

July 3, 2018

Notice and Opportunity to Comment on New Proposed Passenger Facility Charge (PFC) New Application

The City of Kansas City (City), Missouri through its Aviation Department (“the Department”) intends to file a new PFC application (PFC #11) with the Federal Aviation Administration (the “FAA”) to provide funding for four new projects at Kansas City International Airport (“KCI”) and two new projects at Charles B. Wheeler Downtown Airport (“MKC”).

This notice is being published to provide any interested person with notice of the proposed application and an opportunity to comment, as required by Part 158 of the Code of Federal Regulations (14 CFR Part 158), “Passenger Facility Charges” (effective June 28, 1991).

As required by 14 CFR Section 158.24, this notice has been posted on KCI’s web site. Any member of the public may file comments on the proposed application until August 2, 2018. All comments, and any requests for additional information about the proposed application and projects should be submitted to the address listed below under “**Notice:**”. 14 CFR Part 158 is the final rule that implements Sections 9110 and 9111 of the Aviation Safety and Capacity Expansion Act of 1990, passed by the U.S. Congress in November 1990, and subsequently amended. The legislation requires that the Airport provide public notice and an opportunity to comment on any proposed new PFC application. The following paragraphs provide the information required under Section 158.24 for the public notice.

THE PFC LEVEL, EFFECTIVE DATE, AND TOTAL PROJECTED PFC REVENUE

The Department intends to submit the PFC #11 application at \$4.50 per enplaned passenger. The proposed effective date for the new application is August 1, 2019, and the estimated charge expiration date of the Department’s PFC program is now projected to be December 1, 2020, if the new application is approved. Total additional PFC revenues of \$16,317,653 will be collected under PFC #11.

DESCRIPTION OF PROJECTS

Table 1 summarizes the proposed PFC #11 projects and the proposed PFC collection amounts required for each project. As shown in **Table 1**, \$11,767,653, or 72.1% of the total requested PFC authority is being requested at the \$4.50 level. This percentage is sufficient to permit approval of the entire application at the \$4.50 level.

Table 1
Kansas City Aviation Department
PFC #11
Summary of Proposed Project Funding

PFC No.	Project Name	Project Cost	Other Funding ¹	Requested PFC Amount @ \$3.00	Requested PFC Amount @ \$4.50
11.01	KCI FIS Facility Expansion and Renovation (Design & Construct)	\$ 14,218,038	\$ 3,635,355	\$ -	\$ 10,582,683
11.02	KCI Taxiway C Keel Section Mill and Overlay (Design & Construct)	2,150,000	-	2,150,000	
11.03	KCI Post Gate 28 Upgrades (Design & Construct)	1,300,000	-	1,300,000	
11.04	KCI Safety Management System (SMS)	1,100,000	-	1,100,000	
11.05	MKC Taxiway D Removal (Design & Construct)	850,000	765,000	-	85,000
11.06	MKC Runway Protection Zone Obstruction Removal (Design & Construct)	1,100,000	-	-	1,100,000
PFC Project Totals		\$ 20,718,038	\$ 4,400,355	\$ 4,550,000	\$ 11,767,683
Total Requested PFC Amount					\$ 16,317,683
Requested \$3.00 Percentage					27.9%
Requested \$4.50 Percentage					72.1%

¹ For Project 11.01 "Other Funding" consists of local airport funds. For Project 11.05 "Other Funding" consists of AIP grant funds.

The information for the six proposed PFC projects for the PFC #11 application is contained in the remaining pages of this Notice. Any interested person may obtain more detailed justification by submitting a request to the address listed below:

NOTICE:

Pursuant to Section 158.24(c)(i) of the Federal Aviation Regulations, any interested person desiring to submit comments, must submit comments to the address below no later than August 2, 2018.

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PROJECT INFORMATION

Project No. and Title: 11.01 11.01 KCI Customs – FIS Facility Renovation and Expansion (Design and Construct)

Application Type: Impose and Use (\$4.50)

PFC Revenue: \$10,582,653

Project Description:

This project is a full renovation and expansion of the Customs and Border Patrol operations in Terminal C. This will allow for “bags first” approach; follow new CBP standards; and provide a departure lounge attached to this facility. The renovated facility includes construction on the passenger service level (PSL) and the apron level. The PSL construction will be approximately 27,200 sq. ft. with 6 primary FIS processing work stations, 4 GE Kiosks, a baggage claim area and an anticipated capacity with 6 officers of 360 persons per hour. The PSL will include a departure lounge with two passenger gates and one or two TSA checkpoints. The departure lounge will hold 239 people. This departure lounge will be connected to the FIS facility by a sterile corridor. Four new ticketing positions will serve the departure lounge. The PSL includes various administrative and support spaces that are not accessible to the public and are not considered PFC eligible.

The apron level construction will be approximately 4,600 square feet and include baggage handling space, electrical and LAN space and various support and administrative spaces. This project involves the reconstruction of four Taxiways – Taxiway F, Taxiway D, Taxiway C and Taxiway E – or portions of each. It is the third phase of a comprehensive program to rehabilitate the aircraft taxiway system at KCI.

The Department estimates that approximately 74% of the space included in the project is PFC eligible. After accounting for high-cost items that are fully PFC eligible (the passenger loading bridges), the share of project costs that are PFC eligible is 74% or approximately \$10.6 million. A breakdown of costs and utilization of space will be included in the supplemental information to be provided at or before the consultation meeting.

The existing facility is approximately 14,500 sq.ft (72' x 200') with 4 primary processing work stations, 2 GE Kiosks and maximum throughput of 299 persons per hour and with a single arrivals only gate with one jet bridge.

Project Justification:

This project is needed to address multiple deficiencies in the existing international arrivals facility. Currently the airlines that serve KCI are constrained by the following issues:

1. There is only one jet bridge that connects aircraft to the international arrivals area. When two international arrivals are on the ground simultaneously, one must wait while the other unloads.

2. With no interior hallways, the jet bridge that connects aircraft to the international arrivals area can only be used for deplaning. Aircraft must be towed from the gate and relocated to another jet bridge around the airport before the airline can enplane passengers. This forces airlines to schedule longer ground time than necessary for international arriving aircraft.
3. The current international arrival process is passport control before back claim, which means that queues are quickly created and regularly snake their way onto the jet bridge, further slowing an airline's ability to tow the aircraft off the gate.

The project will provide for two jet bridges serving the international arrivals building. It will add a departure lounge, eliminating the need for relocating arriving aircraft to enplane passengers. In addition, the reconfiguration to a "bags first" approach will eliminate the current problem of passenger queues backing into the jetway.

The FIS expansion that is underway directly influenced the announcement of Icelandair to launch new flights between Kansas City and Reykjavik. These new flights are timed to begin immediately at the conclusion of the FIS project. Beyond Icelandair, the Aviation Department remains actively engaged in recruiting additional international air service.

Currently, international airline competition is limited by the availability of only a single jet bridge connected to the international arrivals facility and the lack of a departure lounge connected to the international gate. This project will address both of these deficiencies. There are no other constraints on competition at this time.

Project No. and Title: 11.02 KCI Taxiway C – Mill and Overlay of Keel Section (Design and Construct)

Application Type: Impose and Use (\$3.00)

PFC Revenue: \$2,150,000

Project Description:

This project completed a 4-inch mill and overlay on taxiway C from Taxiway C-9 to Taxiway J. Other mill and overlay work on connector taxiways L, C6, C7, C8, and C9 was also completed as part of the project. Taxiway C is 9,500 ft. long by 75 ft. wide. This project provided a mill and overlay for a length of 4,600 feet of the taxiway or 38,500 square yards. 4 inches of concrete were removed and an overlay of 4 inches of FAA specification P-401 asphalt was installed. The connector taxiways were similarly milled and overlaid for an additional 16,500 square yards of pavement rehabilitated.

Project Justification:

This project was needed to correct deteriorating pavement and reduce the risk of FOD damage. The pavement addressed by this project had an increased FOD potential caused by a deteriorating concrete surface (durability, or D-Cracking). A pavement evaluation conducted in 2014 resulted in a PCI rating of 14 (serious condition) from Taxiway C-9 to Taxiway C-7 and 19 (serious condition) from Taxiway C-7 to Taxiway J. To avoid reconstruction in a high traffic area, the mill and overlay was performed.

Project No. and Title: 11.03 KCI Post Gate 28 Upgrades (Design and Construct)

Application Type: Impose and Use (\$3.00)

PFC Revenue: \$1,300,000

Project Description:

This project will construct a new entrance and exit facility for Post Gate 28. A new inspection guard house, canopy, staging area and rejected vehicle lanes will be constructed. The new gate width will be 25 feet wide; the guard house will be approximately 20 feet by 20 feet; and the canopy will be 30 feet by 40 feet. The staging lane for vehicles will be 250 feet long by 25 feet wide; the escort staging lane will be 238 feet by 10 feet; and rejection lane will be approximately 30 feet wide by 60 feet long. The gate will be a horizontal mechanical operator (similar to what is used today) and it will have a low and high card reader option for small and large vehicles.

Project Justification:

The project is needed to address deficiencies in the existing configuration of Post Gate 28. The existing Post Gate 28, lacks the space necessary for proper stacking of vehicles, which end up out on Mexico City Avenue. With this inadequate space, the need to have a rejection lane or additional pavement for contractors or aviation staff to wait for escorts or access, makes this Post Gate very inefficient for daily operations. Also, with this Post Gate used primarily for large aviation vehicles and wide equipment, there is not a redundant Post Gate nearby that allows for these needs. A new guard building (sized appropriately and to proper code and standards), a checkpoint canopy to get out of the weather for improved scanning of vehicles, adequate pavement lanes and new rejection lane, will allow the new checkpoint to be the most efficient for daily operations, while having a dedicated entry and exit facility for improved mobility for aviation staff.

Project No. and Title: 11.04 Safety Management System at Kansas City International Airport

Application Type: Impose and Use (\$3.00)

PFC Revenue: \$1,100,000

Project Description:

This project will engage a consultant to assist airport in developing the Part 139 Operations Safety Management System (SMS) in accordance with FAA standards (AC 150/5200-37, *Introduction to Safety Management Systems* and Draft AC 150/5200-37A, *Safety Management Systems for Airports*). The consultant will produce a study and product that would outline the needs and create an action plan to implement the SMS.

Project Justification:

The project is needed for compliance with ICAO standards. Although the FAA has not yet adopted a final rule amending 14 CFR Part 139 to require development and implementation of airport SMSs by certificated airports, the FAA is encouraging development of SMSs pending adoption of a final rule.

Project No. and Title: 11.05 MKC Taxiway D Removal (Design and Construct)

Application Type: Impose and Use (\$4.50)

PFC Revenue: \$85,000

Project Description:

This project will remove taxiway D and regrade the area. The area will be regraded and sodded in accordance with 14 CFR Part 139 requirements for areas adjacent to runways at Part 139 certificated airports. MKC is a certificated airport and subject to the requirements of Part 139. Taxiway D is 100 ft by 375 ft, and the project will remove 6,500 square yards of asphalt and concrete between the existing two runways.

The project will eliminate two FAA-designated “hot spots” on MKC’s airfield. A hot spot is defined as a location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary (https://www.faa.gov/airports/runway_safety/hotspots/hotspots_list/).

The first hot spot involves the intersection of Taxiway D with Runways 03-21 and 01-19. As shown on the attached airfield diagram, Taxiway D’s intersections with these runways are in close proximity. Holding position markings for Runway 03–21 and Runway 01–19 are within the runway safety area (RSA) for each other. Taxiway Delta is also utilized by aircraft and vehicles to transition from the east ramps to the west ramps. aircraft /vehicles often mistake the second hold short markings when exiting Runway 01–19 at Taxiway Delta as the hold short markings for Runway 03–21. Removal of the Taxiway D will eliminate this confusion and eliminate the need for aircraft or vehicles using Taxiway D to hold position in the RSA of an active runway.

The second hot spot involves the transition between Taxiways F, D and L. Aircraft on taxiway F moving northward transition onto Taxiway D, but then miss the left turn onto Taxiway L, to continue across Runway 01–19. With the removal of Taxiway D, the risk of inadvertent

crossing of Runway 01-19 by aircraft transiting from Taxiway F to Taxiway L will be eliminated. New sign placements and rename taxilanes to L1 and L2 will have the ability to direct air traffic movements onto Taxiway L.

Project Justification:

The project is needed to eliminate two FAA-designated hot-spots on MKC's airfield. A hot spot is defined as a location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary (https://www.faa.gov/airports/runway_safety/hotspots/hotspots_list/).

The first hot spot involves the intersection of Taxiway D with Runways 03-21 and 01-19. As shown on the attached airfield diagram, Taxiway D's intersections with these runways are in close proximity. Holding position markings for Runway 03-21 and Runway 01-19 are within the RSA for each other. Taxiway Delta is also utilized by aircraft and vehicles to transition from the east ramps to the west ramps. aircraft /vehicles often mistake the second hold short markings when exiting Runway 01-19 at Taxiway Delta as the hold short markings for Runway 03-21. Removal of the Taxiway D will eliminate this confusion and eliminate the need for aircraft or vehicles using Taxiway D to hold position in the RSA of an active runway.

The second hot spot involves the transition between Taxiways F, D and L. Aircraft on taxiway F moving northward transition onto Taxiway D, but then miss the left turn onto Taxiway L and continue across Runway 01-19. With the removal of Taxiway D, the risk of inadvertent crossing of Runway 01-19 by aircraft transiting from Taxiway F to Taxiway L will be eliminated.

The removal of Taxiway D to eliminate these two hot spots was recommended in a Runway Safety Action Plan developed during a Runway Safety Action Team (RSAT) meeting held May 17, 2017.

Project No. and Title: 11.06 MKC Runway Protection Zone Obstruction Removal (Design and Construct)

Application Type: Impose and Use (\$4.50)

PFC Revenue: \$1,100,000

Project Description:

This project will eliminate obstructions currently located in the Runway Protection Zone (RPZ) at the end of Runway 19 by removing approximately eight overhead power poles. The associated power line will be buried in conduit outside the AOA fence. Approximately 800 linear feet of powerline will be installed underground in conduit per the Army Corps of Engineers regulations and review. The costs associated with the power line relocation will be paid by KCAD and included in the project costs.

The power lines that are to be relocated underground are located at the north end of MKC, just north of the Aircraft Operations Area (AOA) fence line, within the Runway 1/19 Approach and

Departure Corridor. The underground power line will provide electrical service to the North Pump Station, FAA MALS-F building, and area near Hangar 50.

The project will remove any above ground conflicts for Runway 1-19, and will allow MKC to file with the FAA, to remove the power pole obstructions from the ALP.

Project Justification:

The project is needed to eliminate obstructions in the RPZ for Runway 19 and to enable MKC to file an amended ALP to remove the obstructions. Removal is the FAA's preferred remedy to address obstructions located in an RPZ at an airport as provided in AC 150/5300-13A *Airport Design Standards*, par. 310.a.2. The removal of the power poles and amendment of the ALP will also remove the obstructions from the Part 77 sheets.

The replacement of the power poles with underground power lines was recommended in a recent set of ACIP data sheets submitted to the FAA on Feb. 14, 2018.