

Notice of Intent to File an Application to Impose and Use a Passenger Facility Charge at Fort Lauderdale-Hollywood International Airport

Pursuant to 14 CFR Part 158.24(a) (1) (III), the Broward County Aviation Department (BCAD) hereby provides written notice that it intends to file an application with the Federal Aviation Administration (FAA) to impose and use Passenger Facility Charges (PFC) at The Fort Lauderdale-Hollywood International Airport. The public is invited to comment for a period of 30 days until December 16, 2012. Comments should be submitted in writing or via fax to:

Mr. Douglas Wolfe, Aviation Assistant Director
Broward County Aviation Department
2200 S.W. 45th Street, Suite 101
Dania Beach, Florida 33312
Fax: 954-359-6183

Projects included in this application are listed below. Additional project information is available upon request.

New Project Description	Justification	PFC level	Estimated PFC revenue required	Charge effective date	Charge expiration date
<p><i>In-Line EDS Baggage Systems</i></p> <p>This project involves the modification to or construction of the Airport Terminal Building infrastructure to incorporate the TSA in-line Checked Baggage Inspection System in Terminals 2, 3 and 4. Terminal modifications include required changes to baggage conveyor components, mechanical, plumbing, electrical, structural and telecommunications infrastructure to provide for the installation of explosive detection systems within the baggage screening area, Explosive Trace Detection (ETD) Equipment in the Checked Baggage Resolution and the installation of applicable CBIS Hardware and software for use with a checked baggage in-line baggage screening system. The objective of this project is to enhance Airport Security, baggage screening capability, throughput and to ensure passenger safety and security. The Permanent In-Line Baggage System will replace the current interim baggage screening systems in Terminals 2, 3, and 4. The interim systems were installed in 2006-2007 with the intent that they would be replaced by permanent in-line systems when TSA funding became available. Demand for baggage screening is approaching capacity at some of the interim screening locations. This project will increase capacity and will provide a balance in the level of service of the entire terminal complex.</p>	<p>Capacity constraints has become increasingly critical at peak travel times; to address this issue the In-Line Baggage Explosive Detection System (EDS) will enhance terminal and passenger safety and security, relieve congestion in the ticketing areas and increase terminal capacity at the Fort Lauderdale Hollywood Airport. Demand for baggage screening is approaching capacity at some of the interim screening locations. This project will increase capacity and will provide a balance in the level of service of the entire terminal complex.</p>	<p>\$4.50</p>	<p>\$40,700,000</p>	<p>10/1/2029</p>	<p>7/01/2030</p>

<p>Loading Bridges Phase II</p> <p>The initial Phase of this project was approved in PFC Application # 10 in the amount of \$5.2M, and included the procurement of three (3) passenger loading bridges and twenty seven (27) PC Air and Ground Power units for airport owned and operated gates. Phase II of this project supports the conversion of the remaining gates at the airport from airline owned/operated equipment and in some cases "exclusively leased" facilities, to airport owned/operated facilities in a preferentially leased or per-use environment. This will include the purchase of some airline owned equipment, purchase of up to five (5) new passenger loading bridges, and additional PC Air and Ground Power equipment to serve the remaining 30 gates at the airport. Inclusive in the request is equipment and infrastructure for airport owned gates H 2, 6, 8 and 10 which were not included in the original application.</p>	<p>There are presently fourteen (14) airline owned loading bridges at the airport, owned by airlines on exclusively leased gates. Most of these bridges are non-standard with the other 44 bridges that BCAD has purchased and installed at the airport since 2000. When the Lease and Use Agreement expires in 2011, these remaining bridges will revert to the airport. If the opportunity presents itself, BCAD would like to be in position to replace some of these with airport standard bridges. In January of 2009, the Board of County Commissioners approved the standardization of JBT (formally FMC) as the standard passenger loading bridge at FLL. Standardization provides significant cost savings from a maintenance and operations perspective. The bridges will ultimately enhance competition at the airport by providing new airlines with access to airport owned and operated facilities.</p> <p>The PC Air units along with the 90 KVA 400 Hz units will reduce localized community air and noise pollution. Presently airlines are required to either use diesel power ground power and air conditioning units or utilize the aircrafts auxiliary power units. The fuel and maintenance savings according to the airlines is significant when using the PC Air units as are the elimination of airport sourced turbine exhaust saving 11,000 metric tons of CO 2.</p>	<p>\$4.50</p>	<p>\$7,500,000</p>	<p>10/1/2029</p>	<p>7/01/2030</p>
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<p>Rehabilitation of North Airfield Pavements & EMAS Beds at FLL (Design Only)</p> <p>Project includes rehabilitation of 9L-27R pavement including connecting taxiways (out to 125 ft. on either side of the runway centerline). The rehabilitation of the runway would ensure that the pavement is kept in good operational condition. The rehabilitation is undertaken 10 years after the runway was milled and overlaid. Due to issues during the overlay in 2004, 9L-27R will need an overlay much sooner than the 20 year design life. The pavement assessment conducted by FDOT in December 2011 shows a PCI range for 9L-27R between 67 and 91 with the lowest PCI at the intersection of Runway 13-31 and near B7. The keel section of the runway has PCI ranging between 71 and 85 and is deteriorating faster than the rest of the runway pavement. According to the prediction curve, the keel section will reach a PCI of 69 in 2015 and 67 in 2016. The weighted average PCI for the runway is estimated at 83 in 2011 and 78 in 2014. Usually, a mill and overlay is triggered by a PCI between 40 & 79 and FDOT recommends a minimum service level PCI of 75. Therefore, rehabilitation is recommended in 2015. However, because the warranty period for the new South Runway ends in September 2015 and to avoid impacting both runways, construction for the North Runway would start in 2016. Design and construction will be done in accordance with all applicable FAA specifications. In addition, BCAD will be replacing the existing EMAS beds at the 9L approach end. The 27R approach end bed will be replaced and extended to standardize it to the 600' length. The closure of the runway would provide the opportune time to replace the beds which were originally installed in 2004 and with a useful life of 10 years.</p>	<p>Both EMAS beds are at the end of their useful life. They were installed in 2004 with a 10-year useful life. In addition, the bed at the 27L approach end will be extended to a standard 600' bed for a full compliance of the RSA requirements at the east end of the runway.</p> <p>The prediction curve for the keel section shows a faster deterioration of the asphalt than the rest of the runway. The PCI is estimated at 75 in 2012 and at 69 in 2015 and 67 in 2016.</p>	<p>\$4.50</p>	<p>\$ 2,100,000</p>	<p>10/1/2029</p>	<p>7/01/2030</p>
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<p>Hardstand Operation Equipment</p> <p>The phased multi-year expansion of Terminal #4 and associated enabling projects will require the closure of several currently active Jetway bridges. A Hardstand Operating Plan has been developed to meet the existing level of passenger traffic enplaning and deplaning Concourse H. Additionally, in the case of a mechanical delay or inclement weather, this equipment would allow the airport to safely offload an aircraft. The purchase of ground support equipment will be required to facilitate this plan; this will include four airstairs units and two airport people moving buses.</p>	<p>The setting up of a Hardstand Operation to alleviate anticipated congestion and safely and securely offload an aircraft during construction or inclement weather is a relatively inexpensive method.</p>	<p>\$4.50</p>	<p>\$ 2,004,000</p>	<p>10/1/2029</p>	<p>7/01/2030</p>
<p>ARFF Truck 210 replacement</p> <p>ARFF Truck 210 is a 2002 E-One. Truck 210 is an index truck which is ten years old. FAA Certification Branch has said that once an ARFF truck reaches 10 years this is the time when we should be evaluating the vehicle and determine whether or not it should be replaced. We feel that it should be replaced as the costs of a major overall and the changes in technology would most not be cost effective.</p> <p>ARFF Truck 210 is considered an ARFF Index Truck and is required to be operational in order for FLL to provide the required ARFF response as dictated by 14 CFR Part 139. Without an operational ARFF Truck, it would have an adverse operational impact on the Air Carriers that operate at FLL. On December 12, 2011 both ARFF index trucks # 2 and # 3 were out of service due to major mechanical issues; this brought our ARFF Index below the requirement for FLL. Sustained reductions of ARFF Index may result in a substantial reduction in air carrier service.</p>	<p>We have two trucks that are in excess of ten years old and the 3rd truck will be 10 years old in a few months. Twice this year we fell below our required ARFF index due to significant failures on two trucks simultaneously. In one case the truck had to be transported to a repair station in South Carolina as the repairs were too extensive for local mechanics. That truck was out of service for 2 months. Repairs have been in excess of \$80, 000 for these failures alone. Maintenance of the vehicles is becoming more costly and the reliability of the vehicles is questionable. Our back up is to borrow the truck that was surplused to Pembroke Pines for North Perry Airport. That truck had needed extensive repairs as well, and it is 14 years old.</p> <p>The significance of falling below required ARFF Index is that it could result in a reduction of air carrier service (that is most air carrier aircraft B-737, A-320, B-757).</p> <p>The replacement of the ARFF truck will significantly reduce the current maintenance costs of the vehicles in</p>	<p>\$4.50</p>	<p>\$ 1,200,000</p>	<p>10/1/2029</p>	<p>7/01/2030</p>

	<p>operation. On December 12, 2011 both ARFF index trucks # 2 and # 3 were out of service due to major mechanical issues; this brought our ARFF Index below the requirement for FLL. Faulty vehicles may impair ability to respond effectively in the event of aircraft accidents escalating the likelihood of fatalities and serious injuries.</p>				
<p>Disabled Passenger Lift for ADA Compliance Procurement of a wide body disabled passenger lift as a means to efficiently and safely board or de-board passengers who require special assistance during hardstand operation. This unit would have the ability to interface both wide and narrow body aircraft including regional jets.</p>	<p>BCAD needs a lifting device in the operation of Hardstand because of the Federal Aviation Administration (FAA) requirement to use Lifting device for boarding or deplaning passengers with mobility impairments when the use of a loading bridge is not available.</p> <p>FLL has established the use of Hardstand Operation in boarding or deplaning passengers when there is shortage of loading bridge gates due to:</p> <ul style="list-style-type: none"> • Decommissioning of Terminal-4 loading bridge gates due to construction • Unanticipated demand due to disabled aircraft or medical emergency <p>Unscheduled aircraft diversion due to inclement weather which may result in lengthy tarmac delay beyond DOT specification.</p>		\$ 150,000	10/1/2029	7/01/2030
<p>Noise Monitors This project allows for the installation of two new Remote Monitoring Terminal (RMT) - Noise monitors - off the ends of Runway 9R/27L (to be renumbered Runway 10R/28L) in advance of the commissioning of the expansion of the runway. New monitors will allow BCAD to address the anticipated changes in noise exposure associated with the redevelopment of the south runway. The two new noise monitors will be installed off the east and west ends of Runway 10R/28L. Both recommended sites are very near to the Runway 10R/28L extended centerline. Currently, FLL has eleven (11) existing RMTs. The new RMT 12 will be east of the airport in John U. Lloyd State Park, due south of existing RMT 11. New RMT 13 will be west of the airport, due south of existing RMT 1. The locations of the two</p>	<p>New monitors will allow BCAD to address the anticipated changes in noise exposure associated with the redevelopment of the South Runway 10R/28L.</p>		\$150,000	10/01/2029	7/01/2030

<p>recommended installation areas are attached. Also, included in this project is the required replacement of aging hardware components for RMT 11. This hardware will be consistent with that proposed for new RMT's 12 and 13</p>					
<p>Total PFC Revenue</p>			<p>\$53,804,000</p>		