maintain due to their age. The installation of a new chiller system will reduce overall maintenance costs along with installing a more cost efficient system. Upgrading and installing new systems are necessary to support the existing terminal building and preserve capacity.

5. EYW Expansion of Restrooms & Construction of a Service Animal Relief Area - Design

Project Start Date: April 2017

Project End Date: November 2021

Funding:

Approved AIP	\$0
Anticipated AIP Discretionary	\$0
FDOT Funds	\$0
PFC	\$225,000
Total Project Cost	\$225,000

Project Description: This project consists of the expansion of the existing men’s and women’s restroom located in the departures hold area of the concourse in the EYW terminal building. As part of the expansion, a new unisex restroom will be added. Compliance with the requirements of the Florida Building Code 2014 will require an expansion of the restroom facilities. In addition, a new Service Animal Relief Area (SARA) will be constructed in the sterile area and near the holdrooms, which will require an expansion to the existing concourse. This phase is for the architectural, structural and mechanical / electrical / plumbing engineering and design through the bidding phase.

Project Justification: The current restrooms have exceeded their intended lifespan. The furniture and fixtures are deteriorating and the configuration of the existing restrooms does not meet Florida Building Code 2014.

In addition, there is a need for a SARA in the sterile area. To accommodate the requirements of 49 CFR 27.71 (f) – Airport Facilities an expansion to the existing

concourse is required. This project would allow compliance with draft AC 150/5360-14 – Access to Airports by Individuals with Disabilities.

6. EYW Access Road - Design & Construction

Project Start Date: December 2017

Project End Date: December 2020

Funding:

Approved AIP	\$0
Anticipated AIP Discretionary	\$0
FDOT Funds	\$0
PFC	\$2,131,000
Total Project Cost	\$2,131,000

Project Description: This project includes the design and construction of a two-lane access road to connect S. Roosevelt Boulevard to EYW's fuel farm, fixed base operator (FBO), and airport support areas. The proposed access road will be approximately 850 linear feet with 12-foot driving lanes and be located on the west side of EYW near the current Department of Motor Vehicles office and one-hour parking lot.

This project will require the clearing and excavation of approximately 2,500 square-yards of soil, trees, and other materials for the installation of a 12-inch bituminous asphalt road. The road will consist of an eight-inch limerock base course with a four-inch bituminous asphalt surface layer. The project will also install curb and gutter, drainage structures, roadway signage, pavement markings, and sodding.

Project Justification: The construction of the proposed access road west of Faraldo Circle will separate airport support services from airport passenger traffic, reducing traffic congestion in the terminal area. The proposed road would also eliminate traffic by fuel trucks and other large vehicles in the passenger terminal area, providing an added level of safety.

Currently, Faraldo Circle is the only public roadway at EYW providing access to the passenger terminal, rental car areas, parking facilities, and airport support facilities located west of the terminal area. The existing roadway system does not allow for direct access to EYW's support areas and all vehicles must use the through lanes at the arrival curb to access any of the facilities located there.

The airport support area consists of a FBO Terminal, FBO maintenance and aircraft hangars, a fuel farm, and airport storage facilities. Fuel trucks, delivery vehicles, solid waste trucks and patrons using the FBO must traverse in front of the Terminal and mix

with vehicle traffic in the arrival curb in order to access the Airport support area. This new access road will remove an estimated 20 vehicles per hour during a typical day in the peak month. It will also increase pedestrian safety by eliminating truck movements along the arrival curb.

7. MTH Environmental Assessment

Project Start Date: January 2017

Project End Date: January 2020

Funding:

Approved AIP	\$449,368
Anticipated AIP Discretionary	\$0
FDOT Funds	\$39,944
PFC	\$9,986
Total Project Cost	\$499,298

Project Description: The Environmental Assessment (EA) includes the required environmental analysis required to support improvements to Runway 7-25 and Taxiway A at MTH as well as providing the foundation for the completion of the National Environmental Policy Act (NEPA) environmental review process that would support either the issuance of a Finding of No Significant Impact/Record of Decision (FONSI/ROD) or a finding by the FAA that an environmental impact statement (EIS) is required (should it be discovered that the project would result in significant impact that cannot be mitigated as part of the FONSI/ROD).

As part of this effort, the project team would be responsible for the dissemination of the EA to government agencies, elected officials, public interest groups, etc., and coordination with the FAA. The EA would also include the documentation of the project's purpose and the County's Board of County Commissioner's (BOCC) proposed solution, consultation with various stakeholders, and the preparation of the EA documents.

Project Justification: This project consists of the preparation of an EA for the proposed improvements to Runway 7-25 and Taxiway A at MTH. The purpose of the improvements is to comply with the FAA Advisory Circular 150/5300-13A, Airport Design minimum required runway and parallel taxiway centerline separation distances. The Runway Design Code (RDC) applicable to Runway 7-25 is B-II. FAA airport design standards for B-II require a runway to parallel taxiway centerline separation distance of 240 feet. Currently, the centerlines of Runway 7-25 and Taxiway A are 200 feet apart.

The County's BOCC proposes to shift Runway 7-25 to the northwest and/or Taxiway A to the southeast for a total of 40 feet to provide the required runway-taxiway centerline

separation distance of 240 feet. Shifting of the runway would also require removal of vegetation from the relocated Runway Object Free Area (ROFA) north of Runway 7-25.

8. MTH Master Plan Update

Project Start Date: January 2017

Project End Date: January 2020

Funding:

Approved AIP	\$640,085
Anticipated AIP Discretionary	\$0
FDOT Funds	\$56,896
PFC	\$14,224
Total Project Cost	\$711,205

Project Description: The MTH Master Plan Update will outline a plan for the provision of future facilities to accommodate the projected passenger and aircraft demand at MTH. The Master Plan Update will insure that short-term actions and recommendations do not preclude long-range planning options and provide a financially sound implementation plan for short-, intermediate-, and long-term improvements.

The Master Plan Update will be conducted in accordance with FAA AC 150/5070-6B, Airport Master Plans. As part of the Master Plan Update, an ALP drawing set that depicts the full build-out of aviation- and non-aviation-related facilities associated with the preferred development will be developed. This ALP drawing set will adhere to the FAA's prescribed design guidelines and be developed within a GIS platform, conforming to ACs 150/5300-16A, 150/5300-17b, and 150/5300-18B. The ALP set will also include a property inventory map that will reflect the latest Airport property acquisitions.

Project Justification: Due to the changes that have occurred within the aviation industry and at MTH since the last Master Plan was completed, a Master Plan Update is needed in order to address a number of key issues including, but not limited to:

- The update of the Airport Base Mapping: Georeferenced aerial imagery and topographic base maps are key to the production of the ALP drawing set, the development of construction cost estimates, and the geometric review of the airfield and other airport facilities. The intent of this effort would be to comply with the guidelines included in FAA's GIS Related Advisory Circulars 150/5300-16A, 17C, and 18C. This task would generate GIS data to conform to the FAA's new Airports-GIS (A-GIS)/electronic ALP standards.
- The identification of the critical aircraft: As part of the Master Plan Update, the MTH's recent aircraft operational data will be reviewed and evaluated to determine if a more demanding aircraft should be designated as the design aircraft for the airfield.

- The evaluation of airfield taxiway geometry: The FAA released AC 150/5300-13A, Airport Design, on September 28, 2012 (subsequently, Change 1 was issued on February 26, 2014), which modified the geometric layout requirements for airfield taxiways with the introduction of the new Taxiway Design Group (TDG) categories for fillet design. The Airport Master Plan Update would include an evaluation of the airfield taxiway geometry to identify other airfield modifications necessary to comply with the FAA's runway incursion mitigation and enhancement of situational awareness techniques set forth in FAA AC 150/5300-13A. Particular emphasis would be given to the prescribed TDG fillet requirements, mitigation of runway incursion risks, and enhancing pilot situational awareness.
- The incorporation of the ongoing planning study recommendations: As part of this study, the practicability of shifting the runway to the northwest, relocating parallel Taxiway "A" to the southeast, or a combination thereof, are being evaluated. The Master Plan Update would incorporate the preferred airfield improvement option.
- The preparation of a simplified recycling, reuse, and waste reduction plan: Based on Section 133 of the FAA Modernization and Reform Act of 2012, airports are required to prepare a Recycling, Reuse, and Waste Reduction plan as part of their Master Plan. This plan will address the feasibility of solid waste recycling, minimizing the generation of solid waste, operation and maintenance requirements, the review of waste management contracts, and the potential cost savings or generation of revenue.
- The need to address the Airport sustainability policy including the establishment of possible goals to minimize the impact or consumption to reduce MTH's overall environmental footprint.
- The identification of options to capitalize on real estate holdings. The vision for the growth and development of MTH over the next 20 years, which would be set a part of the Master Plan Update, would include a review of the land within the airport boundary and the identification of land parcels required for aviation and non-aviation uses.

9. PFC Administrative Costs

Project Start Date: October 2016

Project End Date: December 2017

Funding:

Approved AIP	\$0
Anticipated AIP Discretionary	\$0
FDOT Funds	\$0
PFC	\$40,000
Total Project Cost	\$40,000

Project Description: Includes professional fees for services rendered from the County's consultant in developing PFC Application No. 17-17-C-00-EYW at EYW and MTH.

Project Justification: The justification for this project (PFC Administrative Costs) is the same as the justification for other projects in PFC Application #17-17-C-00-EYW. This project is eligible in accordance with 14 CFR § 158.3, "allowable costs" as explained in that section's preamble.

Class of Carriers Excluded From Collecting a PFC

The County 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, 2015, indicate that these carriers enplaned 5 passengers.

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

ATCO CARRIERS FILING FAA FORM 1800-31	
Priester Aviation LLC	5
ATCO Total	5
Airport Total	362,108
Percentage of Total	0.001%

SOURCE: U.S. DOT ACAIS database, June 1, 2017.

PREPARED BY: Ricondo & Associates, Inc., June 2017.

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 EYW. 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 EYW to collect PFCs from this class of air carriers.

PFC Level

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

Charge Effective Date

Based on projections of enplanements and anticipated charge expiration date of PFC Application No. 16-16-C-00-EYW, charge effective date is estimated to be November 1, 2018.

Estimated Charge Expiration Date

Collection of \$6,689,338 of PFC revenues is estimated to take approximately 67 months based on current collection levels and therefore, the charge expiration date is estimated to be May 1, 2024 (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

\$6,689,338

County Point of Contact

As required under 14 CFR § 158.24, the County will be accepting public comments on the proposed PFC Application No. 17-17-C-00-EYW up to thirty (30) days after the date of posting this public notice on our Internet Web site. Any comments should be sent to:

Donald P. DeGraw
Director of Airports
Key West International Airport
3491 South Roosevelt Blvd.
Key West, FL 33040
DeGraw-Donald@MonroeCounty-FL.Gov
Phone: (305) 809-5210