

NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT RELATED TO PROPOSED
PASSENGER FACILITY CHARGE APPLICATION
NOVEMBER 9TH, 2018

LAWTON-FORT SILL REGIONAL AIRPORT
LAWTON, OKLAHOMA
PASSENGER FACILITY CHARGE
PROPOSED PROJECT OVERVIEW

The City of Lawton, Oklahoma is providing an opportunity for public comment until December 13, 2018 at 10 AM related to the airport's new Impose and Use Passenger Facility Charge (PFC) Application #09 for the Lawton-Ft. Sill Regional Airport (LAW). This written notice is provided in accordance with requirements contained in Federal Aviation Regulation 14 CFR Part 158.24 Passenger Facility Charge.

LAW plans to continue the maximum PFC allowable of \$4.50 per enplaned passenger. We anticipate collection to begin when the previous application is fully collected currently estimated to be April 1, 2019. The total amount of revenue to be collected under this application is \$4,014,423. The PFC expiration date for the projects described below is estimated to be April 1, 2038.

Project #1 – Expand Terminal Building (Design)

The LAW terminal building has been serving Southwest Oklahoma since 1950. Due to physical and operational changes, including expanded TSA requirements following 9/11, passenger capacity within the terminal building has been negatively impacted. To increase the terminal's capacity and improve the passenger experience this project includes the design of the following project elements: Curbside Canopy, Entry Vestibules, Airline Ticket Counters, TSA baggage screening and conveyor, Holdroom Expansion, Security and Screening Hall enhancements, Meeter/Greeter Hall renovations, Baggage Claim renovations and Rental Car Counter renovations.

All areas included in this design are public use areas (Table N-1 of the AIP Handbook) and are related to the movement of passengers/baggage (Table N-2 of the AIP Handbook) and consequently should be eligible for AIP funding. The design related to the airline ticket counters and rental car counters does not include any design work behind the counters and should be eligible for funding under Table N-6 items "a" and "b" since LAW is a non-hub airport. Additionally, both the existing airline ticket counters and rental car counters do not meet current ADA Standards for Accessible Design, specifically section 904.4 Sales and Service Counters which requires service counters to have 36" long surface and a 36" maximum height. Neither the airline ticket counters nor the rental car counters meet this standard.

These elements were designed to a conceptual level, approximately 30% design, to coordinate all the elements, their interrelations, and to optimize construction phasing. As part of this effort a terminal study was originally established in 2013 and updated in 2014 that discussed the need for the improvements being proposed in this PFC application. The 30% design work was completed as part of a number of "preliminary" design projects over the past 5 years. Many of these projects were part of the 13-07-C-00-LAW PFC collection authority. Specifically Project 6 (Boarding Gate Area Renovation Preliminary Design) and Project 8 (Baggage Claim Expansion Preliminary Design). Additionally, it should be noted that Project 7 (Board Gate Area Final Design and Construction) of the 13-07-C-0-LAW PFC collection authority was focused solely on the renovation of the secure side restrooms as sufficient funding was not in place to complete final design and construction for the entire board gate area.

Funding: Funding for this project is \$604,800. 90% of the funding will be provided via AIP Grant \$544,320. The local share 10% will be paid for with PFCs (\$60,480). AIP Grant 3-40-0051-035-2018.

Project #2 – Expand Terminal Building (Construction)

The LAW terminal building has been serving Southwest Oklahoma since 1950. Due to physical and operational changes, including expanded TSA requirements following 9/11, passenger capacity within the terminal building has been negatively impacted. The Terminal Improvement and Expansion – Construction includes expansion and renovations to the following terminal elements: Curbside Canopies, Entry Vestibules, Airline Ticket Counters, Rental Car Counters, Passenger Holdroom, Security and Screening Hall, and Meeter/Greeter Hall. Additional information regarding each element of this project is provided below. Additionally, please refer to the attached existing and proposed floorplan exhibits for additional information.

All areas included in this design are public use areas (Table N-1 of the AIP Handbook) and are related to the movement of passengers/baggage (Table N-2 of the AIP Handbook) and consequently should be eligible for AIP funding.

Curbside Canopy: The LAW terminal currently has a curbside canopy attached to the terminal building that protects passengers and the public from weather when being dropped off or picked up. However, the canopy is beyond its useful life and needs to be replaced to ensure a sufficient level of weather protection for passengers and the public. This project will replace the existing canopy.

Entry Vestibules: The Lawton-Fort Sill Regional Airport currently has five single sliding door entries into the terminal building. This project will replace the single sliding doors with entry vestibules. By realigning the location of the entries, the passengers and visitors will be able to better access and exit the building; thereby, improving capacity and provide clear and intuitive access by the passengers. Also, by replacing the single sliding doors with entry vestibules the terminal building will be able to reduce HVAC loading. . This project will improve the passenger experience and the buildings energy efficiency.

Airline Ticket Counters and Rental Car Counter Renovations: The existing ticket counters and rental car counters were constructed in the 1980's and do not meet current ADA standards or accommodate modern ticketing, printing, and other equipment. These counters will be improved and modified for ADA compliance and renovated to accommodate modern equipment in order to provide better passenger flow and capacity. This project renovates existing areas and does not expand the footprint of the space. The design related to the airline ticket counters and rental car counters does not include any design work behind the counters and should be eligible for funding under Table N-6 items "a" and "b" since LAW is a non-hub airport. Additionally, both the existing airline ticket counters and rental car counters do not meet current ADA Standards for Accessible Design, specifically section 904.4 Sales and Service Counters which requires service counters to have 36" long surface and a 36" maximum height. Neither the airline ticket counters nor the rental car counters meet this standard. This project will improve the passenger experience.

Passenger Holdroom Expansion: This project is to expand the terminal building so that there is sufficient seating, circulation area, and amenities on the secure side of the terminal building to accommodate waiting passengers. Currently, the seating in the passenger holdroom is limited to approximately half of what is needed to accommodate existing passenger traffic. These improvements will allow the airport to meet the needs of existing passengers and support future growth. The holdroom expansion will also allow the Airport to accommodate diverted flights and larger aircraft that could serve the airport in the future. The expanded seating area will be able accommodate the increased passenger capacity and throughput. This project

expands the footprint of the building and raises the ceiling height of the existing space. The renovated space will total 4,867 of which 2,808 SF is new square footage added to the building. As part of the renovation process, the existing holdroom will be demolished and the expanded holdroom will be constructed in its place. Consequently, there will be an amount of time where temporary holdroom facilities (e.g. portable buildings) will be set-up and utilized by passengers to allow for the demolition and construction of the new expanded holdroom facility. The amount of time the temporary holdroom facilities will be used will be defined in the design process and there is the potential that they could be used permanently. Utilizing the temporary holdroom facilities will allow the demolition of the existing holdroom and the construction of the expanded holdroom to be completed as quickly as possible.

Security and Screening Hall Enhancements: The existing TSA security screening checkpoint (SSCP) is positioned in the narrow hallway leading to the passenger holdroom along with a narrow sterile area exit corridor. This narrow hallway does not allow for adequate passenger queuing for the SSCP and constrains passenger flow through the area. Additionally, the current configuration of the area results in conflicting passenger flows to/from the sterile area which further impedes capacity. The existing roof structure in this area has limited capacity, supported by too many steel columns, and is too low to reinforce while providing required clearances for security equipment/mechanical systems. This project will demolish the building in this area and reconstruct it to accommodate the necessary improvements. The public exit corridor from the sterile area will be relocated and widened, into the existing courtyard, to create the required space for screening and passenger egress from the holdroom. The TSA checkpoint will move to the north side of the corridor to eliminate cross-flow of passengers and improve building efficiencies and passenger capacity. The raising of the roofline and widening of the corridor will allow for the prescribed horizontal and vertical clearances needed for TSA equipment; thereby, creating a safer, and more efficient screening environment and improving capacity at the airport. This project expands the footprint of the building and raises the ceiling height of the existing spaces. The renovated space is 2,455 SF of which 988 SF is new square footage to the building. This project is focused on increasing the capacity and improving passenger flow in the SSCP area and sterile area exit and does not include the build out of the SSCP for TSA requirements or funding for any TSA equipment. It also does not include any exclusive use areas that will be leased to TSA. Consequently, the project should be eligible for AIP funding.

Meeter/Greeter Hall Renovations: Improvements to this part of the existing terminal building will eliminate the cross traffic flow with outbound passengers and those going through security that leads to an overcrowded and congested situation where people congregate near the baggage claim slide and queue up for the security screening in the same area. Flipping the TSA checkpoint lanes with the exit corridor, discussed above, increases capacity by allowing exiting passengers to enter directly into the meeter/greeter space and proceed to baggage claim without having to cross paths with those outbound passengers in the security queuing. Additional improvements within the meeter/greeter area include relocation of two existing support columns to increase passenger flow and capacity within the terminal building. The existing metal ceiling will be removed and replaced to accommodate the new structure, the ceiling throughout the rest of the meeter/greeter hall will also be replaced to make the ceiling uniform throughout the meeter/greeter hall. This project renovates existing areas and does not expand the footprint of the space.

Funding: *Funding for this project is expected to be a combination of local funds, AIP, and PFC. LAW will secure a loan from a bank for the initial financing of the project (estimated at \$7,563,974). LAW plans to use their AIP Entitlement funds starting in FY21 to pay the principle on the loan over a 9 year period. Additionally, approximately \$32,026 of AIP entitlement funds in FY 19 will be used for the project. PFC funds will be used to pay the interest charges associated with the loan (see project #3) and to cover 10% of the total project costs (\$844,000).*

Project #3 – Expand Terminal Building Interest Payments

The expansion of the LAW terminal building will initial be financed through a loan obtained through a bank. LAW will then use their annual AIP entitlement funds (currently \$1,000,000 annually) starting in FY21 to pay back the principle on the loan over a 9 year period. LAW will use PFC funds to pay the interest charges on the loan obtained to finance the project over that same 9 year period. It is expected that a total of \$2,250,000 in interest charges will be incurred over the 9 year period. The annual interest charges are as follows: Year 1 - \$450,000, Year 2 - \$400,000, Year 3 - \$350,000, Year 4 - \$300,000, Year 5 - \$250,000, Year 6 - \$200,000, Year 7 - \$150,000, Year 8 - \$100,000, Year 9 - \$50,000. Project interest charges are eligible for PFC funding as stated in FAA Order 5500.1, Paragraph 4-6(f).

Funding: \$2,250,000. 100% PFC funds will be used for this.

Project #4 – ARFF Proximity Gear

This project includes the purchase of ARFF Proximity Gear for the airport's ARFF personnel. The existing proximity gear is reaching the end of its useful life (5 years) and needs to be replaced.

Funding: \$15,000. 100% PFC funds will be used for this.

Project #5 – TSA, Baggage, and Conveyors – Construction

The existing TSA baggage screening process and equipment has existed in the ticketing lobby of the Lawton Ft. Sill Regional Airport since 2002, after security measures changed due to 9/11. With the renovation and relocation of non-load bearing walls and reallocation of space, the airport is able to better utilize space behind the ticket counters to relocate the baggage screening function behind the ticketing counter. This would allow the airport to re-claim their ticketing hall, streamline the baggage check and screening processes and increase passenger capacity and throughput in the ticketing area.

This scope of work would include adjusting airline office space currently located in the area to accommodate the TSA baggage screening function outside of the public eye while creating an efficient baggage flow from check-in to aircraft. Airline office space is not eligible for PFC funding as it is not a public use area as defined in Table N-1 of the AIP Handbook. However, in this project, no improvements or changes are being made to the airline offices beyond what is necessary to accommodate the new baggage screening and make-up system. Consequently, the modifications to the airline office areas necessary to establish the new baggage screening and make-up should be PFC eligible.

Additionally, in the area behind ticketing, part of the floor slab will require floor leveling (compound/topping slab) in order to raise the slab elevation to be flat and match adjacent existing slabs. The tug drive will be enclosed with new walls and overhead doors. The building structure will require modification to accommodate the new doorways and baggage conveyor opening.

This project should be eligible for PFC funding based on the AIP Handbook, Table N-5 (n). See Attached Exhibits for additional information.

Funding: \$320,000. 100% PFC funds will be used for this.

Project #6 – Construct Aircraft Rescue and Fire Fighting Building (Design) (Reimbursal)

The current ARFF building was constructed in 1970 and is located northeast of TWY F and east of the RWY 17 end. It was originally designed for smaller less demanding ARFF vehicles. Recent certification inspections have determined the building is exhibiting structural failures and needs to be replaced. This design project will be for a replacement ARFF building to provide shelter for newer ARFF equipment and facilities for required airfield emergency

response personnel. This project is to reimburse the airport for the local match (10%) of the design (AIP 33).

Funding: Funding for this project is expected to be a combination of AIP and PFC. The PFC funds will be the 10% match to the AIP grant. AIP Grant 3-40-0051-033-2015. PFC will be \$31,111. AIP will be \$280,000.

Project #7 – Emergency Generator (Reimbursal)

This project installed an emergency generator for the terminal building to power essential systems when commercial power service is interrupted. As part of LAW's PFC 8 application, the collection of PFC's were approved for the design, bidding, and installation of an emergency generator to provide essential power to the terminal building during when commercial power is interrupted. PFC 8 was originally approved at \$300,000 and was amended down to \$207,003. However, the actual cost of the project was \$228,562 because the design and bid advertising costs were accidentally excluded when the grant was amended down to \$207,003. Consequently, the purpose of this project is to reimburse LAW for the design and bidding costs associated with that project which total \$21,559.

Funding: \$21,559. 100% PFC funds will be used for this.

Project #8 – Rehabilitate Runway

This project includes the removal and replacement of all the runway markings associated with Runway 17/35 and the removal and replacement of all taxiway markings for Taxiways A, B, C, D, E, and F. These markings are faded/deteriorating and need to be removed and repainted to enhance their visibility and maintain safety.

Funding: Funding for this project is expected to be a combination of AIP and PFC. The PFC funds will be the 10% match to the AIP grant. AIP Grant 3-40-0051-035-2017. PFC will be \$127,073. AIP funds will be \$1,143,654.

Project #9 – Runway Underdrain Project

The runway underdrain project will include design and construction of underdrains along the runway and taxiways to reduce the impacts of groundwater on the existing pavement. The existing groundwater is weakening the pavement base material causing premature aging of the pavements.

Funding: Funding for this project is expected to be a combination of AIP and PFC. The PFC funds will be the 10% match to the AIP grant. PFC will be \$345,200. AIP funds will be \$3,106,800.

All improvements are or will be designed in conformance with applicable FAA Advisory Circulars.

The total capital cost of these projects, completed and anticipated, is \$16,685,197. Of this amount, the FAA has or will provide funding under various Airport Improvement Program (AIP) federal grants in the amount of \$5,106,800. The Airport anticipates future federal entitlement funding of approximately \$3,000,000 while the remaining grant funding will come from discretionary funding. PFCs provide \$4,014,423 for future capital improvement and planning projects. Local funds in the amount of \$7,563,974 are anticipated.

Comments or a written request for more detailed project descriptions should be sent to Barbara McNally, Airport Manager, 3401 SW 11th Street, Lawton, OK, 73501.