

Hillsborough County Aviation Authority
Public Notice
Passenger Facility Charge (PFC) Notice of Intent prior to submitting a new application to impose
and use a Passenger Facility Charge No. 24-12-C-00-TPA and amending and existing Passenger
Facility Charge Application No. 18-11-C-00-TPA

Effective Date of Public Notice: December 13, 2023

Pursuant to Title 14 Code of Federal Regulations (CFR) 158, *Passenger Facility Charges*, the Hillsborough County Aviation Authority (the Authority), as owner and operator of the Tampa International Airport (the Airport), hereby provides public notice of its intention to file Passenger Facility Charge Application (PFC) Notice of Intent No. 24-12-C-00-TPA (Application 12) with the Federal Aviation Administration (FAA) to impose and use a PFC to fund, in whole, or, in part, eligible projects at the Airport. In addition, the Authority has determined the need to submit to the FAA an amendment to the Authority's existing PFC Application No. 18-11-C-00-TPA (Application 11). The Authority is posting this public notice as part of the PFC application process pursuant to 14 CFR Part 158.24.

PUBLIC COMMENT DEADLINE:

As required under 14 CFR Part 158.24, the Authority is accepting public comments on PFC Application 12 and the amendment to PFC Application 11 up to thirty (30) days after the date of posting this public notice on its Internet Web site. Comments must be received on or before **January 12, 2024**.

COMMENTS MAY BE MAILED TO:

Mr. Tony O'Brian
Vice President- Real Estate
Hillsborough County Aviation Authority
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PFC LEVEL, CHARGE EFFECTIVE DATE, CHARGE EXPIRATION DATE, AND ESTIMATED TOTAL PFC REVENUE (APPLICATION 12)

PFC Level:	\$4.50 per eligible enplaned passenger
Proposed Charge Effective Date:	January 1, 2038
Estimated Charge Expiration Date:	June 1, 2038
Estimated Total PFC Revenue:	\$25,536,195

PFC LEVEL, CHARGE EFFECTIVE DATE, CHARGE EXPIRATION DATE, AND ESTIMATED TOTAL PFC REVENUE (AMENDEDMENT TO APPLICATION 11)

PFC Level:	\$4.50 per eligible enplaned passenger
Proposed Charge Effective Date:	October 1, 2020 (aligns with current Legal Charge Effective Date)
Estimated Charge Expiration Date:	January 1, 2038
Estimated Total PFC Revenue:	\$871,234,455 (reflecting an increase in PFC authority of \$12,968,854)

PFC APPLICATION No. 24-12-C-00-TPA (APPLICATION 12)

12-001. East Cargo Expansion – Cargo Apron

\$8,162,176 (PFC Bond Capital)

Level of PFC collection: \$4.50

Project Description

This project includes construction services associated with the construction of a new air cargo ramp pavement area on the east side of the main airfield at Tampa International Airport to provide the required space for the expansion of air cargo operations at the Airport. This project is a necessary enabling component of the planned Airside D Terminal. Current cargo operations occur from the former D hardstand that needs to be vacated for the new Airside D Terminal.

The new air cargo ramp associated with this project will be located just north of Runway 10/28 and will share the Taxilane K access currently being used by FedEx. This project will provide for four aircraft parking positions. The PFC funds will be utilized for the ramp pavement, taxilanes, and Object Free Area (OFA) standards, which equate to a combined total of 579,000 Square feet. The ramp area will be common use. Pavement geometry will be designed for Airplane Design Group V and Taxiway Design Group 5. Aircraft movement simulation confirmed the geometry will serve A-300, MD-11F and 747-8F aircraft movement.

Project Justification

The cargo apron construction related to this project is a component of the planned Air Cargo Expansion. This project is required to accommodate new air cargo tenants who have committed to TPA. The eastside of the main airfield is the only area that provides for this much growth. The layout was studied by the Airport's continuing consultant, RS&H, and is consistent with the Airport's 2012 Master Plan and the 2016 Master Plan Addendum. In addition, current cargo operations occur from the former D hardstand that needs to be vacated for the new Airside D Terminal.

12-002. East Cargo Expansion – Taxiway J Shoulders**\$2,603,000 (PFC Pay-as-you-go)****Level of PFC collection: \$4.50***Project Description*

This project consists of design and construction services associated with the addition of shoulders to the section of Taxiway J which is located near the planned East Cargo Expansion. Shoulders will be constructed (2,500 LF and 30 feet wide) along Taxiway J near the planned East Cargo Expansion in order to comply with FAA requirements related to the accommodation of Group IV and higher operations. The project area is located east of Runway 1R-19L and north of Runway 10-28.

Project Justification

The addition of shoulders to the section of Taxiway J near the planned East Cargo Expansion is necessary in order to meet FAA requirements related to the accommodation of Group IV and higher operations. This section of Taxiway J does not have shoulders and it will be used by Group IV and V aircraft taxiing to the common use ramp. Aircraft movement simulation confirmed that the project area will serve A-300, MD-11F and 747-8F aircraft movement.

12-003. Airside E Shuttle Purchase**\$14,717,500 (PFC Pay-as-you-go)****Level of PFC collection: \$4.50***Project Description*

This project consists of the replacement of the four shuttle cars which run on the guideway between Airside E and the Main Terminal. This project was identified in the Fiscal Year (FY) 2023 CIP given that the existing four Airside E shuttle cars have reached the end of their useful lives. Project costs include the purchase of four shuttle cars.

Project Justification

Airside E was constructed and opened in 2002 and included four new shuttle cars, supporting systems and running surface. Typically, automated people mover (APM) vehicles have a service life of approximately 25 years or between 1 and 1.5 million miles (with appropriate mid-life overhauls). The APM shuttle car systems which transports passengers between the Main Terminal and each of the four airside is a critically vital component to the overall operational success of TPA. As such, this project was identified in the FY23 CIP as a necessary project to replace the four existing shuttle cars. At the time of project completion, the existing four Airside E shuttle cars will have exceeded their 25-year useful life.

12-004. PFC Application Services**\$53,519 (PFC Pay-as-you-go)****Level of PFC collection: \$4.50***Project Description*

This project includes consulting costs associated with the development of the Authority's new PFC Application 12 and proposed amendment to Application 11 and includes the following scope of work:

Prepare and coordinate the filing / FAA review of the PFC Application and amendment to include:

- The required public notice
- The required airline consultation notice
- Ensure that all FAA procedural requirements are met for the airline meeting
- Responses to air carrier comments
- The completed application and amendment for submittal to the FAA
- The airline notice of FAA approval.

Project Justification

Retaining a PFC consultant helps ensure PFC applications are filed according to the rules and regulations determined by the FAA. This project is eligible in accordance with Section 158.3, "allowable cost" as explained in that section's preamble.

NOTIFICATION TO AMEND PFC APPLICATION #11

The original description and justification for Project 11-006 are included below. No changes have occurred to the project scope; therefore, no changes have occurred to the project description or justification. The proposed increase in PFC authority reflects an increase in project cost. At the time of preparation of the original Application 11, the plan of finance for Project 11-006 was based on cost estimates. The project is now complete, and final costs are known.

No other changes to PFC authority are currently being requested for the remaining projects in Application 11.

11-006. Checked Baggage System Upgrades and Optimization

Approved PFC Authority: \$4,041,750 (PFC Bond Capital); \$6,250,971 (PFC Financing and Interest)

Proposed PFC Authority: \$9,923,838 (PFC Bond Capital); \$13,337,737 (PFC Financing and Interest)

Level of PFC collection: \$4.50

Project Description

The Hillsborough County Aviation Authority (the Authority) hired baggage system designer BNP Associates, Inc. (BNP) to assist in the planning and design of security screening and baggage handling system. The Check Baggage System Upgrades & Optimization project includes the following:

1. This project includes design and construction of approximately 42,450 square feet of enclosed common-use security screening and baggage handling within the existing A-Sortation Building, Airside C Concourse and Main Terminal areas of the airport.
2. Bag screening, currently solely performed at the existing landside facility (Main Terminal), will be decentralized and installed at two remote airside facilities (A-Sortation Building and Airside C Concourse). Once completed, the East Side of the airport will use the existing Landside conveyors to route the bags to each of these new security screening facilities.
3. Once at each of these airside facilities, the existing outbound baggage lines will be modified to route bags away from the existing outbound sortation system and direct all bags to the adjacent new security screening facilities. Each screening facility includes:
 - a. Additional conveyors required to transport the bags to the new screening facilities.
 - b. Automatic Tag Readers and Baggage Dimensioners, as required by TSA.
 - c. Built-in redundancy to ensure the ability to transport baggage to the airside screening facilities, even if part of the system fails.
 - d. A Checked Bag Inspection System (CBIS) that is compliant with TSA Planning Guidelines and Design Standards (PGDS) standards¹, including:
 - i. Sortation conveyor lines
 - ii. Out-Of-Gauge (OOG) lines
 - iii. Security Shunt lines
 - iv. Explosive Detection Systems
 - v. Clear/Non-Cleared decision points
 - vi. Clear/Non-Cleared transport conveyors.

- e. A Checked Bag Resolution Area (CBRA) that is compliant with TSA PGDS standards², including:
 - i. Queue conveyors
 - ii. Baggage Removal Points
 - iii. Baggage Inspection Tables compliant with TSA “no-lift” policies
 - iv. Baggage Status Displays
 - v. Cleared conveyor lines
- f. New construction to house the CBIS and CBRA and TSA support facilities including:
 - i. Separation of CBIS & CBRA from the existing airside facility operations
 - ii. Personnel security devices as required for each area
 - iii. Humidity controlled areas for EDS equipment
 - iv. CBRA rooms
 - v. TSA break rooms
- g. Additional conveyors, as required, to transport bags from the new security screening facilities to the existing sortation systems.
- h. Relocation of an existing baggage make-up device (along with feed conveyors) at A-Sortation Building to provide space for new CBIS/CBRA facilities.
- i. Modifications to the East Side of the landside baggage handling system to make the initial improvements to allow TPA a Common Use Passenger Processing System (CUPPS) facility in the future (after completion of the planned West Side security screening improvements).
- 4. Existing system inputs (Check-ins and Curbsides) remain unchanged. (One additional ticket counter has been added as part of another project but, the number of system inputs remains unchanged)
- 5. Existing system outputs (Make-up carousels) remain unchanged.
- 6. Existing inbound baggage systems (Claim carousels) remain unchanged.
- 7. All new security screening system changes have been designed to optimize space so that the bulk of the testing and installation can be completed in a manner that will not affect the traveling public. By creating “semi-greenfield” construction areas, eliminating the need for temporary security screening conditions and creating the ability to install and test before performing any tie-ins that affect the operation of existing security screening and baggage handling systems, the proposed project maximizes the efficiency of funding and construction efforts.

Project Justification

To meet traveling safety requirements, shortly after the terrorist attacks of 9-11-2001, TPA was among the first airports in the country to modernize their facility and install a 100% Checked Baggage Inspection System (CBIS). The system was installed before TSA developed their Planning Guidelines and Design Standards (PGDS). Therefore, many of the processing concepts that are currently in use at the existing security screening facility at TPA are no longer acceptable under the current TSA security screening standards. Furthermore, since the system was initially installed, TPA has experienced growth rates that have exceeded many airports serving similar markets. The existing security screening and baggage handling system was installed between 2002-2004 and is currently unable to handle the TPA passengers’ baggage. At certain periods of the year (e.g. Spring Break, Thanksgiving, and Christmas / New Years’ week), the airport’s existing security screening and baggage handling system can’t keep pace with the demand of checked baggage placed on the system. The overwhelming demand strains the airport’s operations and causes some of the major airline carriers to divert and manually reroute checked baggage to alternate sortation areas to keep their operations running and sometimes leads to baggage missing flights.

In 2012, the Authority began preliminary planning for installation of a security screening system. The Authority collaborated with TSA to ensure the new system would follow TSA's PGDS. The Checked Baggage System Upgrades & Optimization project includes a baggage screening system that will:

- Be sufficient to handle baggage for current and projected passenger volumes; and
- Meet current TSA PGDS for Baggage Inspection (v4.1).

Exhibit A

Project Location Diagrams

Passenger Facility Charge (PFC) Application 12
 TPA Air Cargo Apron Expansion and Taxiway J Shoulders

