



TAMPA BAY THE EASY WAY
April 20, 2022

**RE: Proposed PFC “Impose and Use” Application #6
for the St. Pete-Clearwater International Airport (PIE)**

Pinellas County hereby provides notice, in accordance with 14 CFR 158.23 of the Passenger Facility Charge regulation, of a consultation meeting with the air carriers serving the St. Pete-Clearwater International Airport (PIE). This meeting is intended to discuss, as required by the PFC regulation, the submission of a sixth application (impose and use) to the FAA for extension of our Passenger Facility Charge authority at PIE. The legislation requires airline notification of potential PFC funded projects 30 to 45 days prior to the PFC meeting. In addition, the legislation requires that information on the program be conveyed to the airlines and that the airlines respond to the Airport, in writing, acknowledging receipt of the required notice.

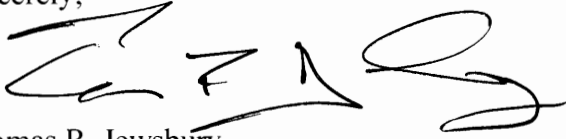
In accordance with Federal Aviation Regulation 49 CFR Part 158.37 Passenger Facility Charges, the County will hold a consultation meeting with air carriers on **Tuesday, May 24, 2022 at 11:00 AM local time**, regarding the new application. The meeting will be held by video conference. Participants may attend online through the Microsoft Teams platform (website or application) or calling 813-644-3116, using **Conference ID 194553201#**. A participant may request the Microsoft Teams meeting link by contacting Ms. Yvette Aehle at YAehle@fly2pie.com. Should you have any technical difficulties connecting into the meeting, please contact Ms. Aehle at 727-453-7804.

The County plans to continue the maximum PFC allowable of \$4.50 per enplaned passenger. We anticipate collection on this application to begin on March 1, 2023 or when the previous application is fully collected, whichever is sooner. The total PFC revenue to be collected for projects in this application is \$6,454,000. The PFC expiration date for this application is estimated to be February 1, 2024. Future PFC projects will likely extend the expiration date.

The County recommends continued exclusion of Air Traffic/Commercial Operators (ATCO) filing FAA Form 1800-31 and Commuters or Small Certificated Air Carriers (CAC) filing Form T-100, from the collection of PFCs. These nonscheduled/on demand air carriers comprise less than 1% of the total enplanements at PIE. In 2020, ATCO carriers included Aero Charter, Inc., Cobalt Air LLC, and Seneca Flight Operations, and this class of carriers enplaned 15 passengers. CAC carriers, in 2020, included CFM Inc (dba Contour Airlines), Tropic Ocean Airways, LLC and Tradewind Aviation, LLC, and this class of carriers enplaned 22 passengers. We request this exemption based on the complexity of record keeping, the cost of implementation of collecting and monitoring the PFC program for small carriers, and the fact that ATCOs and CACs account for such a small percentage of total enplanements.

The nine projects in this application are described on the following pages. We look forward to discussing, in detail, these important projects at our air carrier consultation meeting on May 24, 2022.

Sincerely,

A handwritten signature in black ink, appearing to read 'T. Jewsbury', with a large, stylized flourish at the end.

Thomas R. Jewsbury
Airport Executive Director

cc: Pedro Blanco, FAA, Orlando Airports District Office
Krystal Ritchey, FAA, Orlando Airports District Office

St. Pete-Clearwater International Airport (PIE)
Proposed Passenger Facility Charge Application #6
Project Descriptions

06-001 Construct New Taxiway “D” and Reconstruct Taxiway “G3”

This project includes the design and construction of a new taxiway system to provide airfield access to the Airco site, identified in the recently completed Master Plan as a site for redevelopment for aeronautical uses. The new taxiway system will consist of new Taxiway “D” and the reconstruction of existing Taxiway “G3”. Taxiway “D” will be constructed from the end of Runway 36 to Taxiway “G”. The taxiway will be a 50’ wide asphalt pavement, with turf shoulders, and will be approximately 3,300 feet in length. Due to the current aircraft fleet mix, this taxiway will be designed to accommodate ADG-III aircraft and will meet the criteria of a TDG-3 aircraft as noted in the current FAA-approved Airport Layout Plan (ALP). As the ultimate condition of this taxiway will be for ADG-V aircraft (per the ALP), the Airport intends to design to the ADG-V criteria for offsets, grading and drainage only. Taxiway “G3” is an existing angled taxiway that will be reconstructed to meet current airport design requirements. It will be 50 feet wide and approximately 300 feet long.

The taxiways will be constructed of asphalt pavement. The taxiways will be constructed to FAA design standards including shoulders, turf along edge of shoulders, taxiway safety areas, and markings. The project will include topographical surveys, subsurface investigations, permitting, testing, construction management and construction administration.

The new taxiways will connect to the Airport’s two runways, Runway 18-36 and Runway 4-22. This project is necessary to allow for the aeronautical development and non-exclusive use of the Airco site. The Airport has three Letters of Intent from potential tenants interested in aeronautical uses of this site. With the construction of these taxiways, the phased redevelopment of this site can begin.

The FAA issued a Federal Finding of No Significant Impact on this project on February 3, 2020. The estimated start date of construction of this project is October 2023 and it is estimated to be completed in October 2025. The total cost of this project is estimated to be \$7,950,000 with future AIP entitlement grant funds providing \$4,692,000, State of Florida funds providing \$1,584,000 and PFCs in the amount of \$1,674,000 to fund the remaining costs.

06-002 Construct New Airfield Signage and Lighting for New Taxiway “D” and Reconstructed Taxiway “G3”

This project includes the design and construction of the airfield signage and lighting required for the new Taxiway “D” and the reconstructed Taxiway “G3” described above. The project consists of the installation of new elevated omnidirectional blue medium intensity LED edge lights, (including transformers), installed with concrete encased L-867 base cans; new LED location, direction, and mandatory signs with concrete pads and transformers; new lighted wind come; and new Runway Guard Lights. All L-824 unshielded #8 AWG 5kv stranded copper cable will be installed in 2” Schedule 40 PVC conduit in direct earth or concrete encased duct with #2 AWG solid copper counterpoise cable installed over conduit. The necessary airfield

electrical vault modifications, as well as updates to the airfield lighting control system (ALCMS), will be made. The lighting will be designed and constructed to FAA design standards per Advisory Circular 150/5340-18G, *Standards for Airport Sign Systems*.

The new taxiways will connect to the Airport's two runways, Runway 18-36 and Runway 4-22. This project is necessary to allow for the aeronautical development and non-exclusive use of the Airco site. The Airport has three Letters of Intent from potential tenants interested in aeronautical uses of this site. With the construction of these taxiways, the phased redevelopment of this site can begin.

The FAA issued a Federal Finding of No Significant Impact on this project on February 3, 2020. The estimated start date of construction of this project is October 2023 and is estimated to be completed in October 2025. The total cost of this project is estimated to be \$1,050,000 with future AIP entitlement grant funds providing \$900,000, State of Florida funds providing \$50,000 and PFCs in the amount of \$100,000 to fund the remaining costs.

06-003 Wildlife Hazard Assessment and Wildlife Hazard Management Plan Updates

The project consists of an update to the Airport's Wildlife Hazard Assessment (WHA) followed by an update to the Wildlife Hazard Management Plan (WHMP). 14 CFR 139.337, *Wildlife hazard management*, of Part 139 Certification of Airports regulations require the County, as the holder of an Airport Operating Certificate, to conduct a WHA and, if determined necessary by the FAA, a WHMP. The WHA update will include the elements required under part (c) of the regulation. Upon completion of the WHA and approval by the FAA, the WHMP will be updated and will include all of the elements required in part (f) of the regulation.

The Airport's current WHA was completed in 2009 and approved by the FAA in 2011. This plan requires updating per the 2021 FAA-approved WHMP which states "PIE should consider conducting continual monitoring with an annual report per FAA AC 150/5200-38 or conduct a new Wildlife Hazard Assessment (WHA) due to the increase in operations, expanding facilities, and changes in airfield infrastructure". In addition, the 2021 PIE Continual Monitoring Report included the following recommendation by the Airport's Qualified Airport Wildlife Biologist: "Continue the Continual Wildlife Hazard Monitoring and consider conducting Wildlife Hazard Assessment that includes off-site wildlife observation in arrival and departure area or potential wildlife attractants of concern and update the wildlife hazard risk maps." Currently, continual monthly wildlife monitoring is on-going only within the AOA.

The start date for this project is estimated to be October 2022 and is estimated to be completed in October 2023. The total cost of this project is estimated to be \$150,000 to be funded 100% with PFCs.

06-004 Reconstruct Portions of the Airport Perimeter Fence, Phase 1

This project includes the reconstruction of identified portions of the airport perimeter fence. The reconstruction will include the replacement of the existing fence with a wildlife exclusion fence that is 8 feet tall, with a subterranean barrier, and a three-strand barbed wire outrigger. The new fence installation will include demolition the existing fence and replacement with the wildlife

exclusion fence. The fence currently identified for replacement starts at the northwest corner of the airfield near the end of Runway 18, runs along the west side of the AOA, and terminates on the west side of Runway 36 near the Airco property. The project is estimated to replace approximately 15,000 linear feet of perimeter fence.

The areas of the perimeter fence identified for reconstruction were determined to be necessary due to the vulnerability of that area to intrusion by wildlife, specifically coyotes. The WHMP Continual Monitoring Annual Report 2020 identified coyotes as a hazard observed based on an increased number of coyote sightings reported by Airfield Operations. The same report indicates that the “Current AOA fence does not meet FAA CertAlert 16-03 “*Wildlife Exclusion Fencing*” recommendations nor is it a complete fence. Installation of a complete wildlife exclusion fence would greatly reduce coyote access to the airfield.” The perimeter fence identified for replacement is over 20 years old. This project will not replace any fencing or gates replaced in the 2019 improvements.

The start date for this project is estimated to be June 2023 and is estimated to be completed in June 2024. The total cost of this project is estimated to be \$1,500,000 to be funded 100% with PFCs.

06-005 Replace Distance Remaining (RDR) Markers on Runway 18-36

This project includes the design and installation of eight replacement distance remaining markers on Runway 18-36. The work involves the demolition of the existing (RDR) signs, and the installation of the new signs with transformers. The project will be designed and constructed to FAA design standards per Advisory Circular 150/5340-18G, *Standards for Airport Sign Systems*.

The existing markers were installed in 2009 and are past their useful life of ten years. The Airport is utilized by a number of turbojet/turbofan aircraft including most commercial passenger operators and a variety of business jets.

The start date for this project is estimated to be January 2023 and is estimated to be completed in June 2023. The total cost of this project is estimated to be \$125,000 to be funded 100% with PFCs.

06-006 Environmental Study, Shoreline Stabilization

This project includes an evaluation of the Airport’s eroding north and east shoreline along Old Tampa Bay to identify various alternatives for stabilizing the shoreline to prevent future erosion. The study will consider the potential environmental requirements, (i.e., permitting), and mitigation strategies or features for a resilient and sustainable shoreline that will protect the airfield from erosion resulting from tropical storms or hurricanes, and sea level rise. Such strategies or features may include shoreline hardening or breakwater measures.

As identified in the Airport’s 2021 Master Plan Study, the Airport’s shoreline north and east of Runways 04-22 and 18-36 have experienced significant erosion over time. The strength and stability of this shoreline is important to protect the airfield from wave-induced erosion, major storm events and sea level rise. Specifically, continued erosion of the east shoreline could

impact the Runway Safety Areas (RSA) and Runway Object Free Areas (ROFA) of both Runway 4-22 and Runway 18-36. It could also impact the ILS glideslope antenna located on the east side of Runway 18-36. Pinellas County has existing risk-based tools such as vulnerability assessment maps to estimate the level of risk a certain location within the County has due to extreme weather-related events and sea level rise.

The start date for this project is estimated to be October 2022 and is estimated to be completed in June 2024. The total cost of this project is estimated to be \$500,000 to be funded 100% with PFCs.

06-007 Passenger Terminal Expansion and Improvements, Design Only

This project includes the design of the expansion of the passenger terminal building and other terminal improvements at PIE to meet the growth of annual passenger enplanements. The ultimate expansion of the terminal building is anticipated to be executed over five phases. This design effort includes the design of the first three phases and other improvements. These first three phases are anticipated to meet the needs identified for Passenger Activity Level (PAL) 2 identified in the Master Plan, which represents annual enplanements of 1,750,000 and/or annual aircraft operations of 145,000. This accurately reflects the Airport's near-term needs.

The first three phases will expand the terminal building to increase passenger capacity and passenger access by adding 4 additional gates and loading bridges, consolidating TSA checkpoints, enlarging passenger hold-room areas, adding concessions and public restrooms, and enhancing ADA accessibility. In addition, the improvements will include upgrading aging infrastructure including HVAC, electrical, communications, data, plumbing, sanitary sewer, and water systems, curbside canopy and other curbside improvements. The terminal expansion will add approximately 56,800 square feet of space.

The Airport's 2021 Master Plan Update identified the need to improve and expand the passenger terminal building due to the significant growth the Airport has been experiencing in recent years. The study concluded that the existing terminal facility is undersized in many areas and not capable of accommodating the existing demand and projected demand.

The improvements recommended from the Master Plan include the following:

- Expanded outbound baggage make-up area,
- Expanded passenger security screening,
- Expanded public hold room and boarding gates areas,
- Additional post-security concessions,
- Additional post-security restrooms,
- Expanded baggage claim area,
- Additional domestic aircraft parking positions and apron areas,
- Improvements and expanded capacity for mechanical, electrical, plumbing, water, fire protection, communications and data systems.

In the past ten years, the Airport has experienced the following annual growth rates as shown in the table below. The Airport is expected to achieve or exceed its pre-COVID enplanements in 2022. The growth that PIE is experiencing is comparable to the aviation forecasts projected in

the Master Plan.

Calendar Year	Enplanements	Annual % Growth
2011	417,223	-
2012	436,030	+4.5%
2013	514,358	+18.0%
2014	663,810	+29.1%
2015	819,974	+23.5%
2016	915,672	+11.7%
2017	1,023,471	+11.8%
2018	1,113,952	+8.8%
2019	1,142,006	+2.5%
2020	697,638	-38.9%
2021	1,018,621	+46.0%
Comprehensive Annual Growth Rate = +9.3%		

The start date for the design phase of this project is estimated to be January 2023 and is estimated to be completed in June 2024. The total cost of this project is estimated to be \$9,200,000. The Airport anticipates using Airport Improvement Grant (AIG) funds in the amount of \$4,900,000. State funds are anticipated to fund \$1,975,000. PFCs in the amount of \$2,325,000 are requested to fund the remaining eligible costs.

06-008 PFC Application Costs

PFC-eligible general formation costs included in this PFC project are the necessary expenditures to prepare the new PFC application. Development associated with the approved projects in this application will preserve and enhance capacity and safety at the Airport. The total cost of this project is \$54,380. PFCs are anticipated to provide 100% funding for this project. This project started in February 2022 and will be complete July 2022.

06-009 PFC Administration Costs

PFC-eligible costs included in this PFC project are the eligible ongoing administrative costs, amendments and closeout for this PFC application. Administration costs associated with the approved projects in this application will preserve and enhance capacity and safety at the Airport. The total cost of this project is \$25,620. PFCs are anticipated to provide 100% funding for this project. This project is estimated to start in July 2022 and will be complete in February 2024.