

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 estimated charge expiration date (per our letter of April 16, 2009 to the appropriate airlines) was December 1, 2011. The effective date for this application is then estimated at this time to be the aforementioned December 1, 2011 and the estimated charge expiration date is estimated to be February 1, 2017. 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 \$1,278,729, 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	11,942
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	25,872
11. ARFF Vehicle & Building	88,803
12. Wildlife Study	11,000
13. Update ALP / GIS	15,500
14. Perimeter Fence Phase II	28,100
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	95,530

19. Terminal Backup Generator Installation	140,800
20. Upgrade Terminal Fire Alarm System Phase II	32,000
21. Terminal Parking Lot Reconfiguration / Rehabilitation	19,000
22. Terminal Passenger Services Area Improvements	41,450
23. Terminal ADA Improvements	61,006
24. Install Runway Guard Lights (RSAT)	6000
25. Rehabilitate Ramp & Hangar Pavement (IDA)	68,000
26. Taxiway G Widening & Access Taxiway Construction	66,226
27. Taxiway Yankee Phase I Design	3,000
28. Runway 13/31 Rehabilitation Preliminary Phase I	500
29. Runway 13/31 Rehabilitation Design Phase II	50,000
30. Runway 18/36 Rehabilitation	<u>63,000</u>
	1,278,729

Send any comments regarding this proposed application by May 15, 2011, to Mark E. Hanna, A.A.E., 1200 Capital Airport Drive, Springfield, Illinois 62707.

Springfield Airport Authority

PFC #6

Effective December 1, 2011

Description And Justification Of Proposed Projects **Part 158.30(b)(3)**

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 consisted 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 was 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 was unoccupied at the time of acquisition. The only improvement on the property (a house) was in a deteriorated condition, consequently, it was determined to be the appropriate time for acquisition. It is zoned residential and is at the end of a residential area. If the Authority had not acquired the property, it would have been

purchased by someone who would presumably have improved the property and hence it would cost considerably more to purchase in the future than what the Authority was bale to acquire it for. While the property was not officially on the market, the owners' realtor had indicated they were 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 completion date was January 24, 2011.

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 was 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 of 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 Authority is using 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 completion date was January 15, 2011.

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 and 3-4-A and is in Sangamon County Tax ID Numbers 14-04.0-200-002 and 14-03.0-100-002. The intent is to acquire all 115.8 acres of land. 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. The remainder of the property being acquired is north of land presently owned by the Authority.

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 included in federal grant 3-17-0096-55 which is covering 97 ½% of the cost. The Authority is using 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 March 31, 2011.

5. Woods Property – Runway Approach Protection

Description – This property was 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 consisted 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 was 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 June 30, 2011.

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 completion date was January 19, 2011.

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 December 31, 2011.

8. West Property – Runway Approach Protection

Description – This property was 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 Authority acquired the .38 acres and the house on the property. 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 was important to acquire this property for noise mitigation. While the property was 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 Authority is using 100% PFC funds to acquire this property.

Schedule – The implementation date was November 23, 2009 and the completion date was July 27, 2010.

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

Description – This project was 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 was November 16, 2010 and the estimated completion date is August 31, 2011.

11. Acquire ARFF Vehicle & Rehabilitate ARFF Building

Description – The Illinois Air National Guard (IANG) 183rd 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 183rd 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 would not fit in the doors of the Public Safety Building (PSB) where airport operated ARFF vehicles are stationed. The PSB was approximately 30 years old and in need of improvements so that it could 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 enhanced 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 completion date was July 22, 2010.

12. Wildlife Study

Description – The intent of this project is 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 that may create hazards to aircraft. A Wildlife Hazard Management Plan was used to mitigate potential wildlife hazards on Abraham Lincoln Capital Airport was 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 was used to determine and implement measures to

alleviate or eliminate wildlife hazards to air carrier operations. This project will continue to 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 95% of the project cost with the State providing 2 ½%.

Schedule – The project implementation date was April 28, 2010 and the estimated completion date is November 30, 2012.

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 95% share of the project cost with the State providing 2 ½%.

Schedule – The implementation date was November 24, 2009 and the estimated completion date is August 31, 2011.

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 95% share of the project cost with the State providing 2 ½%.

Schedule – The estimated project implementation date was December 27, 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 August 1, 2011 and the estimated completion date is February 28, 2012.

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 completion date was December 1, 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 will install an emergency generator at the east end of the terminal building, a portion of the building that never has had emergency power available. This generator will provide power to the airline bag claim area and baggage belt, and power systems required by FAR Part 139.335 Public Protection and TSA 1542 to prevent unauthorized persons and vehicles from inadvertent entry to the movement area. Another important and required improvement will be to add additional emergency lighting and other critical circuits to meet existing required building codes.

Justification – This generator will provide power to the terminal area where emergency power is not available. The airport terminal has had commercial power failures / utility interruptions in the past. Also, Sangamon County has experienced 15 confirmed tornadoes in the past five (5) years, four (4) of which were in Springfield. On June 6, 2000 a tornado was confirmed very near the Abraham Lincoln Capital Airport that caused damage at the airport. Springfield also receives winter icing conditions that have downed power lines. Backup power will keep the doors accessing the movement area secure and locked during power failures ensuring the Part 139.335 Public Protection requirements are met along with TSA Airport Security Part 1542.201, .203, .205 and .207 requirements and the Airport Security Program as required. This

installation will bring the remainder of the terminal building into compliance with current building codes for emergency lighting circuits providing safety required for air carrier passengers and security for the air carrier operations. This project will enhance the safety and security for air carrier operations and increase competition between and among airlines.

Schedule – The estimated project implementation date is July 2, 2012 and the estimated completion date is June 30, 2013.

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 18, 2011 and the estimated completion date is June 30, 2012.

21. Terminal Parking Lot Reconfiguration/ Rehabilitation

Description – This project will rehabilitate and mark the free non-revenue producing parking lot after the Entrance Road Project removes the back 25% of this lot.

Justification – Currently the Abraham Lincoln Capital Airport terminal parking lot contains 688 parking spaces. A new entrance road is under constructions to provide Anti Terrorism Force Protection for ANG 183rd Fighter Wing facilities which will remove 25% of this existing lot. With the reduction of lot size, some additional revised parking layout will be needed including some pavement rehabilitation, and marking to improve the entire utility of this lot. This project will enhance the safety and security for air carrier passengers and increase competition between and among airlines.

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

22. 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 preserve or enhance capacity. 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.

23. 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 five 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.

Ticket Counter Improvements - The ticket counter areas have built-in check in counters with finishes that are outdated. Ticket counters and new finishes will be as user friendly as possible and accessible to handicapped persons.

Replace Airline Bag Room and Freight Doors – This project will replace roll up doors that are 29 years old installed in 1982 in airline baggage and freight areas of the terminal that are near the end of their useful life expectancy, are energy inefficient and becoming increasingly difficult to find repair parts. Replacing these doors will ensure timely delivery of passenger luggage to the aircraft and bag claim facilities.

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.

This project will preserve or enhance capacity for air carriers and their passengers and increase competition between and among airlines.

Schedule – The estimated project implementation date is June 1, 2011 and the estimated completion date is August 1, 2012.

24. Install Runway Guard Lights (RSAT)

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 asked 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 the Authority's 2 ½% share and an AIP grant for 95% of the project cost with the State providing 2 ½%.

Schedule – The project implementation date was November 16, 2010 and the estimated completion date was December 28, 2010.

25. North Quadrant GA Ramp

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. In addition to the IDA, the ramp is used by at least one other tenant (Standard Aero) on a daily basis along with various general aviation aircraft. 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 95% share of the project cost with the State providing 2 ½%.

Schedule – The implementation date was November 9, 2009 and the estimated completion date is October 1, 2011.

26. 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 95% of the project cost with the State providing 2 ½%.

Schedule – The implementation date was April 22, 2010 and the completion date was September 30, 2010.

27. 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 complex on "Charlie Ramp" with no vacancies and one Fixed Base Operator. In addition, 12 more hangars have been built along with four 4,000 sq. ft. condominium hangars that will soon house a new flying school operating 12 to 15 aircraft bringing the total to 159. 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 95% of the project cost with the State providing 2 ½%.

Schedule – The estimated project implementation date is August 1, 2011 and the projected completion date is estimated to be December 31, 2012.

28. Runway 13/31 Rehabilitation Design 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 95% of the project cost with the State providing 2 ½%.

Schedule – The project implementation date was November 1, 2010 and the projected completion date is estimated to be June 30, 2011.

29. Runway 13/31 Rehabilitation Preliminary 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 95% of the project cost with the State providing 2 ½%.

Schedule – The estimated project implementation date is July 1, 2011 and the projected completion date is estimated to be March 31, 2012.

30. 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, and updating 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 95% share of the project cost with the State providing 2 ½%.

Schedule – The estimated project implementation date is July 11, 2011 and the projected completion date is estimated to be October 31, 2012.

Springfield Airport Authority

PFC #6

Effective December 1, 2011

PFC Level of \$4.50 Per Enplaned Passenger

Sources Of Funds For Proposed Projects

Part 158.30(b)(2)

<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	453,788	11,942	11,942	-	477,672
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	491,576	-	25,872	-	517,448
11. Acquire ARFF Vehicle & Rehabilitate ARFF Building	1,704,094	-	88,803	-	1,792,897
12. Wildlife Study	-	11,000	11,000	-	22,000
13. Update ALP/GIS / Exhibit A Update (This project is a hybrid of existing Exhibit A Update & eALP/GIS Update to follow)	589,000	15,500	15,500	-	620,000
14. Perimeter Fence, Phase 2	1,067,811	28,100	28,100	-	1,124,011
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	-	-	95,530	53,736	149,266
19. Terminal Backup Generator Installation	-	-	140,800	79,200	220,000
20. Upgrade Terminal Fire Alarm System Phase 2	-	-	32,000	18,000	50,000
21. Terminal Parking Lot Reconfiguration/Rehabilitation	-	-	19,000	11,000	30,000
22. Terminal Passenger Service Area Improvements	787,550	-	41,450	-	829,000
23. Terminal ADA Improvements	1,159,104	-	61,006	-	1,220,110
24. Install Runway Guard Lights (RSAT)	212,000	6,000	6,000	-	224,000
25. North Quadrant GA Ramp	2,584,000	68,000	68,000	-	2,720,000
26. Taxiway G Widening & Access Taxiway Construction	2,516,560	66,225	66,226	-	2,649,011
27. Taxiway Yankee Phase 1 Design	114,000	3,000	3,000	-	120,000
28. Runway 13/31 Rehabilitation Design Phase 1	19,000	500	500	-	20,000
29. Runway 13/31 Rehabilitation Design Phase 2	1,900,000	50,000	50,000	-	2,000,000
30. Runway 18/36 Rehabilitation	2,394,000	63,000	63,000	-	2,520,000
Total	19,241,483	383,267	1,278,729	161,936	21,065,415

4/12/2011