

**March 12, 2019**

**Monroe County  
Notice for Public Comment  
Intention to Impose and Use a Passenger Facility Charge  
at Key West International 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 (Airport). As part of this process, the County is providing the following information regarding proposed PFC Application No. 19-18-C-00-EYW:

**Projects for which the County is Seeking Agreement to Impose and Use Authority**

**1. Replacement of the Existing Chiller System – Construction**

*Project Start Date:* April 2019

*Project End Date:* April 2022

*Funding:*

Approved AIP	\$0
FDOT Funds	\$121,239
Local Funds	\$0
PFC	\$305,739
Total Project Cost	\$426,978

*Project Description:* This project consists of the replacement of the existing chiller system that provides air conditioning to the arrivals and departure area. The chiller system is actually made up of two chillers that will be replaced under two separate projects. The first chiller was required to be replaced ahead of schedule due to it unexpectedly failing. This first project was performed utilizing 50% FDOT funding. The second chiller will be procured with 100% PFC funding. The design costs for this project were approved in PFC Application number 18-17-C-EYW-00. A diagram of the chillers location may be found in Exhibit 1-1.

*Project Justification:* The current arrivals and departures areas are currently being serviced by the existing chiller systems to provide air conditioning. The existing chillers are approximately twelve years old and have reached the end of their useful life span. Due to the proximity to the ocean and the salt environment the chillers are experiencing significant maintenance costs as the compressor packages are deteriorating.

*Project Objective:* This project will preserve capacity.

## 2. Terminal Departure Area Modifications - Construction

*Project Start Date:* April 2019

*Project End Date:* April 2022

*Funding:*

Approved AIP	\$0
FDOT Funds	\$0
Local Funds	\$0
PFC	\$1,826,500
Total Project Cost	\$1,826,500

*Project Description:* Terminal departure area modifications consists of the renovation and expansion of the existing departures hold room men’s and women’s restroom, expansion of the hold room to accommodate more seating for passengers, provide additional seating in the existing hold room<sup>1</sup>, and construction of a new Service Animal Relief Area (SARA). Compliance with the requirements of the Florida Building Code 2014 will require an expansion of the restroom facilities and therefore an expansion to the concourse, which will include the new SARA. This phase is for the construction of the project. The design costs for this project were approved in PFC Application number 18-17-C-EYW-00.

Exhibit 2-1 presents the location of the Terminal Departure Area Modifications.

*Project Justification:* The current restrooms have exceeded their intended lifespan. The furniture and fixtures are deteriorating, and the code compliance of the existing restrooms is in question. The current configuration does not meet the Florida Building Code 2014 and must be expanded to meet the current code. During peak hour departing traffic the current hold rooms and seating are not adequate to support the passenger demand. The expansion of the hold room will provide more seating in the area for departing passengers.

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.

*Project Objective:* This project will preserve capacity.

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<sup>1</sup> Additional seating will be bolted to the floor.

### 3. Faraldo Circle Realignment & Curbside Improvements – Design & Construction

*Project Start Date:* May 2018

*Project End Date:* May 2021

*Funding:*

Approved AIP 3-12-0037-56-2018	\$678,420
FDOT Funds	\$0
Local Funds	\$0
PFC	\$165,380
Total Project Cost	\$843,800

*Project Description:* Design and construction for this project will include the re-alignment of Faraldo Circle and modifications to the existing curbside to accommodate the Master Plan recommendations (see Project Justification). Improvements include realignment of the arrivals curb from the existing landscape berm (located east of the terminal) to the commercial curb staging area located west of the terminal and the purchase and installation of passenger shelters for the shuttle pick up area. The realigned terminal loop will provide two full lanes for through traffic and one additional lane for commercial, taxi, public bus, and private vehicle (ride-share) of various sizes and locations along the curbside.

Exhibit 3-1 presents a drawing of the Faraldo Circle Realignment & Curbside Improvements – Design & Construction project.

*Project Justification:* During the Master Plan process, it was determined that the amount of curbside available and the current road layout was inadequate, which resulted in congestion during the peak times at the airport. With the implementation of the Faraldo Circle realignment and curbside improvements will result in the reduction of congestion and providing for more curbside for passenger pickup.

*Project Objective:* This project will preserve capacity.

### 4. Replace Airport Beacon – Design & Construction

*Project Start Date:* April 2019

*Project End Date:* April 2022

*Funding:*

Approved AIP	\$0
FDOT Funds	\$0
Local Funds	\$0
PFC	\$410,000
Total Project Cost	\$410,000

*Project Description:* The project consists of the replacement of the airfield beacon, which also includes the pole and foundation. The existing beacon will be replaced with a beacon and pole system. This project includes both the design and construction phases.

*Project Justification:* The existing beacon is more than 20 years old and has outlived its useful life and it is not easily maintained. The beacon is a vital visual aid to aircraft landing at Key West International Airport. This project will update the airfield beacon and mounting pole.

*Project Objective:* This project will preserve safety.

## **5. Rehabilitate Taxiway A & Taxiway A Lighting – Design & Construction**

*Project Start Date:* November 2018

*Project End Date:* November 2022

*Funding:*

Approved AIP for Design 3-12-0037-56-2018	\$541,048
Anticipated AIP for Construction	\$5,850,000
FDOT Funds	\$30,000
Local Funds	\$0
PFC	\$680,116
Total Project Cost	\$7,101,164

*Project Description:* This project consists of the design and construction for the rehabilitation of Taxiway A and associated taxiway lighting fixtures and circuits. The limits of rehabilitation will include the entire portion of Taxiway A that is parallel to Runway 9-27 (4,801' long) along with the stub taxiways to and from Runway 9-27 and the parking aprons. The project will also include bringing the taxiway geometries into conformance with the latest FAA Advisory Circular standards. In addition, the rehabilitation of the taxiway lighting system will include the design to replace the taxiway edge light fixtures, isolation transformers and circuitry back to the airfield lighting vault.

Exhibit 5-1 presents a drawing of the project.

*Project Justification:* The age of the taxiway pavement combined with the increased traffic and aircraft size has resulted in the pavement showing signs of distress and potential generation of foreign object debris (FOD) on the taxiways. According to the Florida Department of Transportation (FDOT) Pavement Condition Index (PCI) in 2015, the average PCI of the pavement associated with this project was 65, which doesn't meet the minimum PCI of 75 required for taxiway pavement. This project will also bring the taxiway geometry into conformance with the new taxiway design group requirements.

*Project Objective:* This project will preserve capacity.

## 6. Rehabilitate Terminal Customs Facility Phase 3 – Construction & Additional Design Costs

*Project Start Date:* April 2019

*Project End Date:* November 2023

*Funding:*

Approved AIP	\$0
FDOT Funds	\$1,258,691
Local Funds	\$1,258,692
PFC	\$2,765,212
Total Project Cost	\$5,282,595

*Project Description:* This project will renovate, upgrade, and modify the Airport's entire existing customs facility and recent addition to meet full current Federal Inspection Station (FIS) standards and requirements. This project is required to eliminate current facility deficiencies and increase hold room space to 70 passengers from the existing capacity of 10 passengers. Other upgrades include new baggage processing, security cameras and biometric technology, checkpoint kiosks, and other necessary space and equipment improvements. Although design of the facility was included in PFC Application number 18-17-C-EYW-00, additional design costs were incurred for \$440,262 and are included in this project along with construction costs for the project.

*Project Justification:* The existing customs facility at the Airport does not meet current FIS requirements and standards. The facility currently processes general aviation flights entering the U.S. but does not have the capacity or facilities necessary to process commercial international flights. In September 2012, the Airport was approved for international passenger service to and from Cuba. Further, the continued increase of traffic from non-U.S. destinations within the Caribbean creates additional demand and requirements on the customs facility, requiring improvements be made to meet existing and projected demand. An eligibility analysis was prepared that determined 52 percent of the rehabilitated customs facility will be eligible for PFCs. Exhibit B6-1 presents the eligibility diagram for the future customs facility.

*Project Objective:* This project will enhance capacity.

## 7. Environmental Assessment for Taxiway & Apron Extensions

*Project Start Date:* April 2019

*Project End Date:* April 2023

### *Funding:*

Approved AIP	\$0
FDOT Funds	\$0
Local Funds	\$0
PFC	\$800,000
Total Project Cost	\$800,000

*Project Description:* The environmental assessment (EA) will include the extension of Taxiway A and the expansion of the aircraft parking aprons at the Airport. The EA will provide 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, consultation with various stakeholders, and the preparation of the EA documents.

*Project Justification:* This project consists of the preparation of the EA for the proposed improvements to Taxiway A, commercial apron, and general aviation (GA) apron. The purpose of the improvements is to maintain increased airport traffic and preserve safety at the Airport.

Currently, the Taxiway A intersects Runway 9-27 at the Runway 9 displaced threshold instead of the runway end. To use the full departure length of Runway 9, aircraft must back taxi. The Taxiway A extension would allow aircraft to utilize the increased Takeoff Run Available (TORA) and Takeoff Distance Available (TODA) for Runway 9 without back taxiing.

A GA apron is currently located on the commercial apron at the Airport. The relocation of the GA apron and extension of the commercial apron would increase safety of the existing commercial apron and increase aircraft parking during peak times.

In general, aircraft parking at the Airport is split between commercial aircraft parking and GA. At the most easterly end of the commercial apron there is a portion designated for GA overflow parking. The expansion of the commercial apron is critical to accommodate the demand for commercial aircraft parking. Before the commercial apron can be expanded, the GA parking must be replicated and relocated to the GA side of the Airport. This will require the expansion of the current GA aprons. An added benefit of these apron expansions is the GA Aircraft parking will be separate from the Commercial Aircraft parking.

Extending Taxiway A, relocating the GA Apron, and expanding the Commercial Apron would require removal of vegetation from the proposed pavement footprint and surrounding areas. It would also potentially encroach on the existing wetland or wetland mitigation areas within the Airport Property.

Exhibit 7-1 presents the location of the areas to be included in the environmental assessment.

*Project Objective:* This project will preserve capacity.

## 8. Terminal Expansion Design Phase 1

*Project Start Date:* April 2019

*Project End Date:* April 2022

*Funding:*

Approved AIP	\$0
FDOT Funds	\$0
Local Funds	\$0
PFC	\$950,000
Total Project Cost	\$950,000

*Project Description:* This project will define the project scope, design, construction, and operational parameters for the future construction of a new second-floor concourse totaling approximately 19,500 square feet to the north of the existing terminal facility. This project is the first phase of the design of the new concourse.

The future concourse will accommodate new holdrooms, concession spaces, restrooms, and five boarding bridges, and it will connect the existing landside terminal and proposed building via the existing departure bridge. The existing terminal will be improved and renovated to meet future demand with the addition of a new baggage claim, an expanded 1,000 square foot baggage makeup area, and the creation of a turboprop holdroom. An 1,800 square foot extension of the existing passenger processing building will take place at the security screening checkpoint to accommodate a new security checkpoint lane.

*Project Justification:* The Airport is projected to have deficiencies in check-in positions (one position), security screening checkpoints (one lane), passenger hold room space (1,500 square feet), baggage makeup areas (2,000 square feet), and baggage claim (2,500 square feet). Construction of the terminal facilities will include the expansion and improvement of the passenger terminal facilities to meet forecast demand. The project will reduce existing congestion in the holdrooms and baggage claim area, and it will provide the infrastructure to accommodate increased passenger traffic.

*Project Objective:* This project will enhance capacity.

## 9. Baggage Handling System (BHS) Upgrades Phase 2

*Project Start Date:* May 2019

*Project End Date:* May 2022

*Funding:*

Approved AIP	\$0
FDOT Funds	\$200,000
Local Funds	\$0
PFC	\$531,500
Total Project Cost	\$731,500

*Project Description:* This project will modify the baggage handling system (BHS) to accommodate an additional pre-Explosive Detection System (EDS). Modifications will include the installation of additional diverters to route bags between the two EDS machines, an additional power drive and turn to feed the bags into the second EDS machine, and additional conveyors to merge the screened bags onto the outbound baggage belt.

Exhibit 9-1 presents the layout of the future BHS modifications.

*Project Justification:* Key West International Airport is experiencing tremendous passenger growth. As such the peak hour demand for passengers has increased and the processing capabilities of the one existing EDS machine is reaching its capacity. The BHS needs a second EDS machine to accommodate this additional baggage processing demand, while at the same time providing for redundancy in the event one EDS machine becomes inoperable.

*Project Objective:* This project will enhance security.

## 10. PFC Administrative Costs

*Project Start Date:* August 2018

*Project End Date:* July 2019

*Funding:*

Approved AIP	\$0
FDOT Funds	\$0
Local Funds	\$0
PFC	\$56,646
Total Project Cost	\$56,646

*Project Description:* Includes professional fees for services rendered from the County's consultant in developing PFC Application No. 19-18-C-00-EYW.

*Project Justification:* The justification for this project (PFC Administrative Costs) is the same as the justification for other projects in PFC Application #19-18-C-00-EYW. This project is eligible in accordance with 14 CFR § 158.3, "allowable costs" as explained in that section's preamble.

*Project Objective:* This project will preserve capacity.

### **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, 2017, indicate that these carriers enplaned 10 passengers.

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

<b>ATCO CARRIERS FILING FAA FORM 1800-31</b>	
Meridian Air Group, Inc.	8
Priester Aviation LLC	2
ATCO Total	10
Airport Total	392,391
Percentage of Total	0.002%

SOURCE: U.S. DOT ACAIS database, January 16, 2019.

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 the Airport. 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 the Airport to collect PFCs from this class of air carriers.

### **PFC Level**

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

### **Estimated Total PFC Impose Revenue**

\$8,491,093.

### **Charge Effective Date**

Based on projections of enplanements and anticipated charge expiration date of PFC Application No. 18-17-C-00-EYW, charge effective date is estimated to be July 1, 2023.

### **Estimated Charge Expiration Date**

Collection of \$8,491,093 of PFC revenues is estimated to take approximately 56 months based on current collection levels and therefore, the charge expiration date is estimated to be February 1, 2027 (or until collected PFC revenue plus interest thereon equals the allowable costs of the approved projects, as permitted by regulation).

**County Point of Contact**

As required under 14 CFR § 158.24, the County will be accepting public comments on the proposed PFC Application No. 19-18-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:

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