

# **Public Notice Regarding Passenger Facility Charges** **FAR Part 158.24**

The Springfield Airport Authority intends to file an application with the Federal Aviation Administration to continue imposing and using Passenger Facility Charges for projects at Abraham Lincoln Capital Airport.

As required under Section 158.24 of Federal Aviation Regulations (FAR) Part 158, "Passenger Facility Charges" (Effective June 28, 1991) the Springfield Airport Authority is providing notice and opportunity for public comment.

The Authority is planning to continue imposing a \$4.50 charge for each enplaned passenger. The effective date for the current PFC was September 1, 2007 and the previously estimated charge expiration date of December 1, 2011 (per our letter of April 16, 2009 to the appropriate airlines) is hereby being revised to an estimated date of August 1, 2010. The effective date for this application is then estimated at this time to be August 1, 2010 and the estimated charge expiration date is estimated to be August 1, 2016. The exact effective date will be provided to the airlines after approval by the FAA of the Authority's application. The estimated total revenue to be collected during this period is \$1,566,000, not including about \$15,000 of interest to be earned.

### List of Proposed Projects

	Estimated PFC Collections \$
1. Seelbach Property I – Runway Approach Protection	35,000
2. Seelbach Property II – Runway Approach Protection	35,000
3. Gatschenberger Property I – Runway Approach Protection	13,000
4. Gatschenberger Property II – Runway Approach Protection	10,000
5. Woods Property – Runway Approach Protection	130,000
6. Ingram Property – Runway Approach Protection	45,000
7. Myers Property – Runway Approach Protection	60,000
8. West Property – Runway Approach Protection	35,000
9. Vacuum Sweeper, Pickup Truck & Snow Plows	9,000
10. SRE Broom	30,000
11. ARFF Vehicle & Building	87,000
12. Wildlife Study	11,000
13. Update ALP / GIS	13,000
14. Perimeter Fence Phase II	34,000
15. Perimeter Fence Phase III	50,000
16. Security System Construction	30,000
17. Terminal Lighting & Ceiling Rehabilitation	12,000
18. Terminal Boiler Plant Renovation	55,000

19. Terminal Backup Generator Installation	141,000
20. Upgrade Terminal Fire Alarm System Phase II	32,000
21. Terminal Building Sprinkler Study	6,000
22. Terminal Parking Lot Reconfiguration / Rehabilitation	19,000
23. Terminal Passenger Services Area Improvements	41,000
24. Terminal ADA Improvements	55,000
25. Install Runway Guard Lights (RSAT)	8,000
26. Aviation Fuel Farm Development/Improvements	315,000
27. Rehabilitate Ramp & Hangar Pavement (IDA)	68,000
28. Taxiway G Widening & Access Taxiway Construction	66,000
29. Taxiway Yankee Phase I Design	3,000
30. Runway 13/31 Rehabilitation Preliminary Phase I	5,000
31. Runway 13/31 Rehabilitation Design Phase II	50,000
32. Runway 18/36 Rehabilitation	<u>63,000</u>
	1,566,000

Send any comments regarding this proposed application by February 4, 2010, to Mark E. Hanna, A.A.E., 1200 Capital Airport Drive, Springfield, Illinois 62707.

# Springfield Airport Authority

PFC #6

Effective August 1, 2010

## Description And Justification Of Proposed Projects

### **1. Seelbach Property I – Runway Approach Protection**

Description – This property was co-owned by Joyce and Anna Seelbach prior to acquisition by the Authority. It is identified by Springfield Airport Authority Parcel Number 9-4-S and Sangamon County Tax ID Number 14-09.0-102-009. The project consists of acquiring the .91 acres of land and the improvements consisting of a house and a garage. The property is located southeast of the Authority's former maintenance shop, at 3746 Ware Road (the southeast corner of Estill Drive and Ware Road). It is immediately north of Project #2 in this application and adjacent to the Authority proper.

Justification – The property was unoccupied at the time of acquisition in September 2008. It was important for the Authority to acquire it for noise mitigation purposes and in order to prevent the development of incompatible land use. It was appraised for \$26,000 and was acquired by the Authority for that price. The remaining costs consisted of asbestos removal, demolition, appraisal, title work, and a few other smaller expenses. The improvements have been demolished and the property has been cleared. The property is designated as "Proposed in Fee" on the Authority's current (March 2001) FAA approved Exhibit A, and the current (April 2003) FAA approved ALP anticipates its acquisition. The intent is to use 100% PFC funds to acquire this property.

Schedule – The implementation date was August 20, 2008 and the completion date was May 29, 2009.

### **2. Seelbach Property II – Runway Approach Protection**

Description – The co-trustees for this property are Joyce Seelbach and Byron Burris. It is identified by Springfield Airport Authority Parcel Number 9-4-T and Sangamon County Tax ID Number 14-09.0-102-010. The intent is to acquire the approximately 1.6 acres of land and the house and trailer on the property. It is located southeast of the Authority's former maintenance shop, at 3734 Ware Road. It is immediately south of Project #1 in this application and adjacent to the Authority proper.

Justification – It is important for the Authority to acquire this property for noise mitigation purposes and in order to prevent the development of incompatible land use. The property is unoccupied. The only improvement on the property (a house) is in a deteriorated condition, consequently, now would appear to be the appropriate time for acquisition. It is zoned residential and is at the end of a residential area. Consequently, if the Authority does not acquire the property, it will be purchased by someone who will

presumably improve the property and hence it will cost considerably more to purchase in the future than what the Authority could currently acquire it for. While the property is not officially on the market, the owners' realtor has indicated they are interested in selling. The property is designated as "Proposed in Fee" on the Authority's current (March 2001) FAA approved Exhibit A, and the current (April 2003) FAA approved ALP anticipates the acquisition of this property. The intent is to use 100% PFC funds to acquire this property.

Schedule – The implementation date was July 6, 2009 and the projected completion date is June 30, 2010.

### **3. Gatschenberger Property I – Runway Approach Protection**

Description – This property is partially within the Runway 22 Runway Protection Zone. It was owned by John Gatschenberger, is identified by Springfield Airport Authority Parcel Numbers 4-2-A and 4-2-C, and is Sangamon County Tax ID Numbers 14-04.0-400-007 and 14-04.0-400-008. This project is to acquire the 80.0 acres, including the improvements, those being five houses (most in very poor condition) and three small outbuildings. It is located at the northeast corner and J. David Jones Parkway (Illinois Route 29) and Camp Sangamo Road, and is adjacent to the Authority proper.

Justification – This parcel is in a fairly heavily noise impacted area. The extended centerline of the Authority's primary runway cuts through the southeastern corner of the property. The Authority owns all the land on two sides of the subject property and owns land close to a third side of the property. The Authority acquired the property in June of 2009 because of the concern for future development. It is included in federal grants 3-17-0096-48 and 3-17-0096-49 which are covering 97 ½ % of the cost. The intent is to use PFC funds to pay for only the Authority's 2 ½% local share. The parcels are designated as "Proposed in Fee" on the Authority's FAA approved Exhibit A, and the current (April 2003) FAA approved ALP anticipates the acquisition of these parcels. This project will preserve and enhance safety at Abraham Lincoln Capital Airport.

Schedule – The implementation date was December 6, 2007 and the projected completion date is June 30, 2010.

### **4. Gatschenberger Property II – Runway Approach Protection**

Description – This property is owned by John Gatschenberger, is identified by Springfield Airport Authority Parcel Numbers 4-1-A, 3-4-A and 3-4-B, and is in Sangamon County Tax ID Numbers 14-04.0-200-002, 14-03.0-100-002 and 14-03.0-100-003. The intent is to acquire all 133.03 acres of land, although 20.55 acres of this has a cloud on the title so, depending on how this is resolved, the Authority may be only able to acquire 112.48 acres. There are no improvements. A portion of the property is immediately north of the Project #3 in this application – Gatschenberger I and, hence, is adjacent to the Authority proper.

Justification –There has been a report of the possibility of the property being leased for use as a hunting club if acquired by a non-Authority purchaser raising, of course, the concerns of firearms being used on and near the Runway 22 extended center line. It is anticipated that all or almost all of the estimated cost of this property will be included in the FY2010 AIP entitlement program. The intent is to use PFC funds to pay for only the Authority's 2 ½ % local share. On August 27, 2009, the FAA approved adding these parcels as Proposed in Fee to the Authority's Revised and Approved Exhibit A. This project will preserve and enhance safety at Abraham Lincoln Capital Airport.

Schedule – The implementation date was July 30, 2009 and the estimated completion date is July 31, 2010.

### **5. Woods Property – Runway Approach Protection**

Description – This property is owned by Karen Woods. It is identified by Springfield Airport Authority Parcel Number 9-4-D and Sangamon County Tax ID Number 14-09.0-101-010. The project consists of acquiring the .91 acres of land plus improvements, consisting of a residence, garage and outbuildings. The property is located at 863 Estill Drive. The property is adjacent to Project #6 in this application – Ingram Property and is also adjacent to the Authority proper.

Justification – It is important for the Authority to acquire this property for noise mitigation. While the property is not officially on the market, the owner approached the Authority with an interest in selling. The property is designated as "Proposed in Fee" on the Authority's current (March 2001) FAA approved Exhibit A, and the current (April 2003) FAA approved ALP anticipates acquisition of this property. For both cost reasons and in order to maintain amicable airport-neighbor relations, the Authority has had a decades-long policy of generally waiting to acquire property until the seller approaches the Airport about selling property on the Authority's long term plan to acquire. The intent is to use 100% PFC funds to acquire this property.

Schedule – The implementation date was June 22, 2009 and the projected completion date is August 31, 2010.

### **6. Ingram Property – Runway Approach Protection**

Description – This property was owned by the estate of Mary Ingram and the trustee was Mary McClintock. It is identified by Springfield Airport Authority Parcel Number 9-4-E and Sangamon County Tax ID Number 14-09.0-101-011. This project consisted of acquiring the 2.0 acres of land, plus improvements, consisting of a residence, garage and two outbuildings. The property is located at 829 Estill Drive. The property is adjacent to the Authority proper and also adjacent to Project #5 in this application – Woods Property.

Justification – It was important for the Authority to acquire this property for noise mitigation. While the property was not officially on the market, the trustee approached

the Authority with an interest in selling. The property is designated as “Proposed in Fee” on the Authority’s current (March 2001) FAA approved Exhibit A, and the current (April 2003) FAA approved ALP anticipates acquisition of this property. The Authority used 100% PFC funds to acquire this property.

Schedule – The implementation date was September 9, 2009 and the projected completion date is March 31, 2010.

### **7. Myers Property – Runway Approach Protection**

Description – This property is owned by Harold and Dana Myers and is located at 964 Estill Drive. It is identified by Springfield Airport Authority Parcel Number 9-4-U and Sangamon County Tax ID Number 14-09.0-102-002. The intent is to acquire the approximately .68 acres, and the house and garage on the property. It is adjacent to the Authority proper and a very short distance from Projects #1, 2, 5, 6 and 8 in this application.

Justification – It is important for the Authority to acquire this property for noise mitigation. While the property is not officially on the market, the owners have approached the Authority with an interest in selling. The property is designated as “Proposed in Fee” on the Authority’s current (March 2001) FAA approved Exhibit A, and the current (April 2003) FAA approved ALP anticipates acquisition of this property. The intent is to use 100% PFC funds to acquire this property.

Schedule – The implementation date was August 19, 2009 and the projected completion date is June 30, 2010.

### **8. West Property – Runway Approach Protection**

Description – This property is owned by Roy and Stacy West and located at 781 Estill Drive. It is identified by Springfield Airport Authority Parcel Number 9-4-Y and Sangamon County Tax ID Number 14-09.0-101-013. The intent is to acquire the .38 acres, the house on the property and one outbuilding. It is adjacent to the Authority proper and a very short distance from Projects #1, 2, 5, 6 and 7 in this application.

Justification – It is important to acquire this property for noise mitigation. While the property is not officially on the market, the owner approached the Authority with an interest in selling. The property is designated as “Proposed in Fee” on the Authority’s current (March 2001) FAA approved Exhibit A, and the current (April 2003) FAA approved ALP anticipates acquisition of this property. The intent is to use 100% PFC funds to acquire this property.

Schedule – The implementation date was November 23, 2009 and the projected completion date is June 30, 2010.

## **9. Acquire Vacuum Sweeper Vehicle (with liquid recovery), Snow Plow Vehicle & Snow Plows**

Description – This project is to acquire a vacuum sweeper vehicle that is designed for airfield foreign object debris (FOD) removal and control and liquid removal and recovery, and to replace one 22' snow plow blade and one snow plow vehicle and snow plow blade.

Justification – The Springfield Airport Authority does not currently have equipment of this nature to maintain and clean airfield pavements as required in FAR Part 139 and to remove FOD from the runway, taxiway and ramp environment. Part 139.305(4) (b) requires that mud, dirt, sand, loose aggregate, debris, foreign objects and other contaminants must be removed promptly and as completely as practicable. Routine maintenance work, construction, weather events and other unexpected occurrences introduce debris on airfield pavements and a vacuum sweeper vehicle is the ideal tool to clean the debris and completely remove it from the airfield pavement environment compared to broom type equipment which brushes debris off of the edge of pavement for wind, rain or aircraft engine blast to blow it back onto pavements. Vacuum equipment will remove debris that broom type equipment sweeps out of joints, for example, but does not remove from the pavement. EPA storm water runoff regulations continue to require the recovery of glycol and deicer chemicals when used in any quantity and this vacuum sweeper vehicle will have the ability to recover and collect these potentially hazardous liquids while sweeping, then pump them out later into appropriate containers for recycling or disposal which will position Abraham Lincoln Capital Airport for compliance with these regulations. The 22' plow blade replaces an old plow that was broken and no longer usable and the plow vehicle and snow plow blade will improve the overall airports snow removal capability. Acquisition of this vehicle and the snow removal equipment will enhance safety for the air carriers, their passengers and aircraft and all other aircraft operators and their passengers. The intent is to use PFC funds for the Authority's 5% share and an AIP grant for the remaining 95% of the project cost.

Schedule – The implementation date was July 1, 2009 and the completion date was December 15, 2009.

## **10. Snow Removal Equipment (SRE) Broom**

Description – This project is to acquire a runway broom vehicle that is designed for airfield snow and ice removal. This SRE will replace an old military surplus pull behind broom that is aged and difficult to maintain to remove snow and ice to meet FAA requirements.

Justification – The Springfield Airport Authority is required by the FAA to maintain the airfield in the cleanest possible condition during winter precipitation events with the least possible contaminants on runways, taxiways and ramps. This vehicle will operate a 20' broom to clear pavements. SRE like this have proven very effective in properly maintaining airfield pavements during winter operations. Acquisition of this SRE will

enhance safety for the air carriers, their passengers and aircraft and all other aircraft operators and their passengers. The intent is to use PFC funds for the Authority's 5% share and an AIP grant for the remaining 95% of the project cost.

Schedule – The estimated implementation date is January 19, 2010 and the estimated completion date is December 31, 2010

## **11. Acquire ARFF Vehicle & Rehabilitate ARFF Building**

Description – The Illinois Air National Guard (IANG) 183<sup>rd</sup> Fighter Wing has been the agency performing the Part 139 required aircraft rescue and firefighting (ARFF) service at Abraham Lincoln Capital Airport for several years. As part of the recent BRAC Commission decision, the flying mission of the 183<sup>rd</sup> was ended and the IANG notified the Springfield Airport Authority that they would terminate the Part 139 ARFF services they were performing effective October 1, 2008. This termination included personnel and the equipment that were used in the performance of this mission. In an effort to maintain compliance with Part 139 and maintain commercial air service at Abraham Lincoln Capital Airport, the Springfield Airport Authority needed to provide the required ARFF equipment and personnel to maintain the required ARFF index to maintain commercial air service.

Justification – Bids were received for a Class 5, 3000 Gallon ARFF vehicle with the support of the FAA Chicago Airports District office. This new state of the art ARFF vehicle is physically larger than ARFF vehicles of the past and will not fit in the doors of the Public Safety Building (PSB) where airport operated ARFF vehicles are stationed. The PSB is approximately 30 years old and in need of improvements so that it can return to effective daily service as an operating ARFF station housing and training personnel, vehicles and equipment as required for Part 139 compliance. Acquisition of this ARFF vehicle and improving the PSB will enhance the security, safety and competition among the air carriers and of the public. The intent is to use PFC funds for the Authority's 5% share and an AIP grant for the remaining 95% of the project cost.

Schedule – The implementation date was May 30, 2008 and the projected completion date is March 1, 2010

## **12. Wildlife Study**

Description – To conduct a Wildlife Hazard Assessment / Study at the Abraham Lincoln Capital Airport to evaluate wildlife presence at the airport and to identify attractants on and near the airport which may create hazards to aircraft. A Wildlife Hazard Management Plan which will be used to mitigate potential wildlife hazards on Abraham Lincoln Capital Airport will be completed based on the results of the study.

Justification – Wildlife hazard management is a requirement of FAR Part 139.337 and incorporated into Abraham Lincoln Capital Airport's Airport Certification Manual. The information gathered for this study will be used to determine and implement measures

to alleviate or eliminate wildlife hazards to air carrier operations. This project will enhance the safety for air carrier operations and their passengers. The intent is to use PFC funds for the Authority's 50% share and a State of Illinois grant for the remaining 50% of the project cost.

Schedule – The implementation date was May 1, 2008 and the completion date was September 30, 2009.

### **13. Update ALP/GIS**

Description – This project will update the existing ALP and GIS database including aerial mapping and contours and inventory surface and sub-surface drainage systems.

Justification – Much of the baseline data that these documents were based on is now in excess of nine years old and capital development projects over those years has changed the landscape. Federally obligated airports are required as part of the grant assurances to keep up to date at all times an airport layout plan of the airport. Airport sponsors cannot make any changes or alterations in the airport or any facilities which are not in conformity with the ALP as approved by the FAA. This update will improve the quality of information and data for all planning projects and upcoming capital development projects. This project will enhance the safety for air carrier operations and their passengers. The intent is to use PFC funds for the Authority's 2 ½% share of the cost and an AIP grant for the remaining 97 ½% of the project cost.

Schedule – The estimated project implementation date is January 25, 2010 and the estimated completion date is January 31, 2011.

### **14. Perimeter Fence, Phase 2**

Description – This project is the continuation of the Phase 1 enhancement of the airport perimeter fence raising the fence to the total height of ten feet. Phase 1 completed approximately 15% of the perimeter and Phase 2 is anticipated to complete the next 40% of the airport's perimeter.

Justification – This project will provide improvements to the airport's perimeter fencing in an effort to increase security and minimize wildlife intrusion with the taller ten feet fence and access control upgrades. This project is recommended and supported by the FAA's Airport Certification Inspector and the TSA Federal Security Director. This project will enhance the safety and security for air carrier operations and their passengers. The intent is to use PFC funds for the Authority's 2 ½% share and an AIP grant for the remaining 97 ½% share of the project cost.

Schedule – The implementation date was November 24, 2009 and the estimated completion date is November 1, 2010.

### **15. Perimeter Fence, Phase 3**

Description – This project is the continuation of the Phase 1 and 2 enhancement of the airport perimeter fence raising the fence to the total height of ten feet. Phase 1 & 2 contained approximately 55% of the perimeter and Phase 3 is anticipated to complete the remaining 45% of the airport's perimeter.

Justification – This project will provide improvements to the airport's perimeter fencing in an effort to increase security and minimize wildlife intrusion with the taller ten feet fence and access control upgrades. This project is recommended and supported by the FAA's Airport Certification Inspector and the TSA Federal Security Director. This project will enhance the safety and security for air carrier operations and their passengers. The intent is to use PFC funds for the Authority's 2 ½% share and an AIP grant for the remaining 97 ½% share of the project cost.

Schedule – The estimated project implementation date is November 1, 2010 and the estimated completion date is October 31, 2011.

### **16. Security System Construction**

Description – Construct improvements to reconfigure and replace existing security systems that comprise access control and security systems to the airport perimeter and buildings that access the airfield.

Justification – These current systems were originally installed around 1995 and some of the system components have reached the end of their useful life expectancy and in some cases can no longer be maintained. With advances in technology, the Springfield Airport Authority needs to upgrade the security systems to meet the new security realities and requirements that airports must maintain. This project will enhance the safety and security for air carrier operations and their passengers. The intent is to use PFC funds for the Authority's 5% share and an AIP grant for the remaining 95% share of the project cost.

Schedule – The estimated project implementation date is March 14, 2011 and the estimated completion date is October 31, 2011.

### **17. Terminal Lighting & Ceiling Rehabilitation**

Description – Replace mercury vapor light fixtures throughout the airport terminal with new fluorescent light fixtures and replace old chrome ceilings in the areas of lighting replacement.

Justification – Many areas in the terminal are lit with old 100 – 175 watt mercury vapor lights which are very inefficient. These inefficient lights will be replaced with much more efficient fluorescent lights using electronic ballasts which will lower the light load for the terminal. Also to increase efficiency, occupancy and daylight harvesting sensors will be utilized where possible to turn lights off when areas are not occupied. This project will

enhance the safety and security for air carrier operations and their passengers and reduce the cost of operation so airline rates, fees and charges can be kept in control. The intent is to use PFC funds for the Authority's 5% share and an AIP grant for the remaining 95% of the project cost.

Schedule – The project implementation date was April 1, 2009 and the estimated completion date is January 29, 2010

## **18. Terminal Boiler Plant Renovation**

Description – Replace two 18 year old boilers used for terminal heating with new high efficiency boilers and add redundancy to the “boiler plant”.

Justification – The main sections of the terminal occupied by airlines and their operations and passengers are heated by these boilers that are now 18 years old. There was never any reserve capacity available for the coldest days in these two boilers or redundancy in case one boiler failed. The two old boilers will be replaced by new high efficiency boilers and the original boilers will be maintained to provide the necessary reserve capacity for the coldest days and stand in reserve as needed. This project will provide the required terminal environment and safety for air carrier operations and their passengers. The intent is to use PFCs for 64% of the cost of this project and the remaining 36% will come from other Authority funds.

Schedule – The estimated project implementation date is July 15, 2011 and the estimated completion date is June 30, 2012.

## **19. Terminal Backup Generator Installation**

Description – This project is to install an emergency generator at the east end of the terminal building to provide back up power to the airline bag claim area and baggage belt, and add additional emergency lighting circuits to meet existing required building codes.

Justification – Installing this generator will provide backup power to the remaining terminal areas that support the majority of the airline operations and functions in the terminal to include powering the bag claim baggage belt. Additionally this installation will bring the remainder of the terminal building into compliance with the current building codes for emergency lighting and will meet the needs of the airline customers in the event of a power failure. This project will provide the required terminal environment and safety required for air carrier operations and their passengers. This project will enhance the safety and security for air carrier operations and their passengers and increase competition between and among airlines. The intent is to use PFCs for 64% of the cost of this project and the remaining 36% will come from other Authority funds.

Schedule – The estimated project implementation date is July 19, 2010 and the estimated completion date is June 30, 2011.

## **20. Upgrade Terminal Fire Alarm System Phase 2**

Description – This project will upgrade the existing fire alarm system to meet current health, safety, electrical and ADA codes. The upgrades will enhance this system's performance and improve trouble shooting and system performance benefiting all airline passengers and personnel.

Justification – The current system is approximately 25 years old and needs to be replaced with today's technology to provide the highest level of safety possible for airline terminal passengers and personnel. Code requirements have changed over these years and many of the system components no longer meet the current codes. Upgrades will include installing additional alarm horns and strobes in public areas, adding smoke/ heat detectors and pull stations at proper locations and heights, and upgrade zone alarm capabilities. This project will enhance the safety and security required for air carrier operations and their passengers. The intent is to use PFCs for 64% of the cost of this project and the remaining 36% will come from other Authority funds.

Schedule – The estimated project implementation date is July 19, 2010 and the estimated completion date is June 30, 2011.

## **21. Terminal Building Sprinkler Study**

Description – This study will evaluate the feasibility to install an automatic fire sprinkler system in the airport terminal building.

Justification – Currently, there is no automatic fire sprinkler system in place in the terminal building for fire protection. Current codes require this public protection. Wet pipe sprinkler systems for the terminal may be installed in stages and airline ticket offices, arrival/departure gates, baggage claim and passenger waiting areas are included in this study. A central fire water service entrance is required for the initial and subsequent portions of the sprinkler system. The system for the entire facility should be planned prior to the installation of the first portion of this system. This study will evaluate the central water entrance, the stages/phasing of a sprinkler project and other important aspects of a sprinkler installation project that would be designed based on this feasibility study. This project will enhance the safety and security for air carrier operations and their passengers. The intent is to use PFCs for 64% of the cost of this project and the remaining 36% will come from other Authority funds.

Schedule – The estimated project implementation date is July 19, 2010 and the estimated completion date is June 30, 2011.

## **22. Terminal Parking Lot Reconfiguration/ Rehabilitation**

Description – This project will reconfigure the current free parking lot into a combination paid premium parking area closest to the airport terminal and retain a free general parking area beyond the premium parking area.

Justification – Currently the Abraham Lincoln Capital Airport terminal parking lot is a free parking lot containing 688 parking spaces. This parking project will change the current layout to add a paid premium section closest to the airport terminal, construct the required control structures to separate the paid from unpaid sections and install the necessary revenue control equipment to operate the paid premium section. Additional pavement rehabilitation and marking will improve the entire utility of this parking lot. Revenue generated in this parking lot will help to reduce cost escalation pressures on airline rates, fees and charges. This project will enhance the safety and security for air carrier passengers and increase competition between and among airlines. The intent is to use PFCs for 64% of the cost of this project and the remaining 36% will come from other Authority funds.

Schedule – The estimated project implementation date is July 15, 2012 and the estimated completion date is June 30, 2013.

### **23. Terminal Passenger Service Area Improvements**

Description – This project will clearly identify the main airline passenger entrance into the airport terminal by a covered entrance to keep passengers out of inclement weather, and create additional seating space for visitors waiting for flights to arrive and depart near the ticket counters.

Justification – As a result of building expansions and other functional and operational changes throughout the years, the airline passenger access points to the terminal have become unclear with no clearly defined “front door” to help airline passengers easily pick up/ drop off near the ticket counters. Also due to the expansion of TSA security and the regulations they enforce, the terminal space that “meeters and greeters” occupy near the airline ticket counters and security checkpoint has become very congested and confusing for airline passengers and ticket counter operations. As part of this project, this waiting area will be expanded to provide more functional space for airline ticket counter queuing and operation and the airline passengers access in and out of the arrival departure gate areas will be separated from those waiting to meet and greet the arriving/ departing passengers. This project will enhance the safety and security for air carrier passengers and increase competition between and among airlines. The intent is to use PFC funds for the Authority’s 5% share and an AIP grant for the remaining 95% of the project cost.

Schedule – The estimated project implementation date is May 15, 2012 and the estimated completion date is May 31, 2013.

### **24. Terminal ADA Improvements**

Description – This project will help Abraham Lincoln Capital Airport meet ADA standards in areas that are not being achieved as they should be to meet the needs of the airline passengers using the airport terminal. There are four identifiable components within this overall project listed in justification below.

Justification – Replace Sidewalks & Curb In Front Of Terminal – These are aged sidewalks with several locations where sidewalk slabs have settled or shifted posing a tripping hazard. Enhanced ADA compliant curb cuts with anti slip control features will be installed.

Renovate Public Restrooms – Four restrooms in the terminal have ADA and Illinois Accessibility Code related deficiencies that require resolution. Restroom entrances need to be reconfigured to permit adequate wheelchair access, automatic sinks are needed and the ventilation in the restrooms is very poor and requires renovation.

Install Passenger Boarding Bridge at Gate 1 – Adequate boarding bridges are not available to service all of the existing airline service at Abraham Lincoln Capital Airport. The Gate 1 bridge will afford adequate accessibility by all wheelchair bound passengers to air carrier aircraft with the due respect and dignity they deserve. At times there are three air carrier aircraft on the ground trying to use the existing bridge when in fact only one at a time can use the bridge.

Install Elevator – Access to the second story offices is provided by stairs, an escalator and an elevator that is located inside another tenant lease space, and this lease space is closed at 5:00 pm, further limiting access. The new elevator will replace the old escalator that is costly to maintain and does not provide for all of the ADA accessibility needs that an elevator will provide much more safely and effectively. This project will enhance the safety and security for air carrier passengers and increase competition between and among airlines.

The intent is to use PFC funds for the Authority's 5% share and AIP grants for the remaining 95% of the cost of these projects.

Schedule – The estimated project implementation date is June 1, 2010 and the estimated completion date is August 1, 2011.

## **25. Install Runway Guard Lights**

Description – This project will install Runway Guard Lights (RGL) at five taxiway intersections with runways at Abraham Lincoln Capital Airport.

Justification – Abraham Lincoln Capital Airport has unfortunately been the airport in the United States with the highest number of runway incursions per 100,000 operations. Numerous improvements have been implemented with the assistance of Runway Safety Action Teams (RSAT) and the RSAT asks that RGL be installed at the major taxiway runway intersections to further indicate to pilots where to hold and not enter without Air Traffic Control authorization. Air carrier aircraft and crews have contributed to these incursions at this facility. This project will enhance the safety and security for air carrier operations, aircraft and their passengers. The intent is to use PFC funds for 5th Authority's 2 ½% share and an AIP grant for the remaining 97 ½% of the project cost.

Schedule – The estimated project implementation date is April 1, 2010 and the estimated completion date is October 29, 2010.

## **26. Aviation Fuel Farm Development/ Improvements**

Description – This project will construct a new fuel farm that will be used exclusively for the storage and distribution of fuel used by airlines at Abraham Lincoln Capital Airport.

Justification – This project will replace the aged fuel tanks and system that provides jet fuel to airlines. The new fuel farm will be on a newly developed location and will meet and exceed current EPA regulations for airline fuel farms. This will ensure that an uninterrupted source of high quality jet fuel is continuously available to the airlines serving Abraham Lincoln Capital Airport, and the new equipment and this funding source will help to reduce cost escalation pressures on airline rates, fees and charges. This project will enhance the safety and security for air carrier operations, aircraft and their passengers and increase competition between and among airlines. The intent is to fund this project 100% with Authority funds.

Schedule – The estimated project implementation date is July 30, 2012 and the estimated completion date is May 31, 2013.

## **27. Rehabilitate Ramp & Hangar Pavement (IDA)**

Description – This project will rehabilitate the Illinois Division of Aeronautics (IDA) ramp and hangar pavement – Phase 1.

Justification – Abraham Lincoln Capital Airport is the home base for the Illinois Division of Aeronautics which supports statewide flying missions for the Governor, State Police, Division of Aeronautics and Emergency Response. The ramps supporting the aircraft performing these missions are 30 – 32 years old and have reached the end of their useful life. This rehabilitation will reestablish the structural capacity, restore grade and reduce maintenance to maintain this ramp in the safe condition necessary to support these critical flying mission needs for the State of Illinois. This project will enhance the safety and security for aircraft operations and their passengers. The intent is to use PFC funds for the Authority's 2 ½% share and an AIP grant for the remaining 97 ½% share of the project cost.

Schedule – The implementation date was November 9, 2009 and the estimated completion date is October 1, 2010.

## **28. Taxiway G Widening & Access Taxiway Construction**

Description – Widen Taxiway G from 40 feet to 75 feet, replace the old lighting and signs and rehabilitate an intersecting access taxiway.

Justification – This is a safety and standards related project needed to improve old north quadrant taxiways that are only 40 feet wide. Due to the size of aircraft needing access to this area, the taxiways should be 75 feet wide with geometrics to accommodate Aircraft Design Group IV/ V aircraft. The other taxiways connecting to Taxiway G are 75 feet wide. This project will also maintain aircraft movement in the future during maintenance or construction on Taxiway Alpha. This project will enhance the safety and security for air carrier operations and their passengers and is shown on the airport's current and approved ALP. The intent is to use PFC funds for the Authority's 2 ½% share and an AIP grant for the remaining 97 ½% of the project cost.

Schedule – The estimated project implementation date is May 17, 2010 and the projected completion date is estimated to be September 30, 2010.

### **29. Taxiway Yankee Phase 1 Design**

Description – This project is to design the extension of Taxiway Yankee from its current northeast end to Taxiway Alpha.

Justification – Taxiway Yankee currently supports a 143 unit T-Hangar hangar complex on "Charlie Ramp" with no vacancies and one Fixed Base Operator. In the spring of 2010, 12 more t-hangars are being built along with four 4,000 sq. ft. condominium hangars that will house a new flying school operating 12 to 15 aircraft. Taxiway Yankee is the only taxiway directly supporting all of this aircraft activity and it only leads to one runway end, Runway 31. Expanding Yankee to the northwest will provide much better overall access to the airfield from the Charlie Ramp, especially to Runways 4/22 and 13. Also because of the propensity for Abraham Lincoln Capital Airport to have runway incursions, extending Yankee to Alpha will simplify taxi routes and reduce the potential for crossing runways without Air Traffic Control authorization. This is a safety and standards related project needed to improve aircraft movement on the airfield, and this project will enhance the safety and security for air carrier operations and their passengers. The intent is to use PFC funds for the Authority's 2 ½% share and an AIP grant for the remaining 97 ½% of the project cost.

Schedule – The estimated project implementation date is August 9, 2010 and the projected completion date is estimated to be December 31, 2010.

### **30. Runway 13/31 Rehabilitation Preliminary Phase 1**

Description – This project is a preliminary phase that will analyze what elements of the runway need to be included in the rehabilitation leading to the design phase of rehabilitation improvements for Runway 13/31 and its supporting Taxiway Bravo.

Justification – Runway 13/31 is coming up on 15 years of age on the asphalt surface, and is ready for major rehabilitation. At this time, rehabilitation for this runway is not a simple matter. Decisions will need to be made regarding multiple improvements in conjunction with pavement rehabilitation before a clear scope for design could begin.

Several of these factors follow. The connecting Taxiway Bravo at the 31 end is not in compliance with FAA connecting taxiway standards, land has been acquired at the end of Runway 13 that will permit extension and the use of the full 8,000' runway surface that would require a taxiway extension to the new runway end and relocation of a township road, relocation of FAA navigation aids are necessary, and the addition of an instrument landing system is now realistic because of the land acquisition. This preliminary phase will consider the priority and value added to the airports operation for each of these and other improvements and guide the upcoming design phase. This is a safety and standards related project needed to improve aircraft movement on the airfield, and this project will enhance the safety and security for air carrier operations and their passengers and increase competition between and among airlines. All work will comply with the FAA approved ALP. The intent is to use PFC funds for the Authority's 2 ½% share and an AIP grant for the remaining 97 ½% of the project cost.

Schedule – The estimated project implementation date is April 15, 2010 and the projected completion date is estimated to be October 29, 2010.

### **31. Runway 13/31 Rehabilitation Design Phase 2**

Description – This project is the design phase based on the previously completed preliminary phase for all of the improvements associated with this runway rehabilitation.

Justification – Runway 13/31 is coming up on 15 years of age on the asphalt surface, and is ready for major rehabilitation. The design will also include the other necessary runway rehabilitations identified in the preliminary phase needed to utilize the full 8,000' of pavement that was constructed previously. This is a safety and standards related project needed to improve aircraft movement on the airfield, and this project will enhance the safety and security for air carrier operations and their passengers and increase competition between and among airlines. All work will comply with the FAA approved ALP. The intent is to use PFC funds for the Authority's 2 ½% share and an AIP grant for the remaining 97 ½% of the project cost.

Schedule – The estimated project implementation date is November 19, 2010 and the projected completion date is estimated to be July 15, 2011.

### **32. Runway 18/36 Rehabilitation**

Description – This current runway's surface was last overlaid 18 years ago and is in need of rehabilitation that will restore its structural capacity and includes improving some grade issues, update the lighting, signage and marking.

Justification – This runway was originally constructed in 1947 and last rehabilitated with an asphalt overlay in 1991. While this runway has received significant maintenance over the past 18 years, the pavement is reaching the end of its design life. Also since the last overlay, two intersecting runway rehabilitations and two new taxiway intersections were built across 18-36 changing the grades due to the intersecting transitions, so there are

more “high and low” spots on the runway than originally designed. This rehabilitation will restore the structural capacity, improve the transitional grades and reduce the maintenance needed. Maintaining this runway in operational service is not only critical on north/south crosswind days in the spring and fall but provides an open runway at times of construction closures to the two other runways. This is a safety and standards related project needed to improve aircraft movement on the airfield, and this project will enhance the safety and security for air carrier operations and their passengers and increase competition between and among airlines. The intent is to use PFC funds for the Authority’s 2 ½% share and an AIP grant for the remaining 97 ½% share of the project cost.

Schedule – The estimated project implementation date is June 1, 2010 and the projected completion date is estimated to be October 31, 2011.

# Springfield Airport Authority

PFC #6

Effective August 1, 2010

## Sources Of Funds For Proposed Projects

<u>List of Projects</u>	<u>Federal</u>	<u>State</u>	<u>Local</u> <u>(PFC)</u>	<u>Local</u> <u>(Non PFC)</u>	<u>Total</u>
	\$	\$	\$	\$	\$
1. Land Acquisition - Seelbach Property I - Runway Approach Protection	-	-	35,000	-	35,000
2. Land Acquisition - Seelbach Property II - Runway Approach Protection	-	-	35,000	-	35,000
3. Land Acquisition - Gatschenberger Property I - Runway Approach Protection	494,000	13,000	13,000	-	520,000
4. Land Acquisition - Gatschenberger Property II - Runway Approach Protection	380,000	10,000	10,000	-	400,000
5. Land Acquisition - Woods Property - Runway Approach Protection	-	-	130,000	-	130,000
6. Land Acquisition - Ingram Property - Runway Approach Protection	-	-	45,000	-	45,000
7. Land Acquisition - Myers Property - Runway Approach Protection	-	-	60,000	-	60,000
8. Land Acquisition - West Property - Runway Approach Protection	-	-	35,000	-	35,000
9. Acquire Vacuum Sweeper Vehicle (w/ liquid recovery), Pickup Truck & Snow Plows	171,000	-	9,000	-	180,000
10. Snow Removal Equipment (SRE) Broom	570,000	-	30,000	-	600,000
11. Acquire ARFF Vehicle & Rehabilitate ARFF Building	1,653,000	-	87,000	-	1,740,000
12. Wildlife Study	-	11,000	11,000	-	22,000
13. Update ALP/GIS	494,000	13,000	13,000	-	520,000
14. Perimeter Fence, Phase 2	1,292,000	34,000	34,000	-	1,360,000
15. Perimeter Fence, Phase 3	1,900,000	50,000	50,000	-	2,000,000

<u>List of Projects</u>	<u>Federal</u>	<u>State</u>	<u>Local</u> <u>(PFC)</u>	<u>Local</u> <u>(Non PFC)</u>	<u>Total</u>
	\$	\$	\$	\$	\$
16. Security System Construction	570,000	-	30,000	-	600,000
17. Terminal Lighting & Ceiling Rehabilitation	228,000	-	12,000	-	240,000
18. Terminal Boiler Plant Renovation	-	-	55,000	31,000	86,000
19. Terminal Backup Generator Installation	-	-	141,000	79,000	220,000
20. Upgrade Terminal Fire Alarm System Phase 2	-	-	32,000	18,000	50,000
21. Terminal Building Sprinkler Study	-	-	6,000	3,000	9,000
22. Terminal Parking Lot Reconfiguration/Rehabilitation	-	-	19,000	11,000	30,000
23. Terminal Passenger Service Area Improvements	779,000	-	41,000	-	820,000
24. Terminal ADA Improvements	1,045,000	-	55,000	-	1,100,000
25. Install Runway Guard Lights (RSAT)	304,000	8,000	8,000	-	320,000
26. Aviation Fuel Farm Development/Improvements	-	-	315,000	-	315,000
27. Rehabilitate Ramp & Hangar Pavement (IDA)	2,584,000	68,000	68,000	-	2,720,000
28. Taxiway G Widening & Access Taxiway Construction	2,508,000	66,000	66,000	-	2,640,000
29. Taxiway Yankee Phase 1 Design	114,000	3,000	3,000	-	120,000
30. Runway 13/31 Rehabilitation Design Phase 1	190,000	5,000	5,000	-	200,000
31. Runway 13/31 Rehabilitation Design Phase 2	1,900,000	50,000	50,000	-	2,000,000
32. Runway 18/36 Rehabilitation	2,394,000	63,000	63,000	-	2,520,000
Total	19,570,000	394,000	1,566,000	142,000	21,672,000

1/4/2010