

Rhonda Hamm-Niebruegge
DIRECTOR

July 27, 2018

Ms. Sheila Bridges
 PFC Program Manager
 Federal Aviation Administration
 Airports Division ACE-615E
 901 Locust
 Kansas City, MO 64106-2325

Re: New Passenger Facility Charge Application No. 12

Dear Ms. Bridges:

The City of St. Louis, through its Airport Authority, is submitting to the Federal Aviation Administration a new Passenger Facility Charge ("PFC") application No. 12 for authority to impose and use PFCs for 9 new projects at St. Louis Lambert International Airport (the "Airport"). The application along with the required Attachments are included in this e-mail transmission. The PFC projects related to the application are listed below.

PROPOSED NEW PFC APPLICATION #12 PROJECTS


PFC #	Project Name	Project Cost	AIP Grants	PFCs
12.01	Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment	\$921,808	\$0	\$921,808
12.02	Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment	1,192,928	0	1,192,928
12.03	Reconstruct Taxiway K from Runway 12L-30R to the Cargo Facility - Design	544,000	408,000	136,000
12.04	Reconstruct Taxiway K from Runway 12L-30R to the Cargo Facility - Construction	6,104,000	4,578,000	1,526,000
12.05	Terminal 1 Bag Room Improvements	214,191	0	214,191
12.06	Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment	969,500	0	969,500
12.07	Acquire Replacement Airfield Deicer Truck, 5000 gal with 75' boom	443,200	0	443,200
12.08	Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment	941,800	0	941,800
12.09	Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment	941,800	0	941,800
Total New PFCs		\$12,273,227	\$4,986,000	\$7,287,227

In accordance with FAR 158, Section 158.23, consultations with air carriers were conducted on June 21, 2018. The air carriers were allowed 30 days to provide the Airport with written certification of agreement or disagreement with the application. The Airport received a letter from United Airlines that certified agreement with all projects. Public notice of the proposed projects was posted on the Airport's website beginning on June 20, 2018 and remained posted through July 23, 2018. No public comments were received.

Ms. Sheila Bridges
PFC Program Manager
New PFC Application No. 12
Page Two
July 27, 2018

The City of St. Louis appreciates the opportunity to submit this new PFC application. Please contact Antonio Strong at (314) 426-8026 if you need additional information or clarification during your review.

Sincerely,

A handwritten signature in black ink, appearing to read "Rhonda Hamm-Niebruegge", written over a light gray diagonal watermark.

Rhonda Hamm-Niebruegge
Director of Airports

Cc: Antonio Strong

Confidential
garvinm@stlouis-mo.gov
2020-01-16 13:59:57 +0000

Assurances

A. General.

1. These assurances shall be complied with in the conduct of a project funded with passenger facility charge (PFC) revenue.

2. These assurances are required to be submitted as part of the application for approval of authority to impose a PFC under the provisions of 49 U.S.C. 40117.

3. Upon approval by the Administrator of an application, the public agency is responsible for compliance with these assurances.

B. Public agency certification. The public agency hereby assures and certifies, with respect to this project that:

1. Responsibility and authority of the public agency. It has legal authority to impose a PFC and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the public agency's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the public agency to act in connection with the application.

2. Compliance with regulation. It will comply with all provisions of 14 CFR part 158.

3. Compliance with state and local laws and regulations. It has complied, or will comply, with all applicable State and local laws and regulations.

4. Environmental, airspace and airport layout plan requirements. It will not use PFC revenue on a project until the FAA has notified the public agency that--

- (a) Any actions required under the National Environmental Policy Act of 1969 have been completed;
- (b) The appropriate airspace finding has been made; and
- (c) The FAA Airport Layout Plan with respect to the project has been approved.

5. Nonexclusivity of contractual agreements. It will not enter into an exclusive long-term lease or use agreement with an air carrier or foreign air carrier for projects funded by PFC revenue. Such leases or use agreements will not preclude the public agency from funding, developing, or assigning new capacity at the airport with PFC revenue.

6. Carryover provisions. It will not enter into any lease or use agreement with any air carrier or foreign air carrier for any facility financed in whole or in part with revenue derived from a passenger facility charge if such agreement for such facility contains a carryover provision regarding a renewal option which, upon expiration of the original lease, would operate to automatically extend the term of such agreement with such carrier in preference to any potentially competing air carrier or foreign air carrier seeking to negotiate a lease or use agreement for such facilities.

7. Competitive access. It agrees that any lease or use agreements between the public agency and any air carrier or foreign air carrier for any facility financed in whole or in part with revenue derived from a passenger facility charge will contain a provision that permits the public agency to terminate the lease or use agreement if:

- (a) The air carrier or foreign air carrier has an exclusive lease or use agreement for existing facilities at such airport; and
- (b) Any portion of its existing exclusive use facilities is not fully utilized and is not made available for use by potentially competing air carriers or foreign air carriers.

8. Rates, fees and charges.

- (a) It will not treat PFC revenue as airport revenue for the purpose of establishing a rate, fee or charge pursuant to a contract with an air carrier or foreign air carrier.
- (b) It will not include in its rate base by means of depreciation, amortization, or any other method, that portion of the capital costs of a project paid for by PFC revenue for the

purpose of establishing a rate, fee or charge pursuant to a contract with an air carrier or foreign air carrier.

(c) Notwithstanding the limitation provided in subparagraph (b), with respect to a project for terminal development, gates and related areas, or a facility occupied or used by one or more air carriers or foreign air carriers on an exclusive or preferential basis, the rates, fees, and charges payable by such carriers that use such facilities will be no less than the rates, fees, and charges paid by such carriers using similar facilities at the airport that were not financed by PFC revenue.

9. Standards and specifications. It will carry out the project in accordance with FAA airport design, construction and equipment standards and specifications contained in advisory circulars current on the date of project approval.

10. Recordkeeping and Audit. It will maintain an accounting record for audit purposes for a period of 3 years after completion of the project. All records will satisfy the requirements of 14 CFR part 158 and will contain documentary evidence for all items of project costs.

11. Reports. It will submit reports in accordance with the requirements of 14 CFR part 158, subpart D, and as the Administrator may reasonably request.

12. Airport Noise and Capacity Act of 1990. It understands 49 U.S.C. 47524 and 47526 require the authority to impose a PFC be terminated if the Administrator determines the public agency has failed to comply with that act or with the implementing regulations promulgated thereunder.



**Federal Aviation
Administration**
U. S. Department of Transportation

PASSENGER FACILITY CHARGE (PFC) APPLICATION

1. Application Type (Check all that apply)

☒ a. Impose PFC Charges

☒ b. Use PFC Revenue

☐ c. Amend PFC No. _____

FAA USE ONLY

Date Received _____

PFC Number _____

PART I

2. Public Agency Name, Address, and Contact Person

Agency Name City of St. Louis Airport Authority

Address P.O. Box 10212

City, State, ZIP St. Louis, MO 63145-0212

Contact Person Rhonda Hamm-Niebruegge

3. Airport(s) to Use

St. Louis Lambert
International Airport

4. Consultation Dates

a. Date of Written Notice to Air Carriers:
May 15, 2018

b. Date of Consultation Meeting with Air
Carriers: June 21, 2018

c. Date of Public Notice
June 20, 2018

PART II

5. Charges

a. Airport to Impose

St. Louis Lambert
International Airport

b. Level

☐ \$1.00 ☐ \$2.00 ☒ \$3.00

☐ \$4.00 ☒ \$4.50

c. Total Estimated PFC
Revenue by Level

Impose \$5,625,227

Use \$5,625,227

Impose 1,662,000

Use 1,662,000

d. Proposed Effective
Date:

November 1, 2025

e. Estimated Expiration
Date:

January 1, 2026

PART III

6. Attachments (Check all that Apply)

Attached

a. ☒
b. ☒
c. ☒
d. ☒
e. ☐
f. ☐
g. ☒
h. ☐
i. ☒

Submitted with Application Number

☐
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Document

Airport Capital Improvement Plan
Project Information (Attachment B)
Air Carrier Consultation and Public Notice Information
Request to Exclude Class(es) of Carriers
Alternative Uses/Projects
Competition Plan/Update
ALP/Airspace/Environmental
Notice of Intent Project Information
Project Drawings and Information

PART IV

7. With respect to this PFC application I hereby certify as follows:

To the best of my knowledge and belief, all data in this application are true and correct;
This application has been duly authorized by the governing body of the public agency;
The public agency will comply with the assurances (Appendix A to Part 158) if the application is approved;
For those projects for which approval to use PFC revenue is requested, all applicable ALP approvals, airspace determinations, and environmental reviews required by the National Environmental Policy Act have been completed.
If required, the public agency has submitted a competition plan in accordance with 49 U.S.C. 47106(f); and
If required by 49 U.S.C. 40117(d)(4), adequate provision for financing the airside needs, including runways, taxiways, aprons, and gates, has been made by the public agency.

a. Typed Name of Authorized Representative

Rhonda Hamm-Niebruegge

b. Title
Director of Airport

d. E-mail Address
RKHamm-Niebruegge@flystl.com

c. Telephone Number
(314) 426-8020

e. Fax Number
(314) 426-5733

f. Signature of Authorized Representative

Rhonda Hamm-Niebruegge

g. Date Signed

7/26/18

Paperwork Reduction Act Burden Statement: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0557. Public reporting for this collection of information is estimated to be approximately 5-80 hours per response, depending on the complexity of the PFC collection. The use of the form is required to obtain FAA approval of authority to collect PFC revenue (49 U.S.C. 40117 (c)). The FAA will use collected data to determine eligibility for collecting PFC revenues for airport development projects related to safety, security, or capacity of the national air transportation system; or which reduce noise or mitigate noise impacts resulting from an airport; or furnish opportunities for enhanced competition between or among air carriers. No assurance of confidentiality is necessary or provided. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the FAA at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ASP-110.

ATTACHMENT A

AIRPORT FINANCIAL PLANS

1. CAPITAL IMPROVEMENT PLAN

The Airport's proposed Capital Improvement Program (CIP) for fiscal years (FY) 2017 to 2021 is presented in **Table A-1**. This table includes planned expenditures and preferred funding sources for each CIP project. The timing of certain projects will be based upon the completion of planning and design work, the development of refined cost estimates, and the availability and timing of AIP grants, PFC funds and bond funds. The total estimated cost of the CIP from FY 2017 to 2021 is approximately \$226.5 million. A summary of the CIP by funding source is shown on the last page of **Table A-1** and is restated below:

<u>Funding Source</u>	<u>Total Cost FY 2017-2021</u>
AIP Entitlements	\$ 12,188,522
AIP Discretionary	\$ 78,291,846
Pay-As-You-Go PFCs	\$ 29,264,513
Airport Development Funds (ADF)	\$ 30,425,025
General Airport Revenue Bonds (GARBs)	\$ 72,289,866
Other (State Grant or FAA Land Sale)	<u>\$ 4,040,500</u>
TOTAL – All Funding Sources	\$226,500,272

Table A-1

- See attached '5yr CIP Funding Plan' file -

2. PFC Financial Plan

The PFC Financial Plan includes projects that are planned to be funded in whole or in part with PFCs during FY 2018 to FY 2022. The Plan provides detailed assumptions regarding the funding for the approved and proposed PFC projects.

Enplaned Passengers

Table A-2 shows historical and projected enplanements and growth rates at the Airport from FY 2009 to FY 2026. Total enplanements are forecast to increase by 4.6 percent in FY 2018 mainly due to a new airline starting operations at the Airport. Enplanements from FYs 2018 through 2026 are forecast to increase, on average, by approximately 2.0 percent per year.

**Table A-2
St. Louis Lambert International Airport
Historical and Projected Enplanements**

Fiscal Year	Enplanements	% Change
Historical		
2009	6,658,831	--
2010	6,276,712	-5.7%
2011	6,211,295	-1.0%
2012	6,350,726	2.2%
2013	6,386,474	0.6%
2014	6,177,145	-3.3%
2015	6,267,734	1.5%
2016	6,669,082	6.4%
2017	7,186,894	7.8%
Projected		
2018	7,520,642	4.6%
2019	7,738,983	2.9%
2020	7,832,412	1.2%
2021	7,904,568	0.9%
2022	8,018,204	1.4%
2023	8,243,246	2.8%
2024	8,501,858	3.1%
2025	8,691,023	2.2%
2026	8,838,152	1.7%
Average Annual Growth Rate		
2008-2017		0.96%
2017-2026		2.04%

Sources: Historical enplanements obtained from Airport records. Future enplanements are projected by Unison based upon a May 2017 update of the multivariate regression model.

AIP Entitlement Projections

Table A-3 shows the projection of Airport Improvement Program (“AIP”) passenger entitlement funds. AIP passenger entitlement funds are projected to increase from approximately \$2.5 million in Federal Fiscal Year (“FFY”) 2018 to \$2.7 million in FFY 2022. At the \$4.50 PFC collection rate applicable during this period, entitlements are reduced by 75 percent.

PFC Revenue Projections

Table A-4 shows the projection of PFC revenues and the projected PFC Fund Balance during the FYs 2018 through 2022. Based on an analysis of historical PFC data, the PFC revenue projection assumes that 11% of the projected enplanements will be ineligible for PFC collections. For FYs 2018 through 2022, PFC revenues are based upon a \$4.50 PFC rate less an airline collection fee of \$0.11 per enplaned passenger. Net PFC revenues are projected to increase from \$29.4 million in FY 2018 to \$31.8 million in FY 2022.

Uses of PFC Funds

Table A-5 projects the sources and uses of PFC funds. Total sources for the period FY 2018 to 2022 are estimated to be approximately \$181.1 million, which is comprised of a beginning balance of approximately \$27.1 million, approximately \$152.4 million in net PFC revenues, and approximately \$1.6 million of interest income.

Total uses for the period FY 2018 to 2022 are estimated to be approximately \$136.0 million, which includes approximately \$29.2 million for PFC Pay-As-You-Go projects and approximately \$106.8 million for scheduled GARB Debt Service Paid with PFCs. Approval of the new PFC #12 Application will extend the estimated collection end date of the Airport’s PFC program to January 1, 2026.

In 2022, there is a projected balance in the PFC fund of approximately \$45.0 million. This fund balance plus additional PFC collections will be utilized for future debt service payments on the PFC Backed Bonds.

Table A-3
St. Louis Lambert International Airport
AIP Passenger Entitlement Projection

		Federal Fiscal Years				
		2018	2019	2020	2021	2022
Enplanements (1)		6,793,076	6,927,988	7,353,768	7,629,813	7,832,412
First 50,000 Passengers	\$15.60	\$780,000	\$780,000	\$780,000	\$780,000	\$780,000
Next 50,000 Passengers	\$10.40	520,000	520,000	520,000	520,000	520,000
Next 400,000 Passengers	\$5.20	2,080,000	2,080,000	2,080,000	2,080,000	2,080,000
Next 500,000 Passengers	\$1.30	650,000	650,000	650,000	650,000	650,000
Passengers over 1,000,000	\$1.00	5,793,100	5,928,000	6,353,800	6,629,800	6,832,400
		\$9,823,100	\$9,958,000	\$10,383,800	\$10,659,800	\$10,862,400
Reduction due to PFC (2)		(7,367,325)	(7,468,500)	(7,787,850)	(7,994,850)	(8,146,800)
Total Passenger Entitlements		\$2,455,775	\$2,489,500	\$2,595,950	\$2,664,950	\$2,715,600

(1) Enplanements from two years prior are used for calculating each year's entitlements. For example, the CY 2016 enplanements per the FAA ACAIS Report are used in the AIP entitlement calculation for FFY 2018.

(2) Under FAA regulations, a \$4.50 PFC rate results in a 75% reduction in AIP entitlements.

Table A-4
St. Louis Lambert International Airport
Calculation of PFC Revenues

	Fiscal Years				
	2018	2019	2020	2021	2022
Total Projected Enplanements (1)	7,520,642	7,738,983	7,832,412	7,904,568	8,018,204
Less:					
Ineligible Traffic - 11% (2)	(827,271)	(851,288)	(861,565)	(869,502)	(424,965)
PFC Eligible Enplanements	6,693,371	6,887,695	6,970,847	7,035,066	7,593,239
Gross PFC Revenue (3)	\$30,120,171	\$30,994,627	\$31,368,810	\$31,657,795	\$34,169,576
Airline Collection Fee \$0.11 per eligible enplanement	(736,271)	(757,646)	(766,793)	(773,857)	(2,413,891)
Net PFC Revenue	\$29,383,900	\$30,236,980	\$30,602,017	\$30,883,938	\$31,755,686

(1) Source: Unison Consulting, Inc. enplanement projection (Table V-1).

(2) Ineligible traffic includes passengers on exempt carriers (which is any class of carrier that constitutes less than 1% of annually enplaned passengers, frequent flyer passengers, and passengers on the third segment of a trip) and is estimated to be approximately 11%.

(3) Assumes \$4.50 PFC collection rate through the projection period.

Table A-5
St. Louis Lambert International Airport
Sources and Uses of PFC Funds
For Fiscal Years 2018-2022

	2018	2019	2020	2021	2022	Total
PFC Beginning Balance (1)	\$27,059,814	\$28,635,334	\$26,052,827	\$30,805,296	\$35,025,329	\$27,059,814
<u>PFC Sources :</u>						
Enplaned Passengers (2)	7,520,642	7,738,983	7,832,412	7,904,568	8,018,204	--
Percentage Increase (Decrease)	5.11%	2.90%	1.21%	0.92%	1.44%	
Eligible Enplaned Passengers	6,693,371	6,887,695	6,970,847	7,035,066	7,136,202	--
PFC Collections (3)	\$30,120,171	\$30,994,627	\$31,368,810	\$31,657,795	\$32,112,907	\$156,254,310
Less : Airline Collection Fee	(736,271)	(757,646)	(766,793)	(773,857)	(784,982)	(\$3,819,550)
PFC Revenues (3)	\$29,383,900	\$30,236,980	\$30,602,017	\$30,883,938	\$31,327,925	\$152,434,760
Interest Income (4)	278,476	273,441	284,291	329,153	400,250	\$1,565,610
Total Sources (5)	\$56,722,190	\$59,145,755	\$56,939,135	\$62,018,387	\$66,753,503	\$181,060,184
<u>PFC Uses :</u>						
Pay-As-You-Go (6):						
Approved Projects	(6,905,646)	(8,217,069)	0	0	0	(\$15,122,715)
PFC #12 Projects	(136,000)	(3,854,927)	(3,296,300)	0	0	(\$7,287,227)
Future PFC Projects	0	0	(1,588,308)	(5,266,032)	0	(\$6,854,340)
GARB Debt Service Paid with PFCs :						
Series 2001 Bonds (7)	(19,185,866)	(19,162,063)	(19,382,062)	(19,865,488)	(19,865,469)	(\$97,460,948)
Series 2009 Bonds (7)	(1,859,344)	(1,858,869)	(1,867,169)	(1,861,538)	(1,863,456)	(\$9,310,376)
Total PFC Uses	(\$28,086,856)	(\$33,092,928)	(\$26,133,839)	(\$26,993,058)	(\$21,728,925)	(\$136,035,606)
PFC Ending Balance in PFC Fund	\$28,635,334	\$26,052,827	\$30,805,296	\$35,025,329	\$45,024,578	\$45,024,578

(1) Source: PFC Quarterly Report of 6/30/17 for 2018 beginning balance.

(2) Enplanements were taken from Unison's May 2017 Enplanement Forecast.

(3) Calculated by Unison. Assumes a \$4.50 PFC collection rate.

(4) Calculated assuming 1% of average annual balance.

(5) Total sources include the PFC Beginning Balance in each year.

(6) Source: CIP.

(7) Source: Bond Payment Schedules for PFC Backed Bonds. Series 2001 debt service reflects the Series 2005, 2007, 2015, and 2017 bond refundings.

ATTACHMENT C

AIR CARRIER CONSULTATION SUMMARY

Summary of Air Carrier Consultation and Public Notification

Attachments:

- C – 1. Air Carrier Consultation Meeting Letter
- C – 2. Copies of Air Carriers' Letters of Agreement / Disagreement
- C – 3. Copy of Public Notice and of Screenshot

ATTACHMENT C

SUMMARY OF AIR CARRIER CONSULTATION AND PUBLIC NOTIFICATION

On May 15, 2018, St. Louis Lambert International Airport (the "Airport") sent a letter of notification of an air carrier consultation meeting to forty-five air carriers reported by the FAA to have served the Airport in 2016 for the purpose of reviewing the proposed Passenger Facility Charge (PFC) application. The notification letter included a description of the proposed PFC projects, the proposed PFC level, the PFC collection effective and end dates, total PFC revenues to be collected, the class of air carriers to be excluded from the collection, and the date, time and location of the air carrier consultation meeting. A copy of the notice letter is included in **Attachment C-1**.

A consultation package was sent to the signatory passenger air carriers on June 14, 2018, which included detailed PFC project descriptions and a PFC Financial Plan. Copies of the Air Carrier Consultation Package were also made available at the consultation meeting, and a copy of the Air Carrier Consultation Package was also forwarded to the FAA. Representatives from, Air Choice One, Alaska Airlines, Delta Airlines, United Airlines, Southwest Airlines, Cape Air, United Parcel Services, and American Airlines participated in the air carrier consultation meeting and discussed the proposed PFC projects.

Table C-1 summarizes the air carriers that were notified of the June 21, 2018 meeting, were represented in the air carrier consultation meeting, and sent letters certifying agreement with the proposed PFC projects.

One air carrier responded with a letter certifying agreement with each of the PFC projects. A copy of the letter is included in **Attachment C-2**.

From June 20, 2018 until July 23, 2018, the Airport posted a public notice on its website for the purpose of inviting public comment on the proposed PFC application. A copy of the website notice and the full text of the public notice are included in **Attachment C-3**. No public comments were received within the thirty-day comment period.

Table C-1
St. Louis Lambert International Airport
Summary of Air Carrier Notification and Participation

Air Carrier	Notified	Representative Attended Meeting	Sent Certification
Aerodynamics, Inc.	Yes	No	No
Air Aisle	Yes	No	No
Air Canada Jazz Air	Yes	No	No
Air Choice One	Yes	Yes	No
Air Georgian	Yes	No	No
Air Wisconsin	Yes	No	No
Alaska Airlines	Yes	Yes	No
Ameristar Air Cargo, Inc.	Yes	No	No
American Airlines	Yes	Yes	No
Atlas	Yes	No	No
AvJet	Yes	No	No
Cape Air	Yes	Yes	No
Chartright	Yes	No	No
Charter Air Transport	Yes	No	No
Compass Airlines	Yes	No	No
Contour Airlines	Yes	No	No
Delta Airlines	Yes	Yes	No
Eastern Airlines	Yes	No	No
Endeavor	Yes	No	No
Envoy	Yes	No	No
Express Jet Airlines	Yes	No	No
Federal Express, Inc.	Yes	No	No
Frontier Airlines	Yes	No	No
GoJet Airlines	Yes	No	No
Mesa Airlines	Yes	No	No
Miami Air International	Yes	No	No
Multi-Aero	Yes	No	No
Nolinor Aviation	Yes	No	No
Omni Air Express	Yes	No	No
PSA Airlines	Yes	No	No
Republic Airlines	Yes	No	No
Serra Pacific Airlines	Yes	No	No
Shuttle America	Yes	No	No
Sky King/Songbird Airways	Yes	No	No
Skywest Airlines	Yes	No	No
Southwest Airlines	Yes	Yes	No
Sun Country Airlines	Yes	No	No
Swift Air	Yes	No	No
Tradewind Aviation	Yes	No	No
Trans States Airlines	Yes	No	No
United Airlines	Yes	Yes	Yes
United Parcel Service, Inc.	Yes	Yes	No

US Airways	Yes	No	No
Vision	Yes	No	No
Vistajet Limited	Yes	No	No
World Atlantic Airlines	Yes	No	No
Xtra Airways	Yes	No	No

Confidential
garvinm@stlouis-mo.gov
2020-01-16 13:59:57 +0000

ATTACHMENT C-1

AIR CARRIER CONSULTATION MEETING LETTER

Confidential
garvinm@stlouis-mo.gov
2020-01-16 13:59:57 +0000

Rhonda Hamm-Niebruegge
DIRECTOR

May 15, 2018

To: Persons on Attached Distribution List

Re: Air Carrier PFC Consultation Meeting

Dear Air Carrier Representative:

The City of St. Louis, through its Airport Authority, intends to file a new Passenger Facility Charge ("PFC") application (PFC #12) with the Federal Aviation Administration (the "FAA") to provide funding for nine (9) new projects at St. Louis Lambert International Airport on June 21, 2018.

Part 158 of the Code of Federal Regulations (14 CFR Part 158), "Passenger Facility Charges" (effective June 28, 1991), states that the public agency shall provide the air carriers with thirty (30) to forty-five (45) days advanced written notice of the scheduled consultation meeting date. The issuance of this letter provides the air carriers the required advance notice.

As required by Section 158.23 of 14 CFR Part 158, this notice is being provided to all air carriers with a significant business interest at the Airport now and during CY 2016. The following paragraphs provide the information required under this section:

THE PFC LEVEL, EFFECTIVE DATE, AND TOTAL PROJECTED PFC REVENUE

The new application will be submitted at a \$3.00 collection rate with a proposed effective date of November 1, 2025. The estimated charge expiration date of the County's PFC program would be extended to January 1, 2026. Total additional PFC revenues of \$7,287,227 will be collected under PFC #12. **Table 1A** lists the proposed PFC #12 projects and the proposed PFC collection amount for each project.

DESCRIPTION OF PROJECTS

Brief descriptions of the proposed PFC #12 projects are presented in **Attachment A** to this letter. A complete description of each proposed PFC project, its justification, start and completion dates, cost detail, and its sources of funding will be sent in advance of the meeting to representatives of the airlines currently providing scheduled passenger service and will also be available at the consultation meeting.

REQUEST THAT A CLASS OF CARRIERS NOT BE REQUIRED TO COLLECT PFCs

In accordance with Section 158.11, the Airport may request in its application to the FAA that a class of air carriers not be required to collect PFCs if the number of passengers enplaned by the carriers in the class constitutes no more than 1.0% of the total number of passengers enplaned annually at the Airport. For this reason, the Airport will request in PFC #12 that all Air Taxi/Commercial operators filing FAA Form 1800-31 be exempted from collection of the charge.

The Air Taxi/Commercial operators filing FAA Form 1800-31 that reported operations and enplanements at the Airport in 2016 are as follows:

<u>CARRIER</u>	<u>ANNUAL ENPLANEMENTS</u>
Aero Jet Services LLC	8
Air Exec, Inc.	1
Executive Air Charter of Boca Raton	4
Tulip City Air Service, Inc.	8
Ultimate Jetcharters LLC	151
Total	172

The number of passengers enplaned annually by this class of carrier represents 0.003% of total calendar year 2016 enplanements of 6,793,076. The Airport's request for this exemption is based on the fact that administration costs for the Airport and the air taxi operators in attempting to track these operations would far exceed the estimated annual revenue of approximately \$497 from this class of carriers.

DATE AND LOCATION OF MEETING TO PRESENT THE PROJECTS LISTED HEREIN

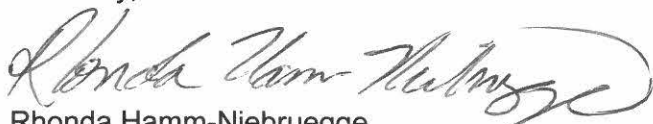
Date: June 21, 2018
Time: 10:00 AM CST
Location: St. Louis Lambert International Airport
Airport Director's Conference Room
10701 Lambert International Boulevard; MTN-2276
St. Louis, MO 63145-0212

For those representatives who cannot attend this meeting in person, you may participate by calling 712-432-1574, Access Code: 14552529.

Any questions regarding this notice or the proposed PFC application should be addressed to Mr. Antonio Strong, whose contact information is included in the Notice below.

We look forward to your participation at the meeting on June 21, 2018.

Sincerely,



Rhonda Hamm-Niebruegge
Director of Airports

NOTICE:

Pursuant to Section 158.23(c)(i) of the Federal Aviation Regulations, each air carrier is required to provide within 30 days of the receipt of this notice a written acknowledgment of receipt of this notice. Please address such acknowledgment to:

Mr. Antonio F. Strong
Airport Deputy Director
Finance & Administration
St. Louis Lambert International Airport
10701 Lambert International Blvd.
MTN-2276
St. Louis, MO 63145-0212

PHONE #: (314) 426-8026

Confidential
garvinm@stlouis-mo.gov
2020-01-16 13:59:57 +0000

TABLE 1A
ST. LOUIS LAMBERT INTERNATIONAL AIRPORT

PROPOSED NEW PFC PROJECTS

PFC #	Project Name	Project Cost	Other Funding	PFCs
12.01	Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment	\$921,808	\$0	\$921,808
12.02	Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment	1,192,928	0	1,192,928
12.03	Reconstruct Taxiway K from Runway 12L-30R to the Cargo Facility - Design	544,000	408,000	136,000
12.04	Reconstruct Taxiway K from Runway 12L-30R to the Cargo Facility - Construction	6,104,000	4,578,000	1,526,000
12.05	Terminal 1 Bag Room Improvements	214,191	0	214,191
12.06	Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment	969,500	0	969,500
12.07	Acquire Replacement Airfield Deicer Truck, 5000 gal with 75' boom	443,200	0	443,200
12.08	Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment	941,800	0	941,800
12.09	Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment	941,800	0	941,800
	Total New PFCs	\$12,273,227	\$4,986,000	\$7,287,227

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2020-01-16 13:59:57 +0000

**St. Louis Lambert International Airport
Air Carrier Notification Letter Mailing List
Based upon FAA's 2016 ACAIS Report**

Air Alsie

Lufthavnsvej 3
6400 Sønderborg
Denmark

Mr. Scott Monsen
VP Finance & Chief Financial Officer
Air Georgian
2450 Derry Road East, Shell
Aerocentre
Mississauga, ON, Canada L5S 1B2

Ms. Jennifer Pysher
Manager of Properties & Airport Affairs
Corporate Real Estate
American Airlines, Inc.
4333 Amon Carter Blvd., MD 5317
Fort Worth, TX 76155

Mr. Charles J. "Chuck" Ferrara, Jr.
Vice President, Airport Services
Cape Air
300 Term C – Logan Int'l Airport
East Boston, MA 02128

Mr. Terry Basham
VP of Operational Services
Compass Airlines, Inc.
C/O Trans States Airlines
11495 Navaid Rd.
Suite 340
Bridgeton, MO 63044

Eastern Airlines Group, Inc.
4200 NW 36th St
Miami, FL 33166

Ms. Tosha Sorenson
Regional Manager – Airport Planning
Frontier Airlines, Inc.
7001 Tower Road
Denver, CO 80249

Miami Air International
5000 NW 36th St #307
Miami, FL 33122

Ms. Jennifer Pysher
Manager of Properties & Airport Affairs
Corporate Real Estate
PSA Airlines
4333 Amon Carter Blvd., MD 5317
Fort Worth, TX 76155

Ms. Angelisa Taylor
Real Estate Program Manager
Air Canada/Air Canada Jazz
8050 22nd Street NE
Calgary, Alberta T2E 7H6
CANADA

Ms. Amy Brown
Customer Service Planning –
Manager
Air Wisconsin Airlines Corp.
5211 Eastview Street
Cheyenne, WY 82001

Atlas
2000 Westchester Ave.
Purchase, NY 10577-2543

**Via Airlines D/B/A Charter Air
Transport**
218 Jackson St
Maitland, FL 32751

Mr. Derrick Denny
Regional Director – Properties and
Facilities
Delta Airlines, Inc.
P.O Box 20706
1030 Delta Blvd., Dept. 877/Office
4SW8
Atlanta, GA 30354-1989
Mr. Bill Buchholz
Manager – Corporate Real Estate
ORD, Northeast & Canada
Envoy
4301 Regent Boulevard
Irving, TX 75063

Mr. Terry Basham
VP of Operational Services
GoJet Airlines LLC
11495 Navaid Road
Bridgeton, MO 63044

Multi-Aero, Inc.
1436 Perrine Rd, Building E
Farmington, MO 63640

Mr. Marcus Menish
Director, Properties and Facilities
Republic Airlines, Inc.
Republic Airways Holdings
8909 Purdue Road, #300
Indianapolis, IN 46268

Mr. Shane Storz
President
Cc: Mr. Larry Curtis
Air Choice One
12300 Old Tesson Road
Suite 200F
St. Louis, MO 63128

Mr. Rick Duncan
Real Estate
Alaska Airlines, Inc.
P.O. Box 68900-SEAPZ
Seattle, WA 98168-0900

Mr. Gregory L. Wilcox
Director of Operations
Avjet
4301 Empire Avenue
Burbank, CA 91505

Chartright
2450 Derry Rd E
Hangar 3
Mississauga, Ontario
L5S 1B2

Ms. Patricia Davanzo
Director, Ground Operations
Endeavor
7500 Airline Drive, M.S. 10P
Minneapolis, MN 55450-1101

Mr. Matthew Blagdon, Manager
Properties and Airport Affairs
ExpressJet Airlines, Inc.
17445 JFK Boulevard
Houston, TX 77032

Ms. Jennifer Efflandt
Legal Contracts
Mesa Airlines, Inc.
410 N. 44th Street, Ste. 700
Phoenix, AZ 85008

Nolinor Aviation, Inc
11600, rue Louis-Bisson
Mirabel, Québec J7N 1G9

Mr. Marcus Menish
Director, Properties and Facilities
Shuttle America Corp.
Republic Airways Holdings
8909 Purdue Road, #300
Indianapolis, IN 46268

Sierra Pacific Airlines
7700 N Business Park Dr.
Tucson, AZ 85743

Ms. Linda Macey
Committee Chairman Airport Affairs
Southwest Airlines Co.
P.O. Box 36611 – Love Field
2702 Love Field Drive, HDQ 4PF
Dallas, TX 75235-1611

Tradewind Aviation LLC
Waterbury-Oxford Airport
5 Juliano Drive
Oxford, CT 06478

Ms. Jennifer Mills-Pysher
Regional Manager - Airport Property
US Airways, Inc.
4000 E. Sky Harbor Blvd.
Phoenix, AZ 85034

Mr. John Zammit
Senior Analyst Operation &
Maintenance
Vistajet Limited
SkyParks Business Centre Ltd.
Malta International Airport
Luqa LQA 4000
Malta

Caribbean Sun Airlines
DBA World Atlantic Airlines
6355 NW 36th Street, Ste. 100
Virginian Gardens, FL 33166

Ms. Teri Kerichenko
Airport Relations & Development
Federal Express Corporation
3680 Hacks Cross Road
Bldg. H, 3rd Floor
Memphis, TN 38125

Sky King Inc./Songbird Airways
121 Alhambra Plaza, Suite 1700
Coral Gables, FL 33134

Sun Country Airlines
1300 Mendota Heights Road
Mendota Heights, MN 55120

Mr. Terry Basham
VP of Operational Services
Trans States Airlines, Inc.
11495 Navaid Road, Suite 340
Bridgeton, MO 63044

Vision
2705 Airport Drive
Las Vegas, NV 89032

Aerodynamics, Inc.
114 Townpark Drive
Suite 500
Kennesaw, GA 30144

CFM Inc.
DBA Contour Airlines
808 Blue Angel Way
Smyrna, TN 37167

Ms. Sheila Bridges
Grants Programming Specialist &
PFC Program Manager
Federal Aviation Administration
Airports Division ACE-615E
901 Locust
Kansas City, MO 64106-2325

Ms. Kelly Lane
Properties & Facilities
Manager - Airport Affairs
Skywest Airlines, Inc.
444 South River Road
St. George, UT 84790

Swift Air, LLC.
Operations Headquarters
2406 South 24th Street
Suite E-102
Phoenix, Arizona 85034

Mr. Saul Andrade
Regional Manager – Airport Affairs
Corporate Real Estate
United Airlines, Inc.
HDQIZ – 10th Floor
233 S. Wacker Drive
Chicago, IL 60606

Xtra
121 Alhambra Plaza, Suite 1700
Coral Gables, FL 33134

Ameristar Air Cargo, Inc.
4400 Glenn Curtiss Dr. #202
Addison, TX 75001

Omni Air Express
3303 North Sheridan Road
Tulsa, OK 74158

ATTACHMENT A

ST. LOUIS LAMBERT INTERNATIONAL AIRPORT DESCRIPTION OF PROPOSED PFC PROJECTS

New Projects

12.01 Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment (\$3.00 PFC level)

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 SICP.

12.02 Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment (\$3.00 PFC level)

The project consists of purchasing a snow removal 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 SICP.

12.03 Reconstruct Taxiway K from Runway 12L-30R to the Cargo Facility – Design (\$4.50 PFC level)

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 existing pavement on Taxiway Kilo north of 12L-30R has a pavement condition index 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.

12.04 Reconstruct Taxiway K from Runway 12L-30R to the Cargo Facility – Construction (\$4.50 PFC level)

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 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.

12.05 Terminal 1 Bag Room Improvements (\$3.00 PFC level)

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.

12.06 Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment (\$3.00 PFC Level)

The project consists of purchasing a snow removal 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 SICP.

12.07 Acquire Replacement Airfield Deicer Truck, 5000 gal with 75' boom \$3.00 PFC level)

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 SICP. The existing unit #175 was purchased with local funds.

12.08 Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment (\$3.00 PFC level)

The project consists of purchasing a snow removal 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 SICP.

12.09 Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment (\$3.00 PFC level)

The project consists of purchasing a snow removal 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 SICP.

ATTACHMENT C-2

COPIES OF AIR CARRIERS' LETTERS OF AGREEMENT /
DISAGREEMENT

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2020-01-16 13:59:57 +0000



Jennifer Huang
Regional Manager, Airport Affairs
Corporate Real Estate

Sent via Electronic Mail

July 19, 2018

Mr. Antonio Strong
Deputy Director
Finance & Administration
St. Louis Lambert International Airport
10701 Lambert International Blvd.
St. Louis, MO 63145

RE: Certification of Agreement/Disagreement Re: St. Louis Lambert International Airport's Application #12

Dear Mr. Strong:

Pursuant to FAA's 14 CFR Part 158, Section 158.23, this letter and attachment hereto shall serve as United Airlines, Inc.'s Certification of Agreement or Disagreement with respect to the projects included with the St. Louis Lambert International Airport's proposed PFC application above.

It is our understanding that the PFC eligible projects, by statute, are those that:

- preserve or enhance the safety, capacity or security of the national air transportation system;
- reduce or mitigate airport noise impacts; or
- provide opportunities for enhanced competition among or between carriers.

In addition, we interpret the requirement that PFC-funded projects also generally qualify as AIP-eligible projects, mandating that PFC-funded projects be limited to those programs for which an immediate and justifiable need can be demonstrated. Projects that cannot be justified based upon substantiated current needs should be eliminated from the proposed PFC application and deferred for PFC application at a time when the need can be substantiated. Therefore, agreement cannot be provided for those projects that are based on long-term projections for growth, or projects that do not meet the criteria established by statute.

In the event that specific elements of a project or projects are eliminated or changed prior to or after the filing by the St. Louis Lambert International Airport of the PFC application with the FAA, it is requested the St. Louis Lambert International Airport provide notification to the undersigned and the respective air carrier of such changes.

We appreciate your partnership and look forward to working with the St. Louis Lambert International Airport in developing and maintaining an airport facility that will meet the needs of the traveling public and the carriers serving St. Louis and the surrounding area. Please do not hesitate to contact me at (872) 825-4881 or via email at jennifer.huang@united.com with any questions.

Sincerely,

A handwritten signature in black ink, appearing to be "J Huang", written over a light blue horizontal line.

Jennifer Huang
Regional Manager, Airport Affairs, Corporate Real Estate

United Airlines, Inc.
Certification of Agreement or Disagreement
St. Louis Lambert International Airport's Proposed PFC Application #12

1. Project: Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment
Position: Certification of Agreement
Comments: None
2. Project: Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment
Position: Certification of Agreement
Comments: None
3. Project: Reconstruct Taxiway K from Runway 12L-30R to the Cargo Facility - Design
Position: Certification of Agreement
Comments: None
4. Project: Reconstruct Taxiway K from Runway 12L-30R to the Cargo Facility - Construction
Position: Certification of Agreement
Comments: None
5. Project: Terminal 1 Bag Room Improvement
Position: Certification of Agreement
Comments: None
6. Project: Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment
Position: Certification of Agreement
Comments: None
7. Project: Acquire Replacement Airfield Deicer Truck, 5000 gal with 75'boom
Position: Certification of Agreement
Comments: None
8. Project: Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment
Position: Certification of Agreement
Comments: None
9. Project: Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment
Position: Certification of Agreement
Comments: None

ATTACHMENT C-3

COPY OF PUBLIC NOTICE AND OF SCREENSHOT

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2020-01-16 13:59:57 +0000

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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- 2015-2020 Strategic Plan
- STL Strategic Plan FY2015 Report
- STL Strategic Plan FY2016 Report
- STL Strategic Plan FY2017 Report

Lambert Art & Culture Program

- Airport Art Advisory Committee meeting March 27, 2018 Agenda

Airport Operations

- 2012 Diversion Plan

Financial/FAA

- STL 2018 PFC Application Notice

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ATTACHMENT D

REQUEST TO EXCLUDE CARRIERS

In accordance with Section 158.11, the Airport may request in its application to the FAA that a class of air carriers not be required to collect PFCs if the number of passengers enplaned by the carriers in the class constitutes no more than 1.0% of the total number of passengers enplaned annually at the Airport. For this reason, the Airport is requesting in PFC #12 that all Air Taxi/Commercial operators filing FAA Form 1800-31 be exempted from collection of the charge. The Air Taxi/Commercial operators filing FAA Form 1800-31 that reported operations and enplanements at the Airport in 2016 are as follows:

<u>CARRIER</u>	<u>ANNUAL ENPLANEMENTS</u>
Aero Jet Services LLC	8
Air Exec, Inc.	1
Executive Air Charter of Boca Raton	4
Tulip City Air Service, Inc.	8
Ultimate Jetcharters LLC	151
Total	172

The number of passengers enplaned annually by this class of carrier represents 0.003% of total calendar year 2016 enplanements of 6,793,076. The Airport's request for this exemption is based on the fact that administration costs for the Airport and the air taxi carriers in attempting to track these operations would far exceed the estimated annual revenue of approximately \$497 from this class of carriers.

ATTACHMENT G

AIRPORT LAYOUT PLAN (ALP), AIRSPACE AND ENVIRONMENTAL FINDINGS

ALL PROJECTS FOR WHICH IMPOSE AND USE OR USE AUTHORITY IS REQUESTED IN THE APPLICATION MUST BE LISTED UNDER EACH TYPE OF FINDING BELOW.

***** FOR FAA USE *****
PFC Application Number: *****

I. ALP Findings

1. Current ALP approval date: February 5, 2013:
List proposed project(s) shown on this ALP:
- | | |
|-------------------------|---|
| PFC #12.03 Design | Reconstruct Taxiway K from Runway 12L-30R to the Cargo Facility – |
| PFC #12.04 Construction | Reconstruct Taxiway K from Runway 12L-30R to the Cargo Facility - |
2. List proposed project(s) not required to be shown on an ALP:
- | | |
|------------|---|
| PFC #12.01 | Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment |
| PFC #12.02 | Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment |
| PFC #12.05 | Terminal 1 Bag Room Improvements |
| PFC #12.06 | Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment |
| PFC# 12.07 | Acquire Replacement Airfield Deicer Truck, 5000 gal with 75' boom |
| PFC# 12.08 | Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment |
| PFC# 12.09 | Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment |

***** FOR FAA USE *****

Public agency information confirmed? YES ☐ PARTIALLY ☐ NO ☐

For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's non-concurrence below.

II. Airspace Findings

- | | | |
|----|--|---|
| 1. | List proposed project(s) not required to have an airspace determination: | |
| | PFC #12.01 | Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment |
| | PFC #12.02 | Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment |
| | PFC #12.03
Design | Reconstruct Taxiway K from Runway 12L-30R to the Cargo Facility – |
| | PFC #12.04
Construction | Reconstruct Taxiway K from Runway 12L-30R to the Cargo Facility – |

PFC #12.05	Terminal 1 Bag Room Improvements
PFC #12.06	Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment
PFC# 12.07	Acquire Replacement Airfield Deicer Truck, 5000 gal with 75' bpp
PFC# 12.08	Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment
PFC# 12.09	Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment

*****FOR FAA USE*****
Public agency information confirmed? YES [] PARTIALLY [] NO []
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's non-concurrence below.

III. Environmental Findings

1. List proposed project(s) which are categorically excluded from the requirement for formal environmental review on February 5, 2013:

PFC #12.01	Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment
PFC #12.02	Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment
PFC #12.03	Reconstruct Taxiway K from Runway 12L-30R to the Cargo Facility – Design
PFC# 12.04	Reconstruct Taxiway K from Runway 12L-30R to the Cargo Facility – Construction
PFC# 12.05	Terminal 1 Bag Room Improvements
PFC# 12.06	Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment
PFC# 12.07	Acquire Replacement Airfield Deicer Truck, 5000 gal with 75' boom
PFC# 12.08	Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment
PFC# 12.09	Acquire Replacement Snow Plow/Snow Broom Multi-Tasking Equipment

*****FOR FAA USE*****
Public agency information confirmed? YES [] PARTIALLY [] NO []
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's non-concurrence below.

Application Reviewed by:

Name	Routing Symbol	Date