

PUBLIC NOTICE

St. Louis Lambert International Airport (the "Airport") intends to file a new Passenger Facility Charge (PFC) application #12 with the Federal Aviation Administration (the "FAA") to impose and use PFCs on nine (9) new capital projects at the Airport at a \$3.00 PFC collection rate.

The proposed effective date for the new application is November 1, 2025, and the estimated charge expiration date is January 1, 2026. The application requests \$7,287,227 of PFC collection authority. The Airport is seeking public comments on the application and on the following projects:

Project No. & Title: 12.01 – Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment

Project Description: The project consists of purchasing a snow removal Multi-Tasking Equipment (MTE) unit with at least a 24' plow, 22' broom, air blast and small deicer tank, to replace plow truck #131, a 1998 Oshkosh dump truck with 14' plow. Truck #131 is 20 years old and was acquired using local Airport funds. The equipment has a history of being underpowered and unreliable, and will be auctioned off on Govdeals.com, per City policy. The new MTE will be a replacement of #131, which is FAA approved in our Snow and Ice Control Plan (SICP).

Project Justification: The new MTE will be a replacement of unit #131, which is FAA approved in our SICP, attached. The project is consistent with our systematic plan to replace aging equipment and is part of our Strategic Plan for Operational Efficiency. At 20 years old, the plow truck has exceeded its useful life, has a history of being unreliable and underpowered, cannot keep up with the snow removal fleet, and can no longer perform its intended function; therefore it must be replaced.

PFC Revenue: \$921,808

Project No. & Title: 12.02 – Acquire Replacement Snow Blower/Snow Broom Multi-Tasking Equipment

Project Description: The project consists of purchasing a snow removal Multi-Tasking Equipment (MTE) snow blower unit with at least a rotary snow blower, a 20' broom and air blast to replace rotary snow blower #230, a 1997 Oshkosh rotary snow blower. Truck #230 is 21 years old and was acquired using local Airport funds. The equipment has a history of being unreliable and underpowered, and will be auctioned off on Govdeals.com, per City policy. The new MTE will be a replacement of #230, which is FAA approved in our Snow and Ice Control Plan (SICP).

Project Justification: The new MTE rotary snow blower will be a replacement of unit #230, which is FAA approved in our SICP, attached. The project is consistent with our systematic plan to replace aging equipment and is part of our Strategic Plan for Operational Efficiency. At 21 years old, the plow truck has exceeded its useful life, has a history of being unreliable and underpowered, cannot keep up with the rest of the snow team and can no longer perform its intended function, therefore it must be replaced.

PFC Revenue: \$1,192,928

Project No. & Title: 12.03 – Reconstruct Taxiway K from Runway 12L-30R to the Cargo Facility (design)

Project Description: This project will produce the final designs for the reconstruction of Taxiway Kilo from Runway 12L-30R to the St. Louis Air Cargo Facility. It will include replacement of taxiway shoulders, lights, signs and markings.

The project will produce the final design for the reconstruction project, which is also included in this application.

The existing pavement on Taxiway Kilo north of 12L-30R has a pavement condition index (PCI) of 42 (poor condition). The project will replace approximately 20,500 square yards of full strength concrete pavement, 2,600 square yards of asphalt shoulders, and all lighting, signage, grading, and pavement marking incidental to the project areas. The reconstructed paving section will be 17" concrete over 6" of drainable concrete base over 22" of crushed recycled concrete base.

Project Justification: An inspection of the Taxiway Kilo from Runway 12L-30R to the St. Louis Air Cargo Facility made in December 2016 by Airport Engineering revealed significant deterioration of the pavement structure. Based on the inspection and discussions with the FAA, it was determined that a reconstruction of the taxiway was needed. The existing pavement distresses for this section of Taxiway Kilo include ASR, spalling, patching and joint sealant damage. The PCI for this pavement is 42 (poor condition). This pavement was last reconstructed in 1981. This project will also reduce the Airport's maintenance cost to keep this section of pavement safe for the cargo operation. The taxiway is the only access route to the cargo facility and temporary measures will be taken to maintain safe taxi route during construction.

PFC Revenue: \$136,000

Project No. & Title: 12.04 – Reconstruct Taxiway K from Runway 12L-30R to the Cargo Facility (construction)

Project Description: This project is the construction phase of the reconstruction of Taxiway Kilo from Runway 12L-30R to the St. Louis Air Cargo Facility. The reconstruction includes the replacement of taxiway shoulders, lights, signs and markings.

The existing pavement on Taxiway Kilo north of 12L-30R has a pavement condition index (PCI) of 42. The project will replace approximately 20,500 square yards of full strength concrete pavement, 2,600 square yards of asphalt shoulders, and all lighting, signage, grading, and pavement marking incidental to the project areas. The reconstructed paving section will be 17" concrete over 6" of drainable concrete base over 22" of crushed recycled concrete base.

Project Justification: The area was prioritized for rehabilitation in STL's May 2015 Pavement Management Plan and is also reviewed periodically by Airport Maintenance staff. An inspection of the Taxiway Kilo from Runway 12L-30R to the St. Louis Air Cargo Facility made in December 2016 by Airport Engineering revealed significant deterioration of the pavement structure. Based on the inspection and discussions with the FAA, it was determined that a reconstruction of the taxiway was needed. The existing pavement distresses for this section of Taxiway Kilo include alkali-silica reaction (ASR), spalling, patching and joint sealant damage. The PCI for this pavement is 42 (poor condition). This pavement was last reconstructed in 1981. This project will also reduce the Airport's maintenance cost to keep this section of pavement safe for the cargo operation. The taxiway is the only access route to the cargo facility and temporary measures will be taken to maintain safe taxi route during construction.

PFC Revenue: \$1,526,000

Project No. & Title: 12.05 – Terminal 1 Bag Room Improvements

Project Description: This project consists of implementing various improvements to baggage handling operations in existing common use areas used to transport baggage to and from aircraft. These improvements to the Terminal 1 Bag Room include installing lighted speed limit signs with speed detection devices and rumble strips to provide drivers with instant speed feedback and slow down reminders, installing lighted stop signs to control traffic in high pedestrian crossing areas, at key decision points and blind corners, installing barricades to limit the flow of traffic and equipment parking in overcrowded areas, implementing one-way flow traffic patterns and associated paint markings and improving overhead lighting.

There are currently no constraints on competition at STL. This project is not intended to address competition, but to improve baggage handling operations and better control the flow of baggage handling traffic in Terminal 1.

Project Justification: The Terminal 1 Bag Room has transitioned from one dominant air carrier, utilizing the majority of the limited space and controlling a majority of the employees, to multiple air carriers (United, Delta, American, US Airways, and affiliates), the Airport and contractors, all with different operating standards and employee groups, sharing the same limited space. Improvements to the baggage handling operations in Terminal 1 are needed to better control the flow of vehicle traffic and reduce the risk associated with this new multi-user environment. The project will provide improved lighting and uniform signage and warning and will enhance the control of vehicle traffic flows.

PFC Revenue: \$214,191

Project No. & Title: 12.06 – Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment

Project Description: The project consists of purchasing a snow removal Multi-Tasking Equipment (MTE) unit with at least a 24' plow, 22' broom, air blast and small deicer tank, to replace plow truck #119, a 1999 Oshkosh dump truck with 14' plow. Truck #119 is 19 years old and was acquired using local Airport funds. The equipment has a history of being underpowered and unreliable, and will be auctioned off on Govdeals.com, per City policy. The new MTE will be a replacement of #119, which is FAA approved in our Snow and Ice Control Plan (SICP).

Project Justification: The new MTE will be a replacement of unit #119, which is FAA approved in our SICP. The project is consistent with our systematic plan to replace aging equipment and is part of our Strategic Plan for Operational Efficiency. At 19 years old, the plow truck has exceeded its useful life, has a history of being unreliable and underpowered, cannot keep up with the snow removal fleet, and can no longer perform its intended function; therefore it must be replaced.

PFC Revenue: \$969,500

Project No. & Title: 12.07 – Acquire Replacement Airfield Deicer Truck, 5000 gal with 75' boom

Project Description: The project consists of purchasing a large airfield deicer truck with at least 75' booms, to replace a 1999 deicer truck, #175. Truck #175 is 19 years old and was acquired using local Airport funds. Due to its age it is difficult to find replacement parts, and the truck can no longer reliably perform its intended function. The old unit will be auctioned off on Govdeals.com, per City policy. The new deicer unit will be a replacement of #175, which is FAA approved in our Snow and Ice Control Plan (SICP).

Project Justification: The new airfield deicer truck will be a replacement of unit #175, a 19 years old unit that has exceeded its useful life, can no longer perform its intended function, and must be replaced. Due to its age, it is also difficult to find replacement parts for Truck #175. The new deicer truck is FAA approved in our SICP. The project is consistent with our systematic plan to replace aging equipment and is part of our Strategic Plan for Operational Efficiency.

PFC Revenue: \$443,200

Project No. & Title: 12.08 – Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment

Project Description: The project consists of purchasing a snow removal Multi-Tasking Equipment (MTE) unit with at least a 24' plow, 22' broom, air blast and small deicer tank, to replace plow truck #132, a 1998 Oshkosh dump truck with 14' plow. Truck #132 is 20 years old and was acquired using local Airport funds. The equipment has a history of being underpowered and unreliable, and will be auctioned off on Govdeals.com, per City policy. The new MTE will be a replacement of #132, which is FAA approved in our Snow and Ice Control Plan (SICP).

Project Justification: The new MTE will be a replacement of unit #132, which is FAA approved in our SICP, attached. The project is consistent with our systematic plan to replace aging equipment and is part of our Strategic Plan for Operational Efficiency. At 20 years old, the plow truck has exceeded its useful life, has a history of being unreliable, cannot keep up with the snow removal fleet, and can no longer perform its intended function; therefore it must be replaced.

PFC Revenue: \$941,800

Project No. & Title: 12.09 – Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment

Project Description: The project consists of purchasing a snow removal Multi-Tasking Equipment (MTE) unit with at least a 24' plow, 22' broom, air blast and small deicer tank, to replace plow truck #121, a 1997 Oshkosh dump truck with 14' plow. Truck #121 is 21 years old and was acquired using local Airport funds. The equipment has a history of being underpowered and unreliable, and will be auctioned off on Govdeals.com, per City policy. The new MTE will be a replacement of #121, which is FAA approved in our Snow and Ice Control Plan (SICP).

Project Justification: The new MTE will be a replacement of unit #121, which is FAA approved in our SICP, attached. The project is consistent with our systematic plan to replace aging equipment and is part of our Strategic Plan for Operational Efficiency. At 21 years old, the plow truck has exceeded its useful life, has a history of being unreliable, cannot keep up with the snow removal fleet, and can no longer perform its intended function; therefore it must be replaced.

PFC Revenue: \$941,800

The Airport welcomes the public's comments and support for these projects and will review all comments submitted in writing by no later than July 23, 2018. Please address any questions or comments to:

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