

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

The City of Kansas City, Missouri through its Aviation Department (the Department) intends to file a new passenger facility charge (PFC) application (PFC #14) with the Federal Aviation Administration (FAA) to impose and use PFCs at Kansas City International Airport (Airport or KCI) to provide funding for one new project at KCI — the “New Single Terminal and Parking at KCI” project.

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). As required by 14 CFR Section 158.24(c)(3), this notice has been posted on KCI’s website. Any member of the public may file comments on the proposed application until October 2, 2022. All comments, and any requests for additional information about the proposed application and project should be submitted to the address listed below under “NOTICE:”.

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 #14 application at \$4.50 per enplaned passenger. The proposed effective date for the new application is April 1, 2023, and the estimated charge expiration date of the Department's PFC program is projected to be January 1, 2057, if the new application is approved. Total additional PFC revenues of \$1,166,223,717 will be collected under PFC #14.

DESCRIPTION OF PROJECTS

Table 1 summarizes the proposed New Single Terminal and Parking at KCI project funding and the proposed PFC collection amounts requested. The project will be bond-funded and the Department is requesting to use PFCs to pay debt capital and financing and interest costs.

**Table 1
Summary of Proposed PFC Project Funding
PFC Application #14**

Project number	Project Cost	PFC Eligible Project Costs	Bonds	Proposed PFC Amount			
				Paygo	Capital (a)	Financing	Total
14.01	\$ 1,500,000,000	\$ 874,034,481	\$ 1,500,000,000	\$ -	\$ 525,247,785	\$ 640,975,932	\$ 1,166,223,717

Note: Columns or rows may not sum to totals due to rounding.

(a) Lower than PFC eligibility due to PFC financial capacity through duration of debt service payments.

A brief description and justification of the New Single Terminal and Parking at KCI Project is presented in Attachment A to this Notice. Any interested person may obtain a more detailed justification by submitting a request to the address listed below:

NOTICE:

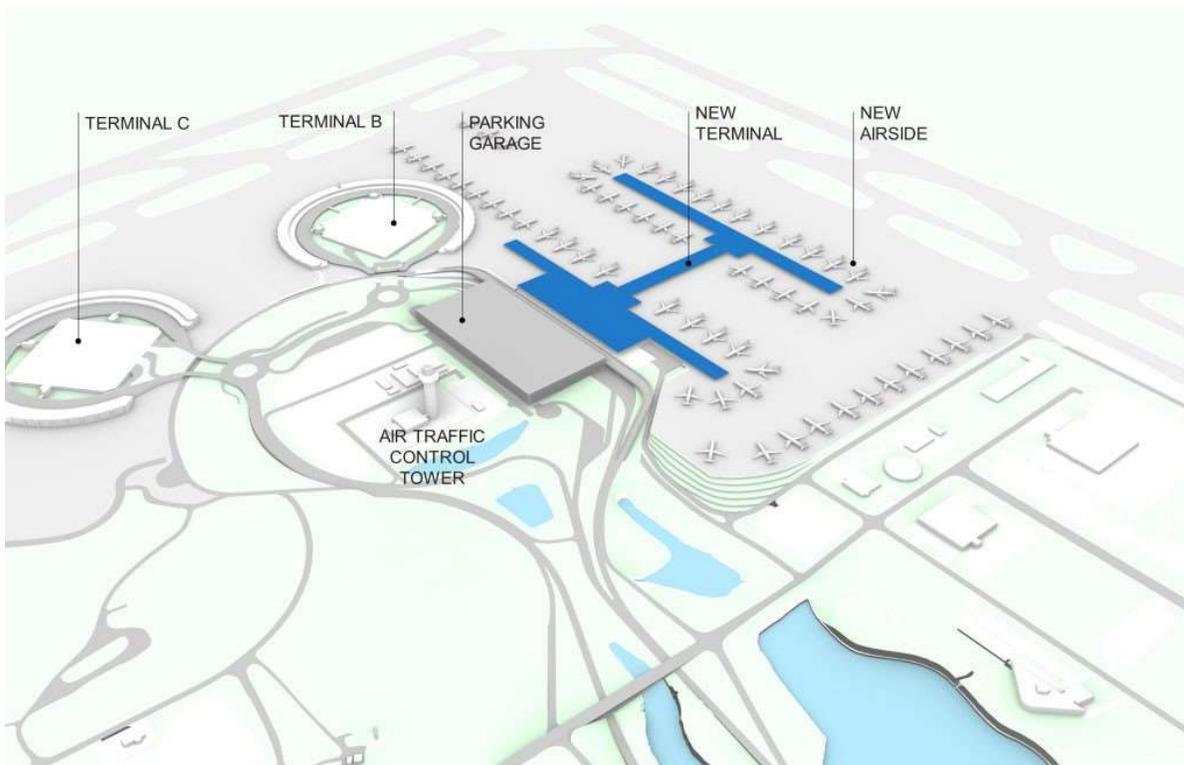
Pursuant to Section 158.24(a)(2) of the Federal Aviation Regulations, any interested person desiring to submit comments, must submit comments to the address below no later than October 2, 2022.

Fred O'Neill
Deputy Director of Aviation - Finance
Kansas City Aviation Department
P.O. Box 20047
601 Brasilia Avenue
Kansas City, MO 64195-0047

ATTACHMENT A
KANSAS CITY AVIATION DEPARTMENT
DESCRIPTION AND JUSTIFICATION OF PROPOSED NEW PFC PROJECT

New Single Terminal and Parking at KCI

The Airport's New Single Terminal and Parking at KCI project consists of (1) construction of a new passenger terminal on the former Terminal A site with a new central utility plant, (2) airside developments; (3) landside (access and terminal road) developments; and (4) new parking facilities. The Department is only requesting to use PFCs to fund the construction and associated soft costs of eligible portions of the terminal building (including a baggage handling system (BHS) and passenger loading bridges) and associated airside and landside improvements. The new parking facilities are not part of the PFC funding request and as such are excluded from further discussion.

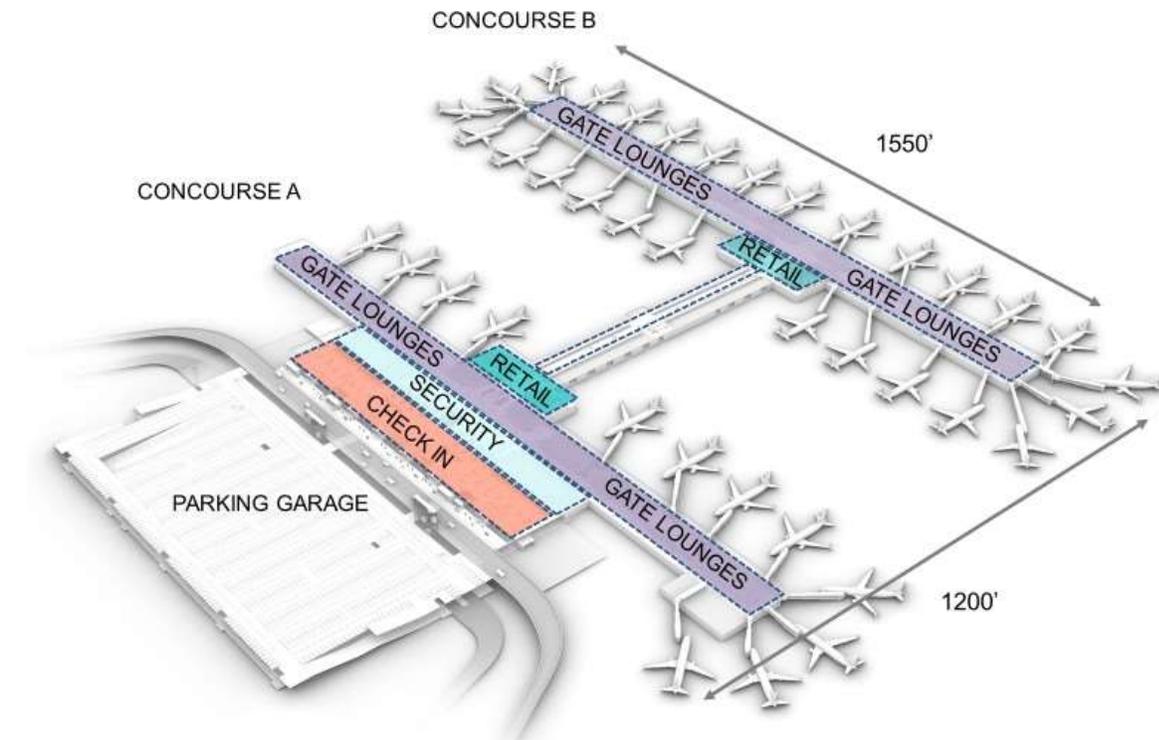


The individual components of the construction project are described below.

Passenger Terminal

The approximately 1.1 million square-foot, two-story New Terminal will provide thirty-nine contact gates, with the ability to expand to forty-two contact gates in the future. The facility can support a range of aircraft from Group I to Group V and includes four international-capable gates. The international gates can support four narrow-body aircraft or two wide-body aircraft.

The New Terminal footprint forms the letter “H”. Contact gates are located on two concourses set parallel to the head house. The inner (east) Concourse A is a combination single-loaded and dual-loaded concourse with twelve contact gates. The outer (west) Concourse B is dual loaded with twenty-seven contact gates. A two-level connector, with moving walkways on the passenger service level and baggage handling make-up on the ground level, joins the inner and outer concourses. A two-level connector, with moving walkways on the passenger service level and baggage handling make-up on the ground level, joins the inner and outer concourses.



Arrivals Level: The non-secure area of the lower, Arrivals level includes Baggage Claim, airline Baggage Service Offices, a USO lounge, and a Meeters and Greeters area. The secure area of the Arrivals level includes the Federal Inspection Services (FIS) facility and related Customs and Border Protection (CBP) support spaces; baggage handling equipment and support spaces, ramp control support spaces, and back-of-house support space for TSA, airport and airline operations, retail and concessions, and mechanical and electrical equipment.

Departures Level: The non-sterile area of the upper, Departures level includes passenger ticketing, baggage drop, Airline Ticket Offices, and passenger circulation. The secure area of the Departures level includes gate hold rooms, retail and concessions, areas for dwell, restrooms, passenger circulation, and pet relief areas. An 18-lane security screening checkpoint and corridors connect the non-sterile and sterile areas. Curb-side check-in and baggage drop are provided on the Departures curb.

Airside Development

The airside scope of work includes demolishing, repaving and restriping of the existing apron area and vehicle service roads (VSR) to align with the location of the New Terminal concourses and gates. In addition, the existing taxiway and taxiway network will be reconfigured to provide aircraft with efficient

access between movement and non-movement areas. A new centralized deicing operation and infrastructure for electric ground service vehicles (eGSE) will provide additional airside operational support. The scope includes relocating existing utilities and services, airfield lighting and guidance signage, and communication infrastructure within the project boundary.

Existing taxiway and taxilane edge lighting and center lighting will be removed as part of the pavement demolition and taxiway/taxilane changes. New reflectors will be installed at new taxiway entrance/exit locations and new taxilanes. Likewise, existing airfield guidance signage will be removed, as necessary, by pavement demolition, and new guidance signage installed as required by the new pavement.

Landside Development

The landside scope of work includes new at-grade Arrivals roads, an elevated roadway to Departures, roadway network reconfiguration, surface parking, roadway lighting, roadway signage updates, and underground utility relocations.

JUSTIFICATION:

This project is needed to address multiple facility deficiencies in the existing terminals, which opened in 1972, as documented in the level of service (LOS) analysis completed for KCI in January 2019. (The study was included in PFC Application 19-12-C-00-MCI.) The New Terminal was designed to meet the Optimum LOS (facilities designed to provide adequate service at reasonable cost) for all facilities.

Planning studies identified the need to increase active gate capacity from 35 to 39 gates to meet current and short-term future demand. To provide this capacity with, at the time of the study, existing facilities would have required the reopening of Terminal A, which would have necessitated paying the operating and maintenance expenses for a facility that was much larger than necessary to provide for the projected gate requirements.