

PUBLIC NOTICE

Pursuant to Title 14 Code of Federal Regulations, Passenger Facility Charges, effective June 28, 1991, St. Louis Lambert International Airport (the "Airport") hereby provides notice of its intention to file a new Passenger Facility Charge (PFC) application #14 with the Federal Aviation Administration (the "FAA") to impose and use PFCs on sixteen (16) new capital projects at the Airport at a \$4.50 PFC collection rate.

Request for Comments:

As required by 14 CFR §158.24, the Airport will be accepting the public's comments and support for these projects and will review all comments submitted in writing by no later than March 6, 2020. Please address any questions or comments to:

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The proposed effective date for the new application is March 1, 2026, and the estimated charge expiration date is September 1, 2026. The application requests \$19,101,163 of PFC collection authority. The Airport is seeking public comments on the application and on the following projects:

Project No. & Title: 14.01 – Rehabilitate Hotel Pad Scupper Drains and Ramp Panels

Project Description: Reconstruct existing pavement drainage structures at the Hotel aircraft parking pad, as well as pavement adjacent to the drainage structures. The existing drainage trench drain collects storm water from the Hotel Pad. This trench drain has failed and deteriorated throughout the entire structure. The trench drain will be reconstructed with new walls and new aircraft rated frames and grates. Adjacent panels to the trench drain will be reconstructed to accommodate the construction and improve the infrastructure. The total length of the trench drain improvement will be 502 feet.

Project Justification: Small sections of the Hotel pad have failed due to poor drainage and required temporary metal plating. The pad is highly utilized, especially during deicing season, and closing sections for heavy maintenance will cause operational problems. The photographs in Exhibit I-1 provide examples of the trench drain and pavement failure.

Drainage collection systems are necessary in pavement design. This particular trench drain collects storm water runoff from the Hotel Pad which is heavily used for cargo operations. Standing water can create unsafe conditions and also lead to potential weather-related pavement failures in time. The project is necessary to assure proper drainage of storm water from the Hotel Pad.

PFC Collection Level \$4.50

Project Funding:

PFC Bond Capital:	\$1,200,000
PFC Financing and Interest:	\$1,059,474
Total PFC Revenue:	\$2,259,474
Total Project Cost:	\$2,259,474

Project No. & Title: 14.02 – Reconstruct TW D from TW C to RW 6-24 (Construction)

Project Description: Reconstruct the pavement, shoulders, and associated infrastructure of Taxiway Delta between Taxiway C and Runway 06/24. The taxiway dimensions to be reconstructed are 1,930' long x 75' wide. The reconstruction will consist of replacing the existing taxiway pavement plus improvements to the taxiway shoulders, taxiway lighting system and replacement of existing guidance signs with new LED guidance signs.

Project Justification: Per the Airport's latest Pavement Management Plan, the referenced project has a pavement condition index of 55 (PCI) which is rated as fair. The pavement distresses consist of spalled areas, patching and linear cracking. This is a heavily traveled section of taxiway near the Runway 12R threshold and will be over 30 years old at the time of this reconstruction.

PFC Collection Level \$4.50

Project Funding:

PFC Pay as you go (PAYGO):	\$1,782,500
Anticipated AIP Discretionary Funds:	
FY 2021 Grant	\$5,347,500
Total Project Cost:	\$7,130,000

Project No. & Title: 14.03 – 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 #124, a 1997 Oshkosh dump truck with 14' plow. Truck #124 is 22 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 #124, which is FAA approved in our Snow and Ice Control Plan (SICP).

Project Justification: The new MTE will be a replacement of unit #124, 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 22 years old, the plow truck has exceeded its useful life, has a history of being underpowered and unreliable, cannot keep up with the snow removal fleet, and can no longer serve its intended function. Therefore, it must be replaced.

PFC Collection Level \$4.50

Project Funding:

PFC PAYGO:	\$1,019,232
Total Project Cost:	\$1,019,232

Project No. & Title: 14.04 – 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 #213, a 1997 Oshkosh dump truck with 14' plow. Truck #213 is 22 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 #213, which is FAA approved in our SICP.

Project Justification: The new MTE will be a replacement of unit #213, 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 22 years old, the plow truck has exceeded its useful life, has a history of being underpowered and unreliable, cannot keep up with the snow removal fleet, and can no longer serve its intended function. Therefore, it must be replaced.

PFC Collection Level \$4.50

Project Funding:

PFC PAYGO: \$990,920

Total Project Cost: \$990,920

Project No. & Title: 14.05 – 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 #214, a 1998 Oshkosh dump truck with 14' plow. Truck #214 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 #214, which is FAA approved in our SICP.

Project Justification: The new MTE will be a replacement of unit #214, 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 underpowered and unreliable, cannot keep up with the snow removal fleet, and can no longer serve its intended function. Therefore, it must be replaced.

PFC Collection Level \$4.50

Project Funding:

PFC PAYGO: \$1,019,232

Total Cost: \$1,019,232

Project No. & Title: 14.06 – Acquire Replacement Snow Blower

Project Description: The project consists of purchasing a high capacity Snow Blower with at least an 8'6" wide head, to replace blower #228, a 1997 Oshkosh snow Blower with 8'6" wide head. Blower #228 is 22 years old and was acquired using local Airport funds. The equipment has a history of mechanical issues as well as unreliability during snow events. The new blower will be a replacement of #228, which is FAA approved in our SICP.

Project Justification: The new snow blower will be a replacement of unit #228, 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 22 years old, the high capacity snow blower has exceeded its useful life, has a history of being underpowered and unreliable, cannot keep up with the snow removal fleet, and can no longer serve its intended function. Therefore, it must be replaced.

PFC Collection Level \$4.50

Project Funding:
PFC PAYGO: \$772,224
Total Cost: \$772,224

Project No. & Title: 14.07 – Acquire Runway FOD Sweeper 148

Project Description: The project consists of purchasing a runway and taxiway FOD sweeper unit to replace FOD sweeper 148, a 2007 ISUZU. Truck 148 is 12 years old and was acquired using local Airport funds. The equipment has a history of having mechanical problems and is unreliable and will be auctioned off on Govdeals.com, per City policy. The FOD sweeper will be a replacement of 148, which is FAA approved in our Part 139 Airport Certification Manual (ACM).

Project Justification: The new FOD sweeper will be a replacement of unit 148. This project is consistent with our systematic plan to replace aging equipment, and is part of our Strategic Plan for Operational Efficiency. At 12 years old, the FOD sweeper has exceeded its useful life; has a history of mechanical problems and being underpowered and unreliable; cannot keep up with the FOD removal demands; and can no longer serve its intended function. Therefore, it must be replaced.

PFC Collection Level \$4.50

Project Funding:
PFC PAYGO: \$526,300
Total Cost: \$526,300

Project No. & Title: 14.08 – Acquire Aircraft Rescue & Firefighting Vehicle

Project Description: The project consists of purchasing a minimum 1,500 gallon ARFF truck to replace unit 52. ARFF truck 52 is a 2006 Oshkosh 1500 Striker series. Truck 52 is 13 years old, and was acquired using local Airport funds. This Truck has a history of mechanical problems as well as an inconsistent record of reliably obtaining parts. The new ARFF vehicle will be a replacement of 52.

Project Justification: The new ARFF vehicle will be a replacement of unit 52, which is FAA approved in our Airport Certification Manual (ACM). The project is consistent with our systematic plan to replace aging equipment, and is part of our Strategic Plan for Operational Efficiency. At the estimated time of delivery of this replacement, the old ARFF vehicle will be 15 years old. It will have exceeded its useful life; has a history of mechanical problems and a history of unreliability in obtaining replacement parts; and can no longer serve its intended function. Therefore, it must be replaced. The new ARFF vehicle will enable the Airport to continue to meet its Part 139 ARFF requirements consistent with the Airport's ACM.

PFC Collection Level \$4.50

Project Funding:
PFC Revenue \$ 283,120
Anticipated AIP Discretionary Funds
FY 2021 Grant \$ 849,360
Total Cost: \$1,132,480

Project No. & Title: 14.09 – 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 2000 deicer truck, #170. Truck #170 is 19 years old, and was acquired using 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 #170, which is FAA approved in our SICP.

Project Justification: The new airfield deicer truck will be a replacement of unit #170, a 19-year-old unit that has exceeded its useful life, can no longer provide the intended function, and must be replaced. Due to its age, it is also difficult to find replacement parts for Truck #170. 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 Collection Level \$4.50

Project Funding:

PFC PAYGO:	\$481,304
Total Cost:	\$481,304

Project No. & Title: 14.10 – Replace Cooling Towers 1,2,3

Project Description: This project consists of rehabilitation of Airport West Plant Cooling Towers 1,2 and 3, and installation of new pumps, fans, and associated components. The cooling towers serve Terminal 1 and Concourses A, B, and C.

Project Justification: The existing cooling towers were constructed in 1986. The system runs 24/7 365 days a year, and parts undergo extreme wear and tear. Efficiencies can be gained by rehabilitating the lining of the basins and replacing fill materials, installing new controls, pumps, fans and piping. The cooling towers have reached their end of life and must be rehabilitated. Failure to install new components will increase energy loss, cooling capacity reductions and temperature inconsistencies.

PFC Collection Level \$4.50

Project Funding:

PFC Bond Capital:	\$358,800
PFC Financing and Interest:	\$206,444
Total PFC Revenue:	\$565,244
GARB Principal :	\$241,200
Total Cost:	\$806,444

The Airport has determined that 59.8% of the combined space in Terminal 1 and Concourses A, B and C are eligible for PFC funding. Therefore, the total bond principal costs have been prorated between PFC bond principal and GARB principal using this percentage.

Project No. & Title: 14.11 – Replace Misc. HVAC Equipment, T1 and Concourses – C AHUs, Smoke Fans (Phase 2)

Project Description: This project will replace HVAC equipment in Terminal 1 as well as on Concourses A, B, and C. Five to seven rooftop air handling units would be replaced on the easternmost third of Concourse C.

Project Justification: The air handling units were installed in the early 1980's. All have exceeded their useful lives and some of the exhaust fans have failed in use. There are also HVAC controls on these devices that are getting more difficult to support and their front-end will be replaced by a related project in FY18. Replacement of the additional roof mounted air handling units will increase reliability of the cooling system and ensure water tightness of the building envelope.

PFC Collection Level: \$4.50

Project Funding:

PFC Bond Capital:	\$ 894,488
PFC Financing and Interest:	\$ 514,665
Total PFC Revenue:	\$1,409,153
GARB Principal:	\$ 601,312
Total Cost:	\$2,010,465

The Airport has determined that 59.8% of the combined space in Terminal 1 and Concourses A, B and C are eligible for PFC funding. Therefore, the total bond principal costs have been prorated between PFC bond principal and GARB principal using this percentage.

Project No. & Title: 14.12 – Replace Misc. HVAC Equipment, T2 – E AHU, Hub Server Room (Phase 2)

Project Description: This project will replace an additional three air handling units in the area of gates E29, E31 and E33 of Terminal 2. These units, which supply tempered air to publicly occupied areas of the terminal, were installed in 1984, and have reached the end of their useful life. They nominally provide volumes of 6,000 cubic feet per minute (CFM), 16,000 CFM, and 19,000 CFM. The project will also replace five air handling units in the D concourse near gates E34-40.

Project Justification: The air handling units have become increasingly difficult to maintain due to their age, having been installed in 1984, and need to be replaced. The new air handling units will be more efficient in terms of electrical usage, enhancing the Airport's sustainability.

There are no barriers to competition at STL. This project is not intended to address competition, but rather to maintain the current functionality of the terminal building complex.

PFC Collection Level: \$4.50

Project Funding:

PFC Bond Capital:	\$162,211
PFC Financing and Interest:	\$ 94,038
Total PFC Revenue:	\$256,249
GARB Principal:	\$ 59,389
Total Cost:	\$315,638

The Airport has determined that 73.2% of the space in Terminal 2 is eligible for PFC funding. Therefore, the total bond principal costs have been prorated using this percentage. The balance of the project capital costs will be funded with GARBs.

Project No. & Title: 14.13 – Replace Generators 50 and 80

Project Description: This project includes the replacement of two emergency generators that power Concourse B and C, including associated electrical work. Emergency generator #50 (a 75KW unit) and #80 (a 200KW unit) have both reached the end of their useful life and have a history of failing.

Project Justification: Generator #50 was installed in 1976 and Generator #80 was installed 1978. Both have failed and parts are no longer available. Costs of maintenance and parts have become difficult due to the age of the equipment. The equipment has exceeded its useful life of 25-30 years.

PFC Collection Level: \$4.50

Project Funding:

PFC Bond Capital:	\$348,400
PFC Financing and Interest:	\$223,648
Total PFC Revenue:	\$572,048
GARB Principal:	\$301,600
Total Cost:	\$873,648

The Airport has determined that 53.6% of the combined space in Concourses B and C is eligible for PFC funding. Therefore, the total bond principal costs have been prorated using this percentage. The balance of the project capital costs will be funded with GARBs.

Project No. & Title: 14.14 – Airlock Doors at Terminal 2

Project Description: Install Airlock Door System at Terminal 2 public entrances. These are glazed enclosures with aluminum structural framing, to match the existing curtainwall system. There are six entrances that will be modified by this project, three on Arrivals Level and three on Departures level.

Project Justification: Due to the high passenger numbers using Terminal 2, the entry doors are mostly in the open position, causing drastic cooling and heating losses. By adding a second set of doors, the temperature can be better maintained in the interior of the building.

PFC Collection Level: \$4.50

Project Funding:

PFC Bond Capital:	\$1,500,000
PFC Financing and Interest:	\$ 860,184
Total PFC Revenue:	\$2,360,184
Total Cost:	\$2,360,184

Project No. & Title: 14.15 – Spot Slab Removal & Replacement

Project Description: Replace selective concrete spot slabs throughout the system of roadway pavements. Slabs to be replaced will be saw cut and removed, with new concrete poured to replace the removed pavement.

Locations where this work will occur includes Lambert International Blvd, Air Cargo Road, Cargo City, and Shops Road. All these roads are publicly accessible and maintained and operated by the Airport.

Project Justification: Concrete pavement continues to fail rapidly, creating FOD and resulting in poor ride quality, poor appearance, and inefficient maintenance. Saw cutting and removing of paving sections, principally at construction joints, increases the life of the adjacent pavements and improves safety.

PFC Collection Level: \$4.50

Project Funding:

PFC Bond Capital:	\$1,664,800
PFC Financing and Interest:	\$2,037,760
Total PFC Revenue:	\$3,702,560
Total Cost:	\$3,702,560

Project No. & Title: 14.16 – Uninterruptable Power Supplies (UPS) for T1 & T2 CBIS Controls

Project Description: Provide Uninterruptible Power Supplies (UPS) to control panel and repeater panel power supplies of the CBIS (Checked Bag Inspection System) which serves the outbound baggage sortation conveyors in both terminals. These conveyors transport baggage from ticket counters and curbside check-in locations to baggage makeup units on the apron levels of the terminals, for transport by the airlines to aircraft.

Project Justification: Due to constant changes and/or fluctuations in local utility provided power, an UPS system is needed to allow CBIS panel power supplies to ride through the electrical disturbances without losing power and having to be locally reset. Without an UPS system, the CBIS system will continue to suffer failures when the power fluctuates and trips some of the motor controls, delaying baggage processing on outbound flights.

PFC Collection Level: \$4.50

Project Funding:

PFC Bond Capital:	\$ 700,000
PFC Financing and Interest:	\$ 401,419
Total PFC Revenue:	\$1,101,419
Total Cost:	\$1,101,419