PUBLIC NOTICE

May 23, 2012

RE: PFC Application No. 12-02-C-00-CHS

The Charleston County Aviation Authority (CCAA) has determined the need to submit to the Federal Aviation Administration (FAA) a new application to impose and use a Passenger Facility Charge (PFC) at Charleston International Airport (Airport). CCAA is posting this public notice as part of the application process under 14 CFR § 158.

Description of projects and PFC level

1. Terminal Annex Facility (Design & Construction)

Project Cost:	**$6,851,673**
AIP Grant:	**$6,249,630**
Bonds:	**$0**
CCAA:	**$0**
PFC:	**$602,043**

Impose and Use: **$4.50**

Start Date: February 2011

End Date: June 2012

Description: Design and construction of improvements to convert a vacant 110,000 square foot warehouse into a Terminal Annex Facility for occupancy and use by airport communications and police personnel. The Annex will house an Emergency Operations Center, Communications Center and office space.

Justification: These essential airport security functions are presently being performed out of the main terminal building. These facilities need to be relocated from the main terminal to accommodate growing demand for passenger related space.

Objective: Provide additional cost-effective space required to support Sponsor's airport police and related security functions while increasing space within the main terminal building for passenger related activity.

2. Taxiway F Improvements (Design & Construction)

Project Cost:	**$671,625**
AIP Grant:	**$638,068**
Bonds:	**$0**
CCAA:	**$0**
PFC:	**$33,557**

Impose and Use: **$4.50**

Start Date: June 2011

End Date: April 2012

Description: Design and Construct Improvements to Taxiway F at CHS from Taxiway A to Taxiway G, a distance of 655 lineal feet at a width of 50 feet. The taxiway will be rebuilt with 4″ asphalt over an 8″ base to a depth of 12 inches, for a total of 605 cubic yards of material.

Justification: The Authority is responsible for maintaining the portion of Taxiway F at Charleston International Airport (a USAF joint use facility) which is located on Authority property. In 2009 the Air Force reconstructed its portion of this concrete taxiway to USAF specifications due to deterioration from age and usage. Restoration of the remainder of the taxiway is similarly warranted and consistent with the Authority's pavement management plan for CHS.

Objective: This capital project will restore the condition of the pavement to safely meet continued operational demand.

3. Terminal Redevelopment & Improvement Project Phase I - Terminal Apron (Design & Construction)

Project Cost:	**$24,772,386**
AIP Grant:	**$11,679,995**
Bonds:	**$0**
CCAA:	**$0**
PFC:	**$13,092,391**

Impose and Use: **$4.50**

Start Date: June 2011

End Date: July 2013

Description: Expansion of the existing apron pavement in the terminal area is required to accommodate future concourse expansion as indicated in the Master Plan. Specific elements of the Terminal Apron project include:

1. *Remain Overnight (RON) Parking Apron:* expansion of the existing apron to accommodate additional RON parking areas as identified in the Master Plan.

2. *Reconstruction of Taxiway Alpha adjacent to Terminal Apron:* Reconstruction of Taxiway Alpha immediately adjacent to the Terminal Apron to accommodate the apron expansion and replace damaged slabs

3. *Reconstruction of Taxilane Mike:* Reconstruction of Taxilane Mike between Taxiway Alpha and the new RON Apron to accommodate the apron expansion.

4. *Storm Drainage:* Improvements in the existing storm drainage system to accommodate the apron expansion

5. *Lighting:* Lighting improvements include the installation of taxiway edge lights and area lighting for the new RON apron.

The proposed budget for the Terminal Apron project consists of:

Element	Cost
Gen. Contractor Field Overhead	$968,780
Site Preparation	3,514,933
Site Improvements	16,633,706
Site Mechanical Utilities (Storm Sewer)	1,950,362
Site Electrical Utilities	1,704,605
Total	$24,772,386

Justification: The existing Terminal facility opened in April, 1985 and has been in continuous full-time use since that time without any significant upgrade or expansion. In addition, passenger traffic at the airport has almost doubled over this period of time.

The terminal is in need of redevelopment /renovation due to wear and tear and aging with an eye also towards improved use of space compatible with current industry service and security

standards. The building and gates are also reaching their original design capacity with a need to expand the existing baggage claim area as well as gate areas on Concourse B to accommodate future growth.

Objective: This project is the necessary first phase of the broader Terminal Redevelopment and Improvement Project (TRIP) at CHS and is designed to accommodate the future expansion of terminal facilities.

4. Concourse Bathroom Additions (Design)

Project cost:	**$73,432**
AIP Grant:	**$0**
Bonds:	**$0**
CCAA:	**$0**
PFC:	**$73,432**

Impose and Use: **$4.50**

Start Date: August 2011

End Date: March 2012

Description: Renovation of existing VIP or surrounding areas in both Concourses A & B to provide additional men and women's restrooms.

Justification: Due to increased passenger traffic, the airport is at capacity in the passenger boarding areas. On both Concourse A and Concourse B, there is only a single set of restrooms in the sterile areas. The lack of a second set of restrooms poses difficulties when a restroom requires closure during peak travel times to complete emergency repairs or address maintenance and cleaning issues.

Objective: A second set of restrooms constructed in each concourse will allow for temporary restroom closure to facilitate maintenance, cleaning and repairs, as well as handling of increased passenger traffic.

5. Drainage Ditch Improvements (Design & Construction)

Project cost:	**$335,649**
AIP Grant:	**$0**
Bonds:	**$0**
CCAA:	**$0**
PFC:	**$335,649**

Impose and Use: **$4.50**

Start Date: September 2009

End Date: March 2010

Description: This project reshaped the drainage ditch contours and addressed erosion issues on the ditch that conveys stormwater runoff from the terminal apron near Taxiway B.

Justification: The Drainage Ditch Improvements, which convey storm water runoff from the terminal aprons, were necessary to prevent water from accumulating on the aprons and apron shoulders. The erosion had contributed to providing habitat for birds.

Objective: This project will ensure compliance with FAA Advisory Circular 150/5320-5C (Surface Drainage Design).

6. Apron C Expansion (Design & Construction)

Project cost:	**$1,301,743**
AIP Grant:	**$1,224,154**
Bonds:	**$0**
CCAA:	**$0**
PFC:	**$77,589**

Impose and Use: **$4.50**

Start Date: August 2010

End Date: February 2012

Description: Design and construct 30,000 square foot expansion of common use Apron C at CHS.

Justification: The existing cargo ramp C at CHS lacks adequate space to effectively accommodate use of tugs and other ground service equipment required to support existing cargo operations. Additionally, expansion of the ramp behind the existing air cargo building is required to increase operational capacity necessary to safely meet anticipated future growth in air cargo activity at CHS.

Objective: Enhancement and expansion of the concrete aircraft apron will ensure safe and efficient current and increased future use of airport air cargo facilities.

7. Terminal Handicapped Accessibility Improvements (Design & Construction)

Project cost:	**$843,107**
AIP Grant:	**$801,081**
Bonds:	**$0**
CCAA:	**$0**
PFC:	**$42,026**

Impose and Use: **$4.50**

Start Date: June 2010

End Date: June 2011

Description: Design and Construct handicap elevators at each concourse of the terminal facility at CHS.

Justification: The terminal building at CHS opened in 1985. The need for elevators located in each Concourse, post security, was not contemplated in the original building design and at a time when ADA had yet to come into being. Handicap Access and Terminal Security needs and requirements, along with the advent/use of Regional Jet aircraft by the carriers serving CHS which often requires boarding from the apron level, necessitate the addition of elevators on each Concourse. Furthermore, the TSA issued a notice to the Authority that, effective June 1, 2011, disabled (wheelchair) passengers will no longer be permitted to exit the sterile area of the terminal (following screening) in order to access aircraft thought pre-security elevators or airside access points. The permanent solution is an elevator to be provided on each of the concourses. The FAA has concurred with the project and all project costs are 95% reimbursable by the FAA.

Objective: This project will provide for safe and effective access to and from the terminal facility from the aircraft apron to accommodate disabled passengers while bringing this facet of terminal operations into compliance with handicap access standards. It will also eliminate potential security vulnerability associated with the current wheelchair passenger airside access scheme.

8. PFC Application Development and Implementation

Project cost:	**$33,000**
AIP Grant:	**$0**
Bonds:	**$0**
CCAA:	**$0**
PFC:	**$33,000**

Impose and Use: **$4.50**

Start Date: February 2012

End Date: December 2012

Description: This project includes professional fees for services rendered by the Authority's consultants in developing, implementing, and coordinating, the PFC program at the Authority's Airports.

Justification: The Authority's administrative costs are PFC eligible under Part 158.13 and development associated with this application will preserve and enhance safety and airfield capacity. Administrative costs are allowable if necessary and reasonable in the implementation of approved projects.

Objective: This project funds professional fees for services rendered from the Authority's consultants in developing, implementing, and coordinating the PFC program at the Authority's Airports.

CCAA Point of Contact

As required under 14 CFR § 158.24, the CCAA will be accepting public comments on the proposed PFC Application No. 12-02-C-00-CHS up to 30 days after the May 23, 20012 date of posting this public notice on our Web site. Comments should be sent to:

Susan M. Stevens, A.A.E.
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