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U.S Department of Transportation
Federal Aviation Administration

Western-Pacific Region
Airports Division

Worldway Postal Center
Los Angeles, CA 90009

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
2013 DEC -9 P 1:41

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Glenn M. Okimoto, Ph.D.
Director of Transportation
Department of Transportation, Airports Division
400 Rodgers Blvd., Suite 700
Honolulu, Hawaii 96819-1880

Dear Mr. Okimoto,

In accordance with section 158.29 of the Federal Aviation Regulations (Title 14, Code of Federal Regulations, Part 158), the Federal Aviation Administration (FAA approved your application numbers 13-05-C-00-HNL, 13-05-C-00-OGG, 13-05-C-00-KOA, 13-05-C-00-LIH, and 13-03-C-00-ITO, to impose a Passenger Facility Charge (PFC) at Honolulu International (HNL), Kahului (OGG), Kona International at Keahole (KOA), Lihue (LIH), and Hilo International (ITO) Airports for use at HNL, OGG, KOA, and ITO. The authority to impose a PFC is contingent on your continued compliance with the terms of the regulation and other conditions included in this letter.

Enclosed is the Final Agency Decision which provides specific information about this approval including the approved PFC level, total amount of approved net PFC revenue to be collected, earliest charge effective date, and duration of authority to impose the PFC. This Decision also includes information on the approved projects as well as the FAA's reasons for its decision. The FAA's findings and determinations required by statute and Part 158 are also included in the Decision.

The FAA approved PFC collection on 15 projects at HNL, OGG, KOA, LIH, and ITO and use of PFC revenue on 10 of those projects at HNL, two projects KOA, and two projects at ITO. One project was approved for impose only of PFC at OGG. The total approved PFC revenue to be collected for these projects is $449,395,430, and the amount of revenue approved for use is $434,670,430.

We wish to point out a potential conflict between the definition of airport revenue which may be proposed in general airport revenue bonds and conditions contained in your PFC approval. Specifically, bond resolutions may define pledged airport revenue in broad terms which may be interpreted to include PFC revenues. New bond issues should clarify that use of PFC revenues is limited to the allowable costs of approved PFC projects. The terms of PFC approval do not permit the use of PFC revenues to pay debt service on any new or outstanding bonds issued to finance other than approved PFC projects.

Reporting, record keeping, and auditing requirements are specified in Part 158, Subpart D. Please issue your required quarterly reports in accordance with the previously provided guidance. We request that you advise our Honolulu Airports District Office when you notify the air carriers and foreign air carriers to begin collecting PFC's. Please coordinate construction proposals with the appropriate federal offices as you would with any nonfederally funded construction.

You are required to implement your projects approved for concurrent impose and use authority within 2 years of this date. Section 158.33(a)(1) requires the public agency to begin implementation of a project no later than 2 years after receiving approval to use PFC revenue on that project.

You are required to submit a use application, or a request for extension if the implementation schedule has been delayed, no later than 3 years after the date the application is approved in accordance with section 158.33(c)(1) for the project which is only approved for collection of PFC revenue.

We have enclosed the list of FAA Advisory Circulars with which you must comply in accordance with your Certification of Assurance Number 9, Standards and Specifications.

Sincerely,

for/ Mark A. McClardy
Manager, Airports Division

Enclosures

FINAL AGENCY DECISION

STATE OF HAWAII
HONOLULU, HAWAII

Application numbers 13-05-C-00-HNL, 13-05-C-00-OGG, 13-05-C-00-KOA, 13-05-C-00-LIH, and 13-03-C-00-ITO, to impose a passenger facility charge (PFC) at Honolulu International (HNL), Kahului (OGG), Kona International at Keahole (KOA), Lihue (LIH), and Hilo International (ITO) Airports for use, now or in the future, at HNL, OGG, KOA, and ITO.

In accordance with §158.29 of the Federal Aviation Regulations (Title 14, Code of Federal Regulations, Part 158)[1], this Final Agency Decision (FAD) includes all appropriate determinations to approve or disapprove, in whole or in part, imposition of a PFC on 15 projects at HNL, OGG, KOA, LIH, and ITO[2], for use of PFC revenue on 14 projects at HNL, KOA, and ITO; and for future use of PFC revenue on one project at OGG.

Procedural History (Dates)

Written notice to air carriers	August 24, 2012
Public notice posted:	September 23, 2012
Air carrier consultation meeting:	September 27, 2012
Federal Aviation Administration (FAA) application receipt:	March 22, 2013
FAA finding that application is not substantially complete	April 22, 2013
FAA receipt of supplement	July 30, 2013

SUMMARY OF APPROVED COLLECTIONS FOR THE STATE OF HAWAII

Application Number	Approved for Collection	Approved for Use
04-**-C-00-***	$42,632,466	$42,632,466
04-**-C-01-***	810,250	810,250
06-**-C-00-***	103,677,000	103,677,000
06-**-C-01-***	(41,644,293)	(41,644,293)
06-**-C-02-***	(12,854,378)	(12,854,378)
06-**-C-03-***	(49,178,329)	(49,178,329)
08-**-C-00-***	75,590,135	49,203,168
08-**-C-01-***	0	0
08-**-C-02-***	(26,578,332)	0
09-**-C-00-***	145,081,000	145,081,000
09-**-C-01-***	29,045,250	29,045,250

[1] Elsewhere in this document 14 CFR Part 158 may be referred to in abbreviated form as "Section 158.xx" or "§ 158.xx. "

[2] Projects included in this decision are as follows: Runway 08R/26L pavement rehabilitation, Runway 04R/22L pavement rehabilitation, Runway 04L/22R lighting system, loading bridge replacement–Overseas Terminal, construct new Mauka Concourse, aircraft parking apron–Mauka Concourse, second level roadway improvements-Overseas Terminal, shuttle bus stations between gates 6 to 62 - Terminal improvements, roof canopy replacement-Overseas Terminal, construct aircraft rescue and firefighting facility at ITO, install access control & closed circuit television at ITO, construct aircraft rescue and firefighting facility at KOA, install access control & closed circuit television at KOA, land acquisition, and PFC administrative costs.

FINAL AGENCY DECISION

STATE OF HAWAII
HONOLULU, HAWAII

Application numbers 13-05-C-00-HNL, 13-05-C-00-OGG, 13-05-C-00-KOA, 13-05-C-00-LIH, and 13-03-C-00-ITO, to impose a passenger facility charge (PFC) at Honolulu International (HNL), Kahului (OGG), Kona International at Keahole (KOA), Lihue (LIH), and Hilo International (ITO) Airports for use, now or in the future, at HNL, OGG, KOA, and ITO.

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04-**-C-00-***	$42,632,466	$42,632,466
04-**-C-01-***	810,250	810,250
06-**-C-00-***	103,677,000	103,677,000
06-**-C-01-***	(41,644,293)	(41,644,293)
06-**-C-02-***	(12,854,378)	(12,854,378)
06-**-C-03-***	(49,178,329)	(49,178,329)
08-**-C-00-***	75,590,135	49,203,168
08-**-C-01-***	0	0
08-**-C-02-***	(26,578,332)	0
09-**-C-00-***	145,081,000	145,081,000
09-**-C-01-***	29,045,250	29,045,250

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13-**-C-00-***	449,395,430	434,670,430
Total	**$619,790,653**	**$605,707,018**

The state of Hawaii has opted to collect PFCs at five of its commercial service airports and to use the pooled PFC revenue collected at five of these airports to pay for the same set of projects. Therefore, when referring to the collective applications of the State of Hawaii, the FAA uses two asterisks "**" in place of the sequential application number and three asterisks "***" in place of a particular airport's location identifier code.

This application (13-**-C-00-***) applies to each of the five of Hawaii's (State) five airports imposing PFCs. The State's intent is to collect a pro-rata share of the total approved amount at each imposing airport, HNL, OGG, KOA, LIH, and ITO. Based on the State's estimate of collections at each airport, the FAA estimates that HNL will collect approximately 67 percent of the total approved amount, OGG will collect approximately 19 percent, KOA will collect approximately 6 percent, LIH will collect approximately 4 percent and ITO will collect approximately 4 percent.

INFORMATION REGARDING EACH AIRPORT

Application to Collect a PFC at HNL and Use the PFC Revenue, Either Now or in the Future, at HNL, OGG, KOA, LIH, and ITO

PFC Level, Amount, and Charge Effective Date

Level of PFC:	$4.50
Total approved net PFC revenue in this decision:	$301,094,938
Earliest charge effective date:	February 1, 2014

February 1, 2014, is the "earliest" charge effective date on which air carriers are obliged to begin collecting PFCs from passengers and is based upon the estimated charge expiration date for the previously approved collections in application **09**-04-C-01-HNL[3]. If the State of Hawaii Department of Transportation (State) changes the charge expiration date for the previous application, the charge effective date for this application will also change, so that the State can continue to collect the authorized amount of PFC revenue without a cessation in collections. Title 14 CFR §158.43 contains information regarding notification to air carriers and foreign air carriers of the charge effective date and changes to the charge expiration date. In establishing its charge effective date, the public agency must comply with §158.43(b)(3), which states, in part, that the charge effective date will be the first day of a month which is at least 30 days from the date the public agency notifies the carriers of approval to impose the PFC.

Duration of Authority

The State is authorized to impose a PFC at HNL until the date on which the total net PFC revenue collected plus interest thereon equals the allowable cost of the approved projects attributable to HNL or the charge expiration date is reached, whichever comes first.
Based on information submitted by the State, the FAA estimates the charge expiration date for this decision to be July 1, 2026. Should the amount of PFC revenue collected for this application ever exceed the allowable costs for all approved projects in this application, the

[3] Pursuant to Title 14 CFR §158.3: "charge effective date" means the date on which air carriers are obliged to begin collection of a PFC; "charge expiration date" means the date on which air carriers are to cease collecting a PFC.

public agency's authority to impose a PFC for this application ceases[4]. If the public agency's authority to impose a PFC ceases, the public agency must, without delay, submit a plan acceptable to the FAA to insure that it complies with applicable law, subject to loss of Airport Improvement Program (AIP) grant funds. See §158.39(d). If the plan is not acceptable to the FAA, the PFCs may offset the (loss of) AIP grant funds, see §158.39(d).

Cumulative PFC Authority Including Current Decision
DECISION SUMMARY TABLE

Application Number	Approved for Collection	Approved for Use
04-01-C-00-HNL	$32,296,466	$32,296,466
06-02-C-00-HNL	78,050,000	78,050,000
06-02-C-01-HNL	(31,350,608)	(31,350,608)
06-02-C-02-HNL	(9,672,687)	(9,672,687)
06-02-C-03-HNL	(37,026,705)	(37,026,705)
08-03-C-00-HNL	55,344,953	36,025,164
08-03-C-01-HNL	0	0
08-03-C-02-HNL	(19,319,789)	0
09-04-C-00-HNL	105,909,130	105,909,130
09-04-C-01-HNL	21,203,031	21,203,031
13-05-C-00-HNL	301,094,938	291,229,188
Totals	**$496,528,729**	**$486,515,729**

Application to Collect a PFC at OGG and Use the PFC Revenue, Either Now or in the Future, at HNL, OGG, KOA, LIH, and ITO

PFC Level, Amount, and Charge Effective Date

Level of PFC:	$4.50
Total approved net PFC revenue in this decision:	$85,385,132
Earliest charge effective date:	February 1, 2014

February 1, 2014, is the "earliest" charge effective date on which air carriers are obliged to begin collecting PFCs from passengers and is based upon the estimated charge expiration date for the previously approved collections in application 09-04-C-01-OGG. If the State changes the charge expiration date for the previous application, the charge effective date for this application will also change, so that the State can continue to collect the authorized amount of PFC revenue without a cessation in collections. Title 14 CFR §158.43 contains information regarding notification to air carriers and foreign air carriers of the charge effective date and changes to the charge expiration date. In establishing its charge effective date, the public agency must comply with §158.43(b)(3), which states, in part, that the charge effective date will be the first day of a

[4] See Title 14 CFR § 158.63(a) (The public agency must provide quarterly reports to air carriers collecting PFCs for the public agency with a copy to the appropriate FAA Airports Office.), § 158.67(c) (The public agency shall annually provide for an audit of its PFC account.), and § 158.39(a) (If excess PFC revenue has been collected, the public agency must use the excess funds for approved PFC projects or to retire outstanding PFC – financed bonds.).

month which is at least 30 days from the date the public agency notifies the carriers of approval to impose the PFC.

Duration of Authority

The State is authorized to impose a PFC at OGG until the date on which the total net PFC revenue collected plus interest thereon equals the allowable cost of the approved projects attributable to OGG or the charge expiration date is reached, whichever comes first. Based on information submitted by the State, the FAA estimates the charge expiration date for this decision to be July 1, 2026. Should the amount of PFC revenue collected for this application ever exceed the allowable costs for all approved projects in this application, the public agency's authority to impose a PFC for this application ceases. If the public agency's authority to impose a PFC ceases, the public agency must, without delay, submit a plan acceptable to the FAA to insure that it complies with applicable law, subject to loss of AIP grant funds. See §158.39(d). If the plan is not acceptable to the FAA, the PFCs may offset the (loss of) AIP grant funds, see §158.39(d).

Cumulative PFC Authority Including Current Decision
DECISION SUMMARY TABLE

Application Number	Approved for Collection	Approved for Use
04-01-C-00-OGG	$8,950,000	$8,950,000
04-01-C-01-OGG	(712,901)	(712,901)
06-02-C-00-OGG	16,000,000	16,000,000
06-02-C-01-OGG	(6,426,774)	(6,426,774)
06-02-C-02-OGG	(1,985,689)	(1,985,689)
06-02-C-03-OGG	(7,587,537)	(7,587,537)
08-03-C-00-OGG	13,034,882	8,484,672
08-03-C-01-OGG	0	0
08-03-C-02-OGG	(4,550,210)	0
09-04-C-00-OGG	24,663,770	24,663,770
09-04-C-01-OGG	4,937,693	4,937,693
13-05-C-00-OGG	85,385,132	82,587,382
Totals	**$131,735,365**	**$128,910,615**

Application to Collect a PFC at KOA and Use the PFC Revenue, Either Now or in the Future, at HNL, OGG, KOA, LIH, and ITO

PFC Level, Amount, and Charge Effective Date

Level of PFC:	$4.50
Total approved net PFC revenue in this decision:	$26,963,726
Earliest charge effective date:	February 1, 2014

February 1, 2014, is the "earliest" charge effective date on which air carriers are obliged to begin collecting PFCs from passengers and is based upon the estimated charge expiration date for the previously approved collections in application 09-04-C-01-KOA. If the State changes the

charge expiration date for the previous application, the charge effective date for this application will also change, so that the State can continue to collect the authorized amount of PFC revenue without a cessation in collections. Title 14 CFR §158.43 contains information regarding notification to air carriers and foreign air carriers of the charge effective date and changes to the charge expiration date. In establishing its charge effective date, the public agency must comply with §158.43(b)(3), which states, in part, that the charge effective date will be the first day of a month which is at least 30 days from the date the public agency notifies the carriers of approval to impose the PFC.

Duration of Authority

The State is authorized to impose a PFC at KOA until the date on which the total net PFC revenue collected plus interest thereon equals the allowable cost of the approved projects attributable to KOA or the charge expiration date is reached, whichever comes first. Based on information submitted by the State, the FAA estimates the charge expiration date for this decision to be July 1, 2026. Should the amount of PFC revenue collected for this application ever exceed the allowable costs for all approved projects in this application, the public agency's authority to impose a PFC for this application ceases. If the public agency's authority to impose a PFC ceases, the public agency must, without delay, submit a plan acceptable to the FAA to insure that it complies with applicable law, subject to loss of AIP grant funds. See §158.39(d). If the plan is not acceptable to the FAA, the PFCs may offset the (loss of) AIP grant funds, see §158.39(d).

Cumulative PFC Authority Including Current Decision
DECISION SUMMARY TABLE

Application Number	Approved for Collection	Approved for Use
04-01-C-00-KOA	$1,065,000	$1,065,000
04-01-C-01-KOA	354,388	354,388
06-02-C-00-KOA	6,281,000	6,281,000
06-02-C-01-KOA	(2,522,912)	(2,522,912)
06-02-C-02-KOA	(780,827)	(780,827)
06-02-C-03-KOA	(2,977,261)	(2,977,261)
08-03-C-00-KOA	4,712,963	3,067,764
08-03-C-01-KOA	0	0
08-03-C-02-KOA	(1,645,199)	0
09-04-C-00-KOA	7,254,050	7,254,050
09-04-C-01-KOA	1,452,263	1,452,263
13-05-C-00-KOA	26,963,726	26,080,226
Totals	**$40,157,191**	**$39,273,691**

Application to Collect a PFC at LIH and Use the PFC Revenue, Either Now or in the Future, at HNL, OGG, KOA, LIH, and ITO

PFC Level, Amount, and Charge Effective Date

Level of PFC:	$4.50
Total approved net PFC revenue in this decision:	$17,975,817
Earliest charge effective date:	February 1, 2014

February 1, 2014, is the "earliest" charge effective date on which air carriers are obliged to begin collecting PFCs from passengers and is based upon the estimated charge expiration date for the previously approved collections in application 09-04-C-01-LIH. If the State changes the charge expiration date for the previous application, the charge effective date for this application will also change, so that the State can continue to collect the authorized amount of PFC revenue without a cessation in collections. Title 14 CFR §158.43 contains information regarding notification to air carriers and foreign air carriers of the charge effective date and changes to the charge expiration date. In establishing its charge effective date, the public agency must comply with §158.43(b)(3), which states, in part, that the charge effective date will be the first day of a month which is at least 30 days from the date the public agency notifies the carriers of approval to impose the PFC.

Duration of Authority

The State is authorized to impose a PFC at LIH until the date on which the total net PFC revenue collected plus interest thereon equals the allowable cost of the approved projects attributable to LIH or the charge expiration date is reached, whichever comes first. Based on information submitted by the State, the FAA estimates the charge expiration date for this decision to be July 1, 2026. Should the amount of PFC revenue collected for this application ever exceed the allowable costs for all approved projects in this application, the public agency's authority to impose a PFC for this application ceases. If the public agency's authority to impose a PFC ceases, the public agency must, without delay, submit a plan acceptable to the FAA to insure that it complies with applicable law, subject to loss of AIP grant funds. See §158.39(d). If the plan is not acceptable to the FAA, the PFCs may offset the (loss of) AIP grant funds, see §158.39(d).

Cumulative PFC Authority Including Current Decision
DECISION SUMMARY TABLE

Application Number	Approved for Collection	Approved for Use
04-01-C-00-LIH	$321,000	$321,000
04-01-C-01-LIH	358,513	358,513
06-02-C-00-LIH	3,346,000	3,346,000
06-02-C-01-LIH	(1,343,999)	(1,343,999)
06-02-C-02-LIH	(415,175)	(415,175)
06-02-C-03-LIH	(1,586,826)	(1,586,826)
08-03-C-00-LIH	2,497,337	1,625,568
08-03-C-01-LIH	0	0
08-03-C-02-LIH	(871,769)	0
09-04-C-00-LIH	7,254,050	7,254,050
09-04-C-01-LIH	1,452,263	1,452,263

13-05-C-00-LIH	17,975,817	17,386,817
Totals	**$28,987,212**	**$28,398,212**

Application to Collect a PFC at ITO and Use the PFC Revenue, Either Now or in the Future, at HNL, OGG, KOA, LIH, and ITO

PFC Level, Amount, and Charge Effective Date

Level of PFC:	$4.50
Total approved net PFC revenue in this decision:	$17,975,817
Earliest charge effective date:	February 1, 2014

February 1, 2014, is the "earliest" charge effective date on which air carriers are obliged to begin collecting PFCs from passengers. Title 14 CFR §158.43 contains information regarding notification to air carriers and foreign air carriers of the charge effective date. In establishing its charge effective date, the public agency must comply with §158.43(b)(3), which states, in part, that the charge effective date will be the first day of a month which is at least 30 days from the date the public agency notifies the carriers of approval to impose the PFC.

Duration of Authority

The State is authorized to impose a PFC at ITO until the date on which the total net PFC revenue collected plus interest thereon equals the allowable cost of the approved projects attributable to LIH or the charge expiration date is reached, whichever comes first. Based on information submitted by the State, the FAA estimates the charge expiration date for this decision to be July 1, 2026. Should the amount of PFC revenue collected for this application ever exceed the allowable costs for all approved projects in this application, the public agency's authority to impose a PFC for this application ceases. If the public agency's authority to impose a PFC ceases, the public agency must, without delay, submit a plan acceptable to the FAA to insure that it complies with applicable law, subject to loss of AIP grant funds. See §158.39(d). If the plan is not acceptable to the FAA, the PFCs may offset the (loss of) AIP grant funds, see §158.39(d).

Cumulative PFC Authority Including Current Decision
DECISION SUMMARY TABLE

Application Number	Approved for Collection	Approved for Use
06-01-C-00-ITO	$781,000	$781,000
06-01-C-01-ITO	(313,707)	(313,707)
06-01-C-02-ITO	(85,622)	(85,622)
06-01-C-03-ITO	(381,671)	(381,671)
08-02-C-00-ITO	548,196	356,832
08-02-C-01-ITO	0	0
08-02-C-02-ITO	(191,364)	0
13-03-C-00-ITO	17,975,817	17,386,817
Totals	**$18,332,650**	**$17,743,650**

Project Approval Determinations

For each project approved in this FAD and for the application as a whole, the FAA, based on its expertise with the PFC program and airport development, exercises its judgment, and based upon its expertise finds that the application and record thereof, contain necessary documentation to support its determinations. Based on its review and pursuant to 49 U.S.C. §40117, the FAA finds that:

- The amount and duration of the PFC will not result in revenue that exceeds the amount necessary to finance the specific projects.

- Each project approved at a $3 or lower level meets at least one of the objectives set forth in §158.15(a) (as set forth in the individual project determinations); is eligible in accordance with §158.15(b) (as set forth in the individual project determinations); and is adequately justified in accordance with §158.15(c) and paragraph 4-8 of FAA Order 5500.1, Passenger Facility Charge (August 9, 2001) (as set forth in the individual project determinations).

- Each project approved at a PFC level above $3 will make a significant contribution in accordance with §158.17(b) [5] (as set forth in the individual project determinations); meets at least one of the objectives set forth in §158.15(a) (as set forth in the individual project determinations); is eligible in accordance with §158.15(b) (as set forth in the individual project determinations); and is adequately justified in accordance with §158.15(c) and paragraph 4-8 of FAA Order 5500.1, Passenger Facility Charge (August 9, 2001) (as set forth in the individual project determinations).

- Each project approved for collection at a PFC level above $3, meets the requirements of §158.17(a)(2). The FAA has reviewed the State's funding proposals for each project. For each project, the FAA has determined that AIP funds are not expected to be available to fund the project in whole or in part (e.g., the proposed PFC funding is intended to be the local matching share to an AIP grant).

- For those surface transportation or terminal projects approved for collection at a PFC level above $3, the requirements of §158.17(a)(3) and paragraph 10-8 of FAA Order 5500.1, Passenger Facility Charge (August 9, 2001), have been met. For each such project approved in this Final Agency Decision, the FAA has determined that the public agency has made adequate provisions for financing the airside needs at the airport including runways, taxiways, aprons, and aircraft gates.

- The collection process, including a request by the public agency not to require a class or classes of carrier to collect PFC, is reasonable, not arbitrary, nondiscriminatory, and otherwise in compliance with the law.

- The public agency has not been found to be in violation of §9304(e) or §9307 of the Airport Noise and Capacity Act (ANCA) of 1990 (since codified at 49 U.S.C. 47524 and 47526).

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[5] A project for a medium or large hub airport is only eligible for PFC funding at levels of $4 or $4.50, if the project will make a significant contribution to improving air safety and security, increasing competition among air carriers, reducing current or anticipated congestion, or reducing the impact of aviation noise on people living near the airport. [See 14 CFR §158.17(b).]

- All project-related requirements concerning approval of the airport layout plan (ALP) and completion of airspace studies have been met. Environmental requirements (§158.29(b)(1)(iv)) have been completed and are discussed under a separate heading below.

- The total approved net PFC revenue includes debt service and financing costs of PFC approved projects. Any PFC revenue collected in excess of debt servicing requirements shall be used for approved projects or retirement of outstanding PFC-financing costs.

- For any project approved for only the authority to impose the PFC, there are alternative uses of the PFC revenue to ensure that such revenue will be used on approved projects.

- For any project approved for only impose authority, the determinations regarding project objective, eligibility, adequate justification, and, if appropriate, significant contribution, should be considered findings that the project meets nominal statutory requirements. Final determinations must be deferred until FAA review of the "use" application.

- This Final Agency Decision includes approval of impose authority for a project that the public agency proposes to finance in part with discretionary AIP grants. This authority is being approved based on assurances contained in the public agency's application indicating that it will have other financial resources available to fund the project if AIP discretionary funds are not available or are less than anticipated. The FAA's approval of this project does not constitute a Federal commitment of AIP discretionary funds.

Project Approved for Authority to Impose a PFC at HNL, OGG, KOA, LIH, and ITO for Use at HNL at a $4.50 PFC Level.

Description	Approved Amount
1.AO1021-23 Runway 08R/26L Pavement Rehabilitation	**$4,570,000**

This project provides for the rehabilitation of Runway 08R/26L (approximately 12,000 feet by 200 feet) pavement and associated lighting, and marking. The scope of work includes milling out approximately 6-inches depth from the pavement surface and replacing it with a new asphalt concrete, grooving, and marking. The project also includes surface grading, adjusting the runway lights and rewiring the electrical cables and conduits. Runway 08R/26L is one of the two main parallel runways used primary for large carriers such as Airbus A340-600, A380, Boeing 747-800, and B777-300.

The existing runway was originally constructed in 1977, and has outlived its useful life. The latest FAA airport inspection's letter dated January 12, 2012, indicated that the existing paved areas are exhibiting signs of deterioration and distress in the form of longitudinal and transverse cracking, depressions, raveling, rutting, and slippage. The pavement deterioration is contributing to the presence of foreign object debris (FOD) on the runway surface, requiring frequent asphalt repairs and have potential for safety hazard for jet aircraft operations. Adjusting the existing runway edge lighting to match the new pavement level is required to meet current FAA standards.

The runway rehabilitation is necessary to bring the runway into conformance with 14 CFR Part 139 safety requirements for paved area, grooving, marking, and lighting.

Determination:
Approved for collection and use.
Significant contribution: This project provides for complete replacement of Runway 08R/26L pavement that has outlived its useful life. Pavement rehabilitation is necessary to eliminate the potential for FOD damage to aircraft caused by deteriorated asphalt. The project also included adjusting the runway edge lights and repainting pavement markings to bring those facilities up to FAA standards to meet Part 139 safety requirements. In addition, this project will reduce the anticipated congestion and the operational inefficiencies that would occur if this heavily used runway was taken out of service for a lengthy period of time for repairs. Therefore, this project makes significant contributions to improving air safety and reducing current and anticipated congestion at HNL.
PFC Objective: This project will enhance safety by rehabilitating the deteriorating runway pavement and upgrading associated lighting system and markings as well as reducing a source of debris within the airport operations area. Thus, this project meets the PFC objective of preserving and enhancing safety of the national air transportation system.
Basis for eligibility: Paragraphs 521, 531, and 534 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).
Estimated total project cost: $21,769,758
Sources of financing: PFC revenue ($4,570,000- the amount requested by the State), existing AIP 3-15-0005-102-2011 ($802,000) and 3-15-0005-112-2012 ($15,299,758) grants, and State funds ($1,098,000).
PFC funds break-out: HNL $3,061,900; OGG $868,300; KOA $274,200; LIH $182,800; ITO $182,800.

2.AO1021-24 Runway 04R/22L Pavement Rehabilitation $5,400,000

This project provides for the design and construction of Runway 04R/22L rehabilitation (approximately 9,000 feet by 150 feet) including the paved blast pads at each end of the runway. The scope of work includes milling out approximately 5-inches depth from the existing pavement surface and replacing with a new asphalt concrete, grooving, and marking. Runway 04R/22L extends diagonally southwest to northeast across the airfield and is used by general aviation aircraft, commercial carriers including B717, cargo, and other interisland aircraft.

The existing runway pavement is over 20 years old and has outlived its useful life. The runway was repaired in 2000 including asphalt seal of failed areas in the pavement. The FAA airport inspection's letter dated January 12, 2012, indicated that the runway pavement shows signs of deterioration with surface spalling and loose joint material creating FOD in the airfield.

The runway rehabilitation is necessary to bring the runway into compliance with 14 CFR Part 139 safety requirements for paved area, grooving, and marking.

Determination:
Approved for collection and use.
Significant contribution: This project provides for the rehabilitation of Runway 04R/22L pavement that has outlived its useful life. The project will reduce the potential for FOD damage to aircraft caused by deteriorated asphalt. The project will also include grooving and repainting pavement markings to meet Part 139 safety requirements. In addition, this project will reduce the anticipated congestion of commercial air carriers that would occur if this runway was taken out of service for lengthy periods of time for repair. Therefore, this project makes significant contributions to improving air safety and reducing current and anticipated congestion at HNL.

PFC Objective: This project will enhance safety by improving the poor condition of the runway pavement as well as reducing a source of debris within the airport operations area. Thus, this project meets the PFC objective of preserving and enhancing safety of the national air transportation system.
Basis for eligibility: Paragraphs 521 and 531of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).
Estimated total project cost: $16,922,092
Sources of financing: PFC revenue ($5,400,000- the amount requested by the State), existing AIP 3-15-0005-104-2011 ($1,000,000) and AIP 3-15-0005-113-2013 ($10,522,090) grants.
PFC funds break-out: HNL $3,618,000; OGG $1,026,000; KOA $324,000; LIH $216,000; ITO $216,000.

3.AO1022-15 Install Runway 04L/22R Lighting System $1,106,000

The project provides for the design and installation of new edge and threshold lights for Runway 04L/22R (approximately 6,952 feet by 150 feet) to replace the existing lighting system. The project also includes the installation of Runway End Identifier Lights (REIL) at each end of the runway to replace the existing outdated system. The scope of work includes demolition, trenching, replacement of the underground electrical duct and cabling, backfilling, pavement restoration and marking. Runway 04L/22R runs diagonally, southwest to northeast across the midfield and is used by general aviation aircraft as well as interisland commercial carriers.

The current runway lighting and REIL systems are over 20 years and do not meet current FAA standards. The existing runway lights are not located in the proper positions, lights fixtures are located 35 feet from the runway edge and the threshold lights are located more than 10 feet from the runway end. In addition, the FAA airport inspection letter dated January 12, 2012, indicated that runway lights were broken and subject to failure due to age.

The replacement of the runway lighting system is needed to meet current FAA standards and to provide visual guidance of aircraft, which will increase the safety of landing aircraft during low visibility conditions. In addition, the installation of new lighting system will alleviate delays on the airfield and the terminal gates that would occur when the runway is taken out of service for extended periods of time for repairs.

Determinations:
Approved for collection and use.
Significant contribution: This project will replace the outdated runway lighting and the REIL system to bring it up to current standards. The project will also allow for the relocation of the light fixtures that are currently improperly placed. The project will improve the visual guidance of landing aircraft to increase safety during low visibility conditions. Thus, this project makes a significant contribution to improving air safety at HNL.
PFC Objective: This project will bring the runway lighting systems into conformance with current FAA standards, and will provide greater safety during low visibility conditions. Thus, this project meets the PFC objective of preserving and enhancing safety of the national air transportation system.
Estimated total project cost: $3,753,025
Sources of financing: PFC revenue ($1,106,000-the amount requested by the State) and existing AIP 3-15-0005-106-2011, ($275,000) and 3-15-0005-110-2012 ($1,796,533), and 3-15-0005-115-2013 ($575,492) grants.

PFC funds break-out: HNL $741,020; OGG $210,140; KOA $66,360; LIH $44,240; ITO $44,240.

4.AO1103-16 Loading Bridge Replacement – Overseas Terminal

Bond Capital	$3,900,000
Bond Financing & Interest	5,151,042
Total	**$9,051,042**

This project provides for the installation of 12 new passenger loading bridges to replace the existing bridges at gates 29A, 29B, 30A, 30B, 31A, 31B, 32A, 32B, 33A, 33B, 34A and 34B of the Ewa Concourse. The project also includes renovations and upgrading to the common-use boarding gate areas including the electrical system and replacement of the old access control system with electronic card access control readers at the gate entrance. In addition, the project includes restriping of the aircraft hardstand lead lines to each gate to meet current marking standards.

The new bridges will replace the existing loading bridges that were installed in 1993 and are reaching the end of their service lives. Parts for the control system in the existing bridges are difficult to obtain due to age of equipment. The existing bridges must be moved into place manually allowing the potential for damage to aircraft.

The project is necessary to facilitate passenger boarding to aircraft by bringing the gate equipment to a reliable working condition. The new equipment will provide variable speed movement allowing more precise bridge maneuvering and stable platform to optimize the boarding area efficiency.

Determination:
Approved for collection and use.
Significant contribution: This project will facilitate passenger boarding to aircraft by the replacement of the outdated equipment with more reliable equipment. In addition, the project is needed to reduce current and future congestion, which would occur if the boarding gates had no loading bridges readily available for all airlines uses. Therefore, this project will make a significant contribution to reducing current and anticipated congestion at HNL.
PFC Objective: The new bridges and associated control systems replace outdated equipment that had reached the end of their service lives. Thus, this project meets the PFC objective of preserving capacity of the national air transportation system.
Basis for eligibility: Paragraph 601 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).
Estimated total project cost: $15,799,931
Proposed sources of financing: PFC revenue ($9,051,042 - the amount requested by the State) and AIP 3-15-0005-114-2013 ($6,748,889) grant.
PFC funds break-out: HNL $6,064,198; OGG $1,719,698; KOA $543,062; LIH $362,042; ITO $362,042.
Capital costs: HNL $2,613,000; OGG $741,000; KOA $234,000; LIH $156,000; ITO $156,000.
Financing costs: HNL $3,451,198; OGG $978,698; KOA $309,062; LIH $206,042; ITO $206,042.

5.AO1123-30 Construct New Mauka Concourse

Bond Capital	$98,291,992
Bond Financing & Interest	151,806,814
Total	**$250,098,806**

The project will construct a new concourse (the Mauka Concourse) adjacent and connected to north end of the existing Inter-Island Terminal (IIT). The new concourse will consist of a two-level structure totaling about 257,360 square feet. The PFC application shows that approximately 118,296 square feet (46 percent of the expanded area) will be available for public use; the remaining 139,064 square feet of the concourse will be used for exclusive use or revenue producing purposes. Included in the public use area are six passenger hold rooms, gate-service counters, common use passenger flight information display systems, passenger screening and security checkpoints (approximately 12,287 square feet), public elevators/escalators, moving walkways, vertical circulation area, and public restrooms. Exclusive use areas will include concession/retail stores (approximately 24,543 square feet), airline lounge, tenant offices and other supporting functions. The project also provides for the installation of associated mechanical, electrical, and plumbing infrastructure.

The project will install 12 new loading bridges at the six new gates (two for each gate). Two loading bridges will be used to provide additional capacity for passenger loading and unloading to meet the needs of large Airplane Design Group (ADG) V aircraft. In addition, the new concourse will be designed for flexibility to accommodate up to 12 smaller ADG III aircraft parked simultaneously, with each serviced by a single loading bridge. The project also includes installation of a thirteenth new loading bridge to replace the existing loading bridge at the northern most gate (Gate 61) of the IIT. Gate 61 and its loading bridge must be reconfigured to accommodate construction of the new concourse; the loading bridge is also over 20 years old and at the end of its useful life.

The project also includes demolition of the existing Commuter Terminal and associated parking lot, which serves small passenger aircraft with sizes ranging from five to about 65 passenger seats. The Commuter Terminal and parking lot must be demolished to accommodate construction of the new Mauka Concourse. Design and construction of the replacement Commuter Terminal is not part of this project and will be funded by the State. The design for the new Mauka Concourse is also funded by the State and not included as part of this project.

The project will increase the overall number of terminal gates at HNL that can accommodate large aircraft sized up to ADG V. The new concourse will add a total of six ADG V gates. This will increase the number of Group V capable gates at HNL from 19 existing (including two which are sized to handle ADG VI) to 25. The generalized configuration and inventory of current and future airport gates are depicted on pages 177 and 178 of the PFC application. The near term need for the project is to provide additional peak hour gate capacity for aircraft sized up to ADG V. Aircraft within this size category are currently accommodated at gates within the Overseas Terminal, which consists of the Ewa, Central, and Diamond Head Concourses. The Overseas Terminal includes a total of 29 gates sized as follows: 10 for ADG IV; 17 for ADG V and 2 for ADG VI.

All international arrivals initially park at the Ewa Concourse for customs processing. Once the passengers deplane, the aircraft may need to be repositioned depending upon gate availability at the Ewa concourse and in accordance the airline gate assignment patterns that have been established at HNL. While the Ewa Concourse gates are also the primary gates for international departures, other airport gates are also used because passengers departing on international

flights don't need to be processed through customs. The IIT was originally constructed in 1993 to serve inter-island flights. The IIT consists of 13 gates sized for aircraft in ADG III. Four of the 13 ADG III gates can also accommodate aircraft sized up to ADG IV, but adjacent gates are restricted when ADG IV aircraft use the IIT. The primary use of the IIT continues to be for Inter-island flights operated by Hawaiian airlines using ADG-III aircraft. However, Hawaiian Airlines also operates some mainland U.S. and international flights using ADG IV aircraft out of the IIT.

The project will add six new ADG V capable gates to meet current and increasing demand for such operations at HNL. Based on review of the FAA Flight Schedule Data System (FSDS), the breakdown of passenger operations by air carrier aircraft within ADGs III, IV and V in 2003 was as follows: 61.9 percent ADG III; 28.4 percent ADG IV; and 9.8 percent ADG V. Ten years later, the percentage of scheduled ADG V operations has nearly doubled, with the FSDS for 2013 indicating the following percentages: 55.0 percent ADG III; 26.1 percent ADG IV; and 18.9 percent ADG V. Even though the overall number of scheduled air carrier operations dropped about seven percent from 125,794 in 2003 to 116,772 in 2010, the number of scheduled ADG V operations increased by almost 80 percent from 12,304 to 22,084. These operations numbers and percentages specifically refer to ADG III, IV and V operations because it's these operations that use the Overseas Terminal, the IIT and will use the new Mauka Concourse. Operations by smaller commuter aircraft are not included in these numbers because they operate out of the Commuter Terminal and have no bearing on the need for the project.

Based on review of the FAA Terminal Area Forecast (TAF), the trend in growth of ADG V operations at HNL can be expected to continue. The TAF projects total enplanements to increase from 8,598,902 in 2011 to 10,840,756 in 2021. This equates to an Average Annual Growth Rate (AAGR) of 2.3 percent per year. The TAF projection for the International component of total enplanements is to increase from 1,805,817 in 2011 to 2,726,130 in 2021. This equates to an AAGR of 4.2 percent. The percentage of inter-island passenger at HNL is tracked by FAA for the purpose of calculating the award of AIP passenger entitlement funds at HNL. The inter-island passengers account for about 40 percent of total HNL enplanements. This means enplanement growth at HNL is more heavily weighted towards mainland and international flights than inter-island. Based on review of the FSDS for 2013, only 7.1 percent of international flights and 21.3 percent of mainland flights at HNL are performed by aircraft within ADG III. ADG IV operations account for 41.9 percent and ADG V 51.1 percent of the international flights. ADG IV operations account for 53.2 percent and ADG V 25.4 percent of the mainland flights. Since a higher percentage of future enplanement growth at HNL will be within the international and mainland U.S. categories of flight, increasing percentages of ADG V aircraft operations can be anticipated.

HNL does not have enough existing gate capacity to handle the current number of ADG IV and V operations during peak hours (between 11 am and 1:30 pm). HNL experiences gate capacity and congestion problems during these peak hours related to both mainland U.S. and international operations. During these hours, all gates capable of handling ADG IV and V aircraft are occupied. Aircraft that are not scheduled to depart shortly after passengers disembark must be towed to a remote parking apron in order to make the gate available for other ADG IV and V aircraft waiting to offload passengers. The Ewa Concourse is particularly impacted because that's where customs processing is conducted and all international arrivals must pass through customs. Moving and towing of aircraft to and from the gates results in congestion on the taxiways as well as increasing aircraft taxi time, passenger inconvenience and congestion within the aircraft parking aprons. The State indicated that six of the daily

International arrivals of ADG V operated by Asiana, China, Japan, and Hawaiian Airlines must be towed to hard stands to wait until ADG V capable gates are available at the Ewa Concourse.

The proposed project will increase the overall number of gates that can accommodate ADG Group V or higher from 19 to 25. The six additional ADG V gates at the new concourse will increase airport capacity and ease existing peak hour congestion caused by the current shortage of ADG V capable gates. Hawaiian Airlines is phasing out their Boeing 767 (ADG IV) aircraft and replacing them with the Airbus A330 and 350, which are both ADG V aircraft. Deliveries are scheduled from 2013 to 2019. The project will also facilitate passenger movement throughout the terminal and security screening and reduce potential flight delays. In a letter dated May 17, 2013, the Transportation Security Administration (TSA) concurred with the project and indicated that the security elements of the project are needed to meet the 49 CFR Part 1542 minimum security requirements. The TSA also indicated that they plan to provide staffing for the number of security checkpoint lanes in the expanded terminal facility.

Determination:
Approved for collection and use.
Significant contribution: This project provides for the construction of a new concourse that adds six gates capable of handling ADG V aircraft. The additional gate capacity is needed to accommodate increasing numbers of mainland U.S. flights, as well as international departures using ADG V – sized aircraft. The concourse design will also accommodate up to 12 ADG III aircraft when the gates are not otherwise in use by larger aircraft. The new gates allow the airport to better accommodate increasing numbers of ADG V operations, thus easing a current peak hour gate shortage and congestion problems. The FAA reviewed the FSDS and agrees there is a shortfall in the number of gates capable of accommodating the demands of Group V aircraft during peak hours. The problem will increase in the future as the length of the peak hour period increases and as airlines continue increasing the number of ADG V operations at HNL. Thus, this project will make a significant contribution to reducing current or anticipated congestion at HNL.
PFC Objective: This project constructs a new concourse with six gates capable of accommodating aircraft up to size ADG V. The new concourse will increase gate capacity and ease a current peak hour demand shortfall. The project will also reduce current peak hour congestion problems within the terminal area associated with aircraft waiting for gate or being repositioned to free up a gate. Thus, this project meets the PFC objective of enhancing capacity of the national air transportation system.
Estimated total project cost: $470,727,476.
Proposed sources of financing: PFC revenue ($250,098,806 - the amount requested by the State), and state general airport revenue bonds ($220,628,670).
PFC funds break-out: HNL $167,566,200; OGG $47,518,773; KOA $15,005,929; LIH $10,003,952; ITO $10,003,952.
Capital costs: HNL $65,855,635; OGG $18,675,478; KOA $5,897,519; LIH $3,931,680; ITO $3,931,680.
Financing costs: HNL $101,710,565; OGG $28,843,295; KOA $9,108,410; LIH $6,072,272; ITO $6,072,272.

6.AO1123-30A Aircraft Parking Apron–Mauka Concourse

Bond Capital	$45,394,327
Financing and Interest	70,109,152
Total	**115,503,479**

This project will construct aircraft parking apron and taxi-lanes for the new Mauka Concourse. The construction of the concourse building itself is a separate project and is described as project 5 above. This project will demolish existing taxi-lane and apron areas and construct approximately 423,486 square feet of apron pavement and 4,500 linear feet of 75-foot wide taxiways. The pavements will be constructed to meet dimensional and load standards of aircraft sized to ADG V. The scope of work includes demolition of existing airfield pavements, installation of storm drain lines, a detention basin, jet blast fencing, and extension of the fueling hydrant lines to serve the new gates along with 21 new hydrant pits. The design phase was completed using State revenue funds.

The existing aircraft parking apron and taxi-lanes in this area were constructed in 1987 for use by ADG III and smaller aircraft. The pavement strength is not adequate to sustain the weight of aircraft up to ADG V, which will be using the new concourse. The project is needed because there is a shortage of aircraft parking positions at the terminals that can support ADG V sized aircraft during the peak hours (11:00 am to 1:30pm). Construction of these pavements is needed in order for the new Mauka Concourse to be put into service.

Determination:
Approved for collection and use.
Significant contribution: This project constructs the new apron and taxi-lane pavements that are needed to service the new Mauka Concourse. The project provides new pavements with sufficient strength to provide taxi-lane access and apron parking positions for up to six ADG V aircraft at the new concourse. These six additional ADG V parking positions are needed to accommodate increasing numbers of mainland U.S. flights, as well as international departures. The new apron will accommodate up to 12 ADG III aircraft when the parking positions are not otherwise in use by larger aircraft. These new parking positions at the new concourse will allow the airport to better accommodate increasing numbers of ADG V operations, thus easing a current peak hour aircraft shortage in ADG V capable apron parking positions at terminal gates. The FAA reviewed the FSDS and agrees there is a shortfall in the number of apron parking positions capable of accommodating the demands of ADG V aircraft at terminal gates during peak hours. The problem will increase in the future as the length of the peak hour period increases and as airlines continue increasing the number of ADG V operations at HNL. Thus, this project will make a significant contribution to increasing airport capacity at HNL.
PFC Objective: This project constructs the required aircraft parking positions for a new concourse with six gates capable of accommodating aircraft up to size ADG V. The new parking positions are needed as a companion project to the new concourse and the resulting increase in airport gate capacity will ease a current peak hour demand shortfall. The project will also reduce current peak hour congestion problems within the terminal area associated with aircraft waiting an aircraft parking position. Thus, this project meets the PFC objective of enhancing capacity of the national air transportation system.
Basis for eligibility: Paragraph 526a of FAA Order 5100.38C, AIP Handbook, (June 28, 005).
Estimated total project cost: $115,503,479
Proposed sources of financing: PFC revenue ($115,503,479 - the amount of PFC requested by the State).
PFC funds break-out: HNL $77,387,331; OGG $21,945,661; KOA $6,930,209; LIH $4,620,139; ITO $4,620,139.

Capital costs: HNL $30,414,199; OGG $8,624,922; KOA $2,723,660; LIH $1,815,773; ITO $1,815,773.
Financing costs: HNL $46,973,132; OGG $13,320,739; KOA $4,206,549; LIH $2,804,366; ITO $2,804,366.

Project Approved for Authority to Impose a PFC at HNL, OGG, KOA, LIH, and ITO for Use at HNL at a $3.00 PFC Level.

Description	Approved Amount
7.AO1033-21 Second Level Roadway Improvements-Overseas Terminal	
Bond Capital	$3,000,000
Bond Financing & Interest	4,633,342
Total	**$7,633,342**

This project provides for the rehabilitation of the second level roadway in front of the Inter-island and Overseas Terminals (lobbies 2 through 8) at HNL and related improvements. The existing roadway consists of a six-lane road that provides traffic access from the adjacent freeway off ramps to the terminal departure level. The roadway also allows for airport traffic to circulate from the ground level on Rodgers Boulevard to the upper level and returning back down to the ground level. The design work was completed under a previous project using state revenue funds.

The scope of work includes the removal of existing asphalt concrete surface (approximately 1,944 feet by 70 feet) and replacement with latex modified concrete pavement, replacement of the lighting fixtures, renovation of adjacent parapet walls, installation of concrete bridge railings (approximately 1,950 feet), strengthen supporting columns, replacement of the expansion joints, replacement of about 40 drain inlets and gutter systems. Work also includes abatement of lead and other hazardous materials (asbestos, arsenic, mercury, etc.) as necessary to meet local safety standards.

This access roadway was originally constructed in 1970, and has outlived its useful life. Over the past years, various modifications and repairs have been undertaken to improve the roadway condition. Currently, the roadway pavement, adjacent parapet walls, railings, and supporting concrete columns show evidence of cracks and spalling. The drain inlets within the roadway exhibit varying signs of deterioration and require full replacement. Worn expansion joints and blocked drain inlets in the roadway leak profusely during rainy weather and drip onto the sidewalk and pedestrians on the ground level below. In addition, several roadway lighting fixtures are damaged and corroded, requiring full replacement.

This project is needed to facilitate the flow of traffic within the terminal complex by improving the poor condition and bringing the roadway up to the current pavement and lighting standards. In addition, the project will reduce traffic delays on the only roadway access to the airport by eliminating the need to close any portion of the roadway due to water damage.

Determination:
Approved for collection and use.
PFC Objective: This project will increase the efficiency of ground transportation traffic by improving the roadway to meet the current pavement and lighting standards. The roadway serves as the only drop off/pick-up area in front of terminal curbside for passengers entering ticket lobbies and gates of the Interisland and Overseas Terminals. Thus, this project meets the PFC objective of preserving capacity of the national air transportation system.

Basis for eligibility: Paragraphs 601 and 620 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).
Estimated total project cost: $7,833,342
Proposed sources of financing: PFC revenue ($7,633,342 - the amount requested by the State) and State special funds ($200,000). The State did not request that this project be collected at a higher PFC level.
PFC funds break-out: HNL $5,114,339; OGG $1,450,335; KOA $458,000; LIH $305,334; ITO $305,334.
Capital costs: HNL $2,010,000; OGG $570,000; KOA $180,000; LIH $120,000; ITO $120,000.
Financing costs: HNL $3,104,339; OGG $880,335; KOA $278,000; LIH $185,334; ITO $185,334.

8.AO1041-13 Shuttle Bus Stations between Gates 6 to 62 - Terminal improvements

Bond Capital	$2,500,000
Bond Financing & Interest	3,301,950
Total	**$5,801,950**

The project provides for the rehabilitation of the two "Wiki-Wiki" shuttles bus stations that are located on the 3rd floor of the International (Overseas) Terminal at HNL. The two bus stations known as Diamond Head station and Ewa station serve as the bus stops for an intra-terminal connector bus facility for transporting passengers between boarding Gates 6 at the Overseas Terminal and 62 at the Inter-Island Terminal. The project includes work within the secured area of the terminal, consisting of approximately 22,200 square feet of the Ewa station on the west end of the terminal building and approximately 28,400 square feet of the Diamond Head station on the east end of the building. This includes incidental demolition of concrete slab, saw-cutting, caulking and sealing, asbestos abatement, and replacement of about 4-inch of concrete slab of the paved pickup and drop-off areas, concrete spall repairs, altering the flooring slope for drainage improvements and to ensure compliance with the Americans with Disability Act (ADA) and local safety standards. The project also includes upgrading related lighting and electrical work, replacement of the waterproofing and reroofing of the station structure, installing rain-screens (approximately 8,700 square feet) in passenger common-use area, and installing wind-screens along the perimeter roof line of each station. The project also includes the installation of canopies over the common open space adjacent to the public escalators and elevators at the Ewa bus station.

The existing bus stations and associated roadway systems were constructed in 1973, and have reached the end of their useful lives. Over the past years, multiple projects have been undertaken to repair and maintain these stations as an integrated part of the main Overseas Terminal. Currently, parts of the stations structures are deteriorating and in poor condition due to old age, requiring major rehabilitation. During wet and windy weather conditions, the shuttle stations are normally subject to wet and slippery conditions. Moisture that enters the stations tends to form ponds and overflows damaging the escalators and elevators.

Gates 6 to 62 are served by several domestic and international airlines including United Airlines, Delta Airlines, American Airlines, Hawaiian Airlines, Japan Airlines, Air Canada, air New Zealand, China Airlines, Korean Air, Philippine Airlines, Qantas Airways, Asia Pacific Airlines, Jetstar Airways, U.S Airways, and WestJet Korean Air, Philippine Airlines, Qantas Airways. The shuttle bus system enables departing passengers, after clearing security, to catch a bus to their gates at the international terminal (Diamond Head, Central, and Ewa Concourses), as well as the Inter-Island Terminal. Likewise, arriving international passengers are able to ride a shuttle bus to the main International Terminal or to the Inter-Island Terminal and proceed to baggage

claim areas in the lower level. In addition, the shuttle bus system enables passengers checking-in at the Inter-Island Terminal for a mainland flights to catch a shuttle bus to their departure gates in the International Terminal. The number of passengers that are utilizing the shuttle bus system is estimated at 9 million passengers in 2012.

The project is needed to alleviate congestion within the airport terminals by allowing this shuttle service to continue operating at its current capacity. Without the shuttle service passengers would have difficulty transferring between airline terminals and gates. The project will also reduce the potential of slip hazard and increase the safety and efficiency within the terminal by eliminating the current ponding and water intrusion into the shuttle bus stations.

Determination:
Approved for collection and use.
PFC Objective: This project will rehabilitate the 40-year old shuttle bus stations that are in poor condition and have reached the end of their useful lives. The project will preserve capacity by allowing this shuttle bus service to continue moving passenger and baggage between gates 6 to 62 of airline terminals. Thus, this project meets the PFC objective of preserving capacity of the national air transportation system.
Basis for eligibility: Paragraphs 611b of FAA Order 5100.38C, AIP Handbook, (June 28, 2005). ,
Estimated total project cost: $8,701,950
Proposed sources of financing: PFC revenue ($5,801,950 - the amount requested by the State) and existing AIP 3-15-0005-081-2005 grant ($321,021) grant, anticipated AIP entitlement funds ($2,528,979), and State revenue funds ($50,000). The State did not request that this project be collected at a higher PFC level.
PFC funds break-out: HNL $3,887,307; OGG $1,102,371; KOA $348,117; LIH $232,078; ITO $232,078.
Capital costs: HNL $1,675,000; OGG $475,000; KOA $150,000; LIH $100,000; ITO $100,000.
Financing costs: HNL $2,212,307; OGG $627,371; KOA $198,117; LIH $132,078; ITO $132,078.

9.AO1043-28 Roof Canopy Replacement - Overseas Terminal

Bond Capital	$3,375,000
Bond Financing & Interest	4,457,632
Total	**$7,832,632**

This project provides for the replacement of the metal roof canopy (approximately 38,930 square feet) that covers the passenger loading and unloading area on the second level of the Overseas Terminal, along with terminal sidewalk improvements. The project includes the construction of new sidewalk areas in place of the existing planter boxes and spall repairs of the existing sidewalk pavement. The roof canopy and the sidewalk area (approximately 2,250 feet by 12 feet) run the entire length of the terminal building. The project also includes the replacement of related lighting, marking, signage, and drainage improvements. The project will also increase the canopy height and modify the structural framing to accommodate oversized buses to park adjacent to the curbside. The design costs were funded under a prior AIP grant and are not included in this project.

The existing metal roof canopy was installed in 1971, as an integral part of the main terminal building. Currently, the roof canopy structural and the peripheral metal elements show signs of corrosion and deterioration from many years of leaks caused by the degradation of the roof drainage system requiring extensive repair and/or replacement to restore proper canopy

drainage. During heavy rains, puddles are accumulated near the curbside creating potential hazards for passengers that exit ground transportation to enter the terminal.

The low height clearance of the roof canopy prevents the oversized buses from parking close to the curb line. As a result, passengers loading/unloading onto buses are forced to step onto the roadway instead of being at the curb level. The height of the roof canopy will be adjusted for tour buses dropping off and picking up on the second floor departures level and will allow for a safer transition to curbside level. In addition, the existing signage and roadway lighting are insufficient for motorist orientation to the ticket lobbies and various airlines.

The project is necessary to prevent further deterioration to the roof canopy structure and the side walks area that shows evidence of cracks and spalling. In addition, the demolition of the planter boxes underneath the canopy footprint will provide the space to expand the sidewalk area and provide a larger covered area for efficient loading and unloading of passengers into the Overseas Terminal building. Raising the canopy roof height will allow for buses to transfer passengers to curbside level and increase accessibility for the disabled passengers.

Determination:
Approved for collection and use
PFC Objective: The project will replace the existing roof canopy and construct and repair the sidewalks fronting the Overseas Terminal that have deteriorated and reached the end of their useful life. The project is necessary to prevent further deterioration to the roof canopy structure and to preserve the integrity of the sidewalk pavements. The project is necessary to protect the traveling public during inclement weather conditions and to ensure safe and efficient loading and unloading of passenger into the terminal lobbies. Thus, this project meets the PFC objective of preserving capacity of the national air transportation system.
Basis for eligibility: Paragraph 621 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).
Estimated total project cost: $16,632,717
Proposed sources of financing: PFC revenue ($7,832,632 - the amount requested by the State), existing AIP 3-15-0005-081-2005 grant ($325,085), and anticipated AIP entitlement funds ($8,475,000). The state did not request that this project be collected at a higher PFC level.
PFC funds break-out: HNL $5,247,863; OGG $1,488,200; KOA $469,958; LIH $313,305; ITO $313,305.
Capital costs: HNL $2,261,250; OGG $641,250; KOA $202,500; LIH $135,000; ITO $135,000.
Financing costs: HNL $2,986,613; OGG $846,950; KOA $267,458; LIH $178,305; ITO $178,305.

Projects Approved for Authority to Impose a PFC at HNL, OGG, KOA, LIH, and ITO for Use at ITO at a $4.50 PFC Level.

Description	Approved Amount
10.AH1031-14 Construct Aircraft Rescue and Firefighting Facility at ITO	
Pay-as-you-go	$45,000
Bond Capital	5,043,000
Financing and Interest	6,660,693
Total	**$11,748,693**

This project provides for the design and construction of a new Aircraft Rescue and Firefighting (ARFF) building and associated facilities at ITO as a replacement of the existing ARFF building. The proposed facility will consist of approximately 15,803 square feet including four double-

loaded apparatus bays (approximately 6,808 square feet) for housing the ARFF, which will allow access from interior and exterior station points to the apparatus bays, as recommended *in FAA Advisory Circular 150/5210-15A, Aircraft Rescue and Firefighting Station Building Design.* The ARFF facility will also include spaces for storage of related equipment and hazardous materials, emergency medical services, and a command center that receives calls and dispatches ARFF vehicles, and administration offices. The project will also include approximately 4,605 square feet of living quarters and approximately 1,580 square feet area for training firefighting personnel. The scope of work will also include the installation of associated utilities, infrastructures including water, sewer, electrical, and communication lines. Included also is the reconstruction of approximately 38,909 square feet of asphalt concrete apron and parking area surrounding the ARFF building as well as an access road (approximately 905 feet by 30 feet) from the ARFF station to the airfield, and relocation of the adjacent fence.

The existing ARFF station was built in 1966 with improvements undertaken in 1978 and 1994. The station has outlived its useful life. The FAA inspection conducted on March 17, 2011 indicated that the current ARFF station is undersized and the bays are too small for housing and servicing of eligible ARFF vehicles. The existing station is also inadequate for training firefighting personnel as needed to meet the airport certification requirements. In addition, the existing site is deficient for access of multiple vehicles in a quick response event due to the distance from the taxiway and existing narrow access roads.

The project is required to provide an updated and fully functional ARFF facility to protect the required ARFF equipment and train the ARFF personnel. The new ARFF station will be located closer to the parallel taxiway than the existing site providing improved access and line of sight to the airfield.

Determinations:
Approved for collection and use
Significant contribution: This project will provide for constructing a replacement and updated ARFF facilities at ITO to house and protect the required ARFF equipment consistent with the FAA design standards. In addition, the new ARRF station will be located closer to the parallel taxiway than the existing building to improve response time and readiness of ARFF equipment and firefighting personnel in responding to an aircraft related incident as required under Part 139, Index C, of the Federal Aviation regulations. This project will enhance the air safety at the airport by providing fully functional ARFF facility at ITO to meet FAA design standards and to conform with 14 CFR Part 139 certification requirements. Therefore, this project will make a significant contribution to improving air safety at ITO.
PFC Objective: This project will provide for constructing a replacement ARFF facility at ITO to house and protect the ARFF equipment consistent with the FAA design standards. In addition the new ARRF station will ensure the readiness of ARFF equipment and firefighting personnel in responding to an aircraft related incident as required under Part 139, Index C of the Federal Aviation regulations. Thus, this project meets the PFC objective to preserve and enhance safety of the national air transportation system.
Basis for eligibility: Paragraph 547b of FAA Order 5100.38C, AIP Handbook (June 28, 2005).
Estimated total project cost: $27,448,693.
Proposed sources of financing: PFC revenue ($11,748,693 - the amount of PFC requested by the State), anticipated AIP discretionary funds ($15,700,000).
PFC funds break-out: HNL $7,871,624; OGG $2,232,252; KOA $704,921; LIH $469,948; ITO $469,948.
Pay-as-you-go: HNL $30,150; OGG $8,550; KOA $2,700; LIH $1,800; ITO $1,800.

Capital costs: HNL $3,378,810; OGG $958,170; KOA $302,580; LIH $201,720; ITO $201,720.
Financing costs: HNL $4,462,664; OGG $1,265,532; KOA $399,642; LIH $266,428; ITO $266,428.

11.AH1052-03 Install Access Control & Closed Circuit Television at ITO $2,760,000

This project provides for the acquisition and installation of an integrated access control (ACS) and closed circuit television (CCTV) systems as a replacement to the outdated security equipment at ITO. The new system is a part of the airport security program intended to upgrade the existing system in order to meet the increased security requirements and 14 CFR Part 1542 of the Transportation Security Administration (TSA). The ACS component will include proximity card readers, personal identification number (PIN), and biometric elements that cover near and remote locations within the terminal access points which lead to the terminal sterile areas. The CCTV equipment will provide video monitoring system (VMS) with enhanced high resolution digital video recording system to replace the existing analog video recording equipment. The combined CCTV/VMS system will be installed at all sterile terminal access points and other airport operations areas. The acquired security equipment includes approximately 125 card readers, 175 cameras, and 10 viewing work stations associated with the secure side of the airport, computer hardware and software needed to meet the TSA minimum requirements, locking devices, wiring and related control panels. Also included is the installation of badging system and alarm monitoring system (AMS) to be operated 24 hours a day.

The existing security systems were originally installed in 1990, with some improvements occurred over the past several years. Due to the system's age, it has become increasingly difficult and expensive to obtain replacement parts for the current equipment requiring repair and replacement. In addition, the current airport security does not provide the level of system performance that will be expected to meet increasingly complex security requirements and significant growth in passenger activity.

By a letter dated July 8, 2013, the Federal Security Director at Hilo airport concurred with the proposed security project to improve the performance and capabilities of the airport security and to meet Title 14 CFR Part 1542 requirements.

Determinations:
Approved for collection and use
Significant contribution: This project provides for the acquisition and installation of access control (ACS) and closed circuit television (CCTV) systems, which will replace the old and outdated security equipment at ITO. The new security system is a part of an airport security program required to increase the level of security and to meet 14 CFR Part 1542 of the TSA at ITO. Therefore, this project will make a significant contribution to improving air security at the airport.
PFC objective: This project will install and upgrade security equipment to replace the outdated security system with modern and technologically advanced equipment for monitoring the airport public-use areas. The project is required to increase the level of security at ITO and to meet Title 49 CFR, Part 1542 security requirements and the Transportation Security Administration (TSA) airport security program. Thus, this project meets the PFC objective to preserve and enhance security of the national air transportation system.
Basis for eligibility: Paragraph 542a (1) of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).
Estimated total project cost: $2,765,000

Proposed sources of financing: PFC revenue ($2,760,000 - the amount of PFC requested by the State), and local funds ($5,000).
PFC funds break-out: HNL $1,849,200; OGG $524,400; KOA $165,600; LIH $110,400; ITO $110,400.

Projects Approved for Authority to Impose a PFC at HNL, OGG, KOA, LIH, and ITO for Use at KOA at a $4.50 PFC Level

Description	Approved Amount
12.AH2044-19 Construct Aircraft Rescue and Firefighting Facility at KOA	
Bond Capital	2,829,000
Financing and Interest	3,736,486
Total	**$6,565,486**

This project provides for the design and construction of a new Aircraft Rescue and Firefighting (ARFF) building and associated facilities at KOA as a replacement of the existing building. The proposed ARFF facility will consist of approximately 17,727 square feet space including a space five double-loaded apparatus bays (approximately 8,464 square feet), which will allow access from interior and exterior station points to the apparatus bays, as recommended *in FAA Advisory Circular 150/5210-15A, Aircraft Rescue and Firefighting Station Building Design.* The ARFF building will also include ancillary areas for storage of related equipment and hazardous materials, emergency medical services, and a command center that receives and dispatches ARFF vehicles, and administration offices. The project will also include approximately 4,873 square feet of living quarters and approximately 1,580 square feet for training firefighting personnel. The scope of work will also include the installation of related utilities infrastructures including water, sewer, electrical, and communication lines. Also included is the reconstruction of approximately 85,317 square feet of asphalt concrete apron and parking area surrounding the ARFF building as well as the realignment of the access road that currently runs through the site of the new ARFF station and approximately 780 feet by 30 feet connecting road from the ARFF station to the airfield. This project also includes installation of related fencing and vehicle gates.

The original ARFF station was built in 1971 with improvements undertaken in 1981 and 1996. A temporary ARFF shelter was built in 2009 to shelter the ARFF vehicles. The FAA inspection conducted on March 17, 2011 indicated, the existing ARFF station is inadequate for housing and servicing of eligible ARFF vehicles. The existing station is also inadequate for training firefighting personnel as needed to meet the airport certification requirements.

The project is needed to provide an updated and fully functional ARFF facility needed for protection of the ARFF equipment and training the ARFF personnel. The new ARFF station will be located closer to the parallel taxiway than the existing building site providing improved access and line of sight to the airfield.

Determinations:
Approved for collection and use
Significant contribution: This project will provide for constructing a replacement and updated ARFF facility at KOA for housing and protection of the airport ARFF equipment consistent with the FAA design standards. In addition, the new ARRF station will be located closer to the parallel taxiway than the existing building to ensure the readiness of ARFF equipment and firefighting personnel in responding to an aircraft related incident as required under Part 139, Index D of the Federal Aviation regulations. This project will enhance the air safety at the airport by providing fully functional ARFF facility at KOA to meet FAA design standards and to conform with

14 CFR Part 139, Index D, certification requirements. Therefore, this project will make a significant contribution to improving air safety at KOA.
PFC Objective: This project will provide for constructing a replacement ARFF facility at KOA to house and protect the ARFF equipment consistent with FAA design standards. In addition the new ARFF station will ensure the efficiency and readiness of ARFF equipment and firefighting personnel in responding to an aircraft related incident as required under Part 139, Index D of the Federal Aviation regulations. Thus, this project meets the PFC objective to preserve and enhance safety of the national air transportation system.
Basis for eligibility: Paragraph 547b of FAA Order 5100.38C, AIP Handbook (June 28, 2005).
Estimated total project cost: $23,580,157
Proposed sources of financing: PFC revenue ($6,565,486 - the amount of PFC requested by the State), and existing AIP 3-15-0008-036-2012 grant ($17,014,671).
PFC funds break-out: HNL $4,398,876; OGG $1,247,442; KOA $393,929; LIH $262,619; ITO $262,619.
Capital costs: HNL $1,895,430; OGG $537,510; KOA $169,740; LIH $113,160; ITO $113,160.
Financing costs: HNL $2,503,446; OGG $709,932; KOA $224,189; LIH $149,459; ITO $149,459.

13.AH2050-05 Install Access Control & Closed Circuit Television at KOA $5,899,000

This project provides for the acquisition and installation of an integrated access control (ACS) and closed circuit television (CCTV) systems as a replacement to the outdated security equipment at KOA. The new system will be a part of the Airport Security Program to upgrade the existing security equipment in order to meet the increased security requirements and 14 CFR Part 1542. The ACS component will include proximity card readers, personal identification numbering system, and biometric elements that covers near and remote locations within the terminal access points to the terminal sterile areas. The CCTV equipment will provide video monitoring system (VMS) with enhanced and a high resolution digital video recording system to replace the existing analog video recording equipment. The combined CCTV/VMS system will be installed at all access points to the sterile terminal areas and other access points to the airport operations area (AOA). The acquired security equipment will include approximately 75 card readers, 100 cameras, and 10 viewing workstations as well as related field control panels associated with the secure side of the airport, computer hardware and software to meet TSA minimum requirements, locking devices, wiring and related work. Also included is the installation of a badging system and alarm monitoring system (AMS) which is operated 24 hours a day by security personnel.

The existing security systems were originally installed in 1990 with partial upgrades to equipment occurring in the previous years. The PFC application indicated that the existing systems are antiquated do not provide the level of system integration and performance that will be expected to meet the increasingly complex security requirements and significant growth in passenger activity. Due to the system's age, it has become increasingly difficult and expensive to obtain replacement parts for equipment requiring repair and replacement. In addition, the current airport security does not provide the level of system performance that will be expected to meet increasingly complex security requirements and significant growth in passenger activity.

By a letter dated July 8, 2013, the Federal Security Director concurred with the proposed security project to improve performance and capabilities of the airport security and to meet Title 14 CFR Part 1542 requirements.

Determinations:
Approved for collection and use
Significant contribution: This project provides for the acquisition and installation of access control (ACS) and closed circuit television (CCTV) systems to replace the old and outdated security equipment at KOA. The new security system is a part of an airport security program required to increase the level of security and to meet 14 CFR Part 1542 of the TSA. Therefore, this project will make a significant contribution to improving air security at KOA.
PFC objective: This project will install and upgraded security equipment to replace the outdated security system with modern and technologically advanced equipment for monitoring the airport public-use areas. The project is required to increase the level of security at KOA and to meet Title 49 CFR, Part 1542 security requirements and the TSA airport Security program. Thus, this project meets the PFC objective to preserve and enhance security of the national air transportation system.
Basis for eligibility: Paragraph 542a (1) of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).
Estimated total project cost: $5,904,000
Proposed sources of financing: PFC revenue ($5,899,000 - the amount of PFC requested by the State) and local funds ($5,000).
PFC funds break-out: HNL $3,952,330; OGG $1,120,810; KOA $353,940; LIH $235,960; ITO $235,960.

Project Approved for Authority to Impose a PFC at HNL, OGG, KOA, LIH, and ITO for Future Use at OGG at a $3.00 PFC Level.

Description	Approved Amount
14.AM1021 Land Acquisition at OGG	**$14,725,000**

This project provides for the reimbursement of the cost associated with the acquisition of approximately 78.1 acres of land adjacent to OGG. The State purchased the land in 2012 in fee simple from private owners. The land covers agricultural-use area on the northeastern side of the airport in the Wailuka District of Maui. The property consists of 15 vacant lots identified as "East Paepae Ka Puko'a" subdivision with all easement rights. The airport five-year Capital Improvement Program (2013-2018) for the State identified the land for acquisition along with the plan of finance for future airport development. The parcels are just off the departure end of the existing Runway 05/23 (approximately 5,000 feet by 150 feet). A portion of the acquired property is within the runway protection zone (RPZ) and the runway obstacle free area (OFA) of Runway 05/23. The parcels are also within the approach area of the future parallel Runway 02R/20L, as shown on the current Airport Layout Plan, approved November 18, 2004. The State indicated that the remaining portion of the acquired property will be maintained to mitigate airport encroachment from incompatible land uses.

The land is needed to increase the safety of aircraft operations by allowing the airport to maintain the required RPZ area into conformance with the FAA current dimensional standards and also to control the establishment of any future obstructions in the runway approach area. The project is also required to support future airport development to meet forecast demand including the construction of a new parallel runway at the airport. The proposed parallel runway will also accommodate commercial aircraft operations during the planned reconstruction of existing parallel runway.

The current land use on the northeast side of the airport where these parcels are located, are zoned as agricultural land. Acquisition of this agricultural-use land will assist the airport in complying with their FAR Part 139 Wildlife Hazard Management Plan.

Determination:
Approved for collection.
PFC objective: This project provides for the acquisition of approximately 78.1 acres of land to provide the required area needed to meet the standard dimension for Runway 05/23 protection zone and to accommodate future development of a new parallel runway as shown on the approved Airport Layout Plan. Thus, this project meets the PFC objective to enhance safety and capacity of the national air transportation system.
Basis for eligibility: Paragraphs 701(b) and 705, of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).
Estimated total project cost: $14,725,000 (the total project cost is based on the final sale documents including acquisition costs of $81,565 and easements of $110,400; appraisal report dated January 23, 2012, established the fair market value for the land at $14,643,400).
Proposed sources of financing: PFC revenue ($14,725,000– the amount requested by the State in this application). The State did not request that this project be collected at a higher PFC level.
PFC funds break-out: HNL $9,865,750; OGG $2,797,750; KOA $883,500; LIH $589,000; ITO $589,000.

Project Approved for Authority to Impose and Use a PFC at HNL, OGG, KOA, LIH, and ITO at a $3.00 PFC Level.

Description	Approved Amount
15.0000 PFC Administrative Costs	**$700,000**

This project provides for the reimbursement of the allowable costs associated with the preparation of this PFC application and accounting requirements. This includes providing quarterly reporting, auditing of projects in this application, consultants fees, and airport staff to prepare reports over the life of this PFC application.

Determinations:
Approved for collection and use.
PFC objective: This project is to reimburse the State for the reasonable and necessary costs of administering its PFC program for the duration of the PFC collection and use associated with the projects in this application, which is estimated to be from February 2014 through July 1, 2026. Thus, this project meets the PFC objectives relating to enhancing safety, security, and capacity of the national air transportation system.
Basis for eligibility: Definition of "PFC administrative support costs" in §158.3, and Paragraph 310c. of FAA Order 5100.38C, AIP Handbook (June 28, 2005). The FAA notes that the administrative costs approved in this application are limited to those costs associated with this 13-05-C-00-*** application. The State previously received approval for PFC administrative costs in the 06-02, 08-03, and 09-04 applications, therefore, the approved administrative costs in this decision cannot be used for administrative costs associated with any prior PFC decision.
Estimated total project cost: $700,000.
Proposed source of financing: PFC revenue ($700,000 – the amount requested by the State).
PFC funds break-out: HNL $469,000; OGG $133,000; KOA $42,000; LIH $28,000; ITO $28,000.

Withdrawn Projects

Description:	**Withdrawn Amount**
16.AO1021-21 Taxiway Z Structural Improvements at HNL-Design Only	**$1,250,000**

(PFC funds break-out: HNL $837,500; OGG $237,500; KOA $75,000; LIH $50,000; ITO $50,000).

Date withdrawal: July 19, 2013

17.AO1021-25 Runway 08L/26R Widening at HNL **$16,080,000**
(PFC funds break-out: HNL $10,773,600; OGG $3,055,200; KOA $964,800; LIH $643,200; ITO $643,200).

Date withdrawal: July 19, 2013

Calculation of PFC Level
To ease the burden of administering the PFC program, paragraph 10 -18 of FAA Order 5500.1, *Passenger Facility Charge,* (August 9, 2001), permits the FAA to authorize the premium collection on the combined application projects when a sufficient value of projects in the application can be shown to satisfy the higher standards associated with the higher PFC level. The State requested that 4 of the 15 projects in the application (Second Level Roadway Improvements, Shuttle Bus Stations between Gates 6 to 62, Roof Canopy Replacement, and PFC administrative costs) be approved at a $3.00 PFC level. The State requested, and the FAA has approved, that the remaining 11 projects be approved at a $4.50 PFC level. In the case of this application for projects at HNL, OGG, KOA and ITO, the FAA has determined that 96 percent of the total PFC value of the approved projects is collectible at $4.50 and, thus, is authorizing the $4.50 collection level for the entire application in accordance with the procedures discussed in paragraph 10 -18 of FAA Order 5500.1, *Passenger Facility Charge* (August 9, 2001).

Alternative Use for PFC Revenue
The FAA finds the PFC revenue approved in this decision requires at least a 5-year period of collections from the approval date of this application. In the event the impose only project approved in this decision is not implemented in a timely manner, the FAA will rescind the collection authority associated with the impose only project contained in this decision prior to those collections ending. Therefore, the State is not required to provide alternative uses for the PFC revenue approved for collection in this decision.

The FAA cautions the State that, if the State does not submit an application to use the PFC revenue on the impose only primary project within 3 years of the approval date of this Final Agency Decision, and if the State does not begin implementation of the impose only primary project within 5 years of the approval date of this Final Agency Decision, the State's authority to impose a PFC for the impose-only project will automatically expire in accordance with section 158.33. This does not constitute approval for use of PFC revenue.

Environmental Requirements
The 14 projects approved in this application for authority to impose and use the PFC were examined under the guidelines contained in *FAA Order 5050.4B, National Environmental Policy Act Implementing Instructions for Airport Projects (April 28, 2006) and FAA Order 1050.1E, Change 1, Environmental Impact: Policies and Procedures (March 20, 2006),* or *FAA Order*

5050.4A, Airports Environmental Handbook (June, 8, 2004), as applicable. The FAA environmental Finding of No Significant Impact/Record of Decision for the proposed "New Mauka Concourse" was approved on January 29, 2013. The remaining 13 projects approved for authority to impose and use the PFC have been determined to be categorically excluded from the requirement for formal environmental review. There appear to be no extra extraordinary circumstances requiring further review.

Request Not to Require a Class or Classes of Carriers to Collect PFCs
The State has not requested that a class or classes of carriers be excluded from the requirement to collect PFCs at any of the five collecting airports.

Determination: No FAA action required. However, the FAA notes that, in accordance with §158.9(a)(4), the State is prohibited from imposing a PFC on any passenger on inter-island flights, including flight segments, between two or more points in Hawaii.

Compliance with the Airport Noise and Capacity Act of 1990 (ANCA)
The FAA is not aware of any proposal at HNL, OGG, ITO, KOA, or LIH that would be found to be in violation of the ANCA. The FAA herein provides notice to the State that a restriction on the operation of aircraft at HNL, OGG, ITO, KOA, or LIH must comply with all applicable provisions of the ANCA and that failure to comply with the ANCA and Part 161 makes the State subject to provisions of Subpart F of that Part. Subpart F, "Failure to Comply With This Part," describes the procedures to terminate eligibility for AIP funds and authority to collect PFC revenues.

Compliance with Subsection 47107(b) Governing Use of Airport Revenue
As of the date of this approval the State of Hawaii has not been found to be in violation of 49 U.S.C. §47107(b) or in violation of grant assurances made under 49 U.S.C. §47107(b).

Compliance with Requirement to Submit a Competition Plan
As of the date of this approval, the State of Hawaii has complied with the requirement to submit a competition plan for HNL and OGG in accordance with §158.29(a)(1)(viii). By a letter dated April 3, 2013, the FAA has determined that HNL's competition plan is in accordance with §155 of AIR-21. In addition, on July 10, 2012, the FAA has determined that OGG's competition plan is in accordance with §155 of AIR-21. The remaining three airports, KOA, LIH, and ITO, approved for authority to collect a PFC in this FAD are not required to submit competition plans.

Air Carrier Consultation and Public Notice Comments
There were no disagreements received with respect to the proposed projects or application as a result of the air carrier consultation and public notice and comment processes.

Legal Authority

This decision is made under the authority of 49 U.S.C. §40117, as amended. This decision constitutes a final order to approve, in whole or in part, the State of Hawaii's application to impose a PFC at HNL, OGG, KOA, LIH, and ITO and to use PFC revenue at HNL, KOA, and ITO on 14 projects, and to impose a PFC at HNL, OGG, KOA, LIH, and ITO but not to use PFC revenue on 1 project. Any party to this proceeding having a substantial interest may appeal this decision to the courts of appeals for the United States or the United States Court of Appeals for the District of Columbia upon petition, filed within 60 days after issuance of this decision in accordance with 49 U.S.C. §46110.

Concur

for Manager, Airports Division
Western-Pacific Region

11/22/13
Date

Nonconcur

Manager, Airports Division
Western-Pacific Region

Date

FAA
Airports

Current FAA Advisory Circulars Required for Use in AIP Funded and PFC Approved Projects

Updated: 1/25/2012

View the most current versions of these ACs and any associated changes at:
http://www.faa.gov/airports/resources/advisory_circulars

NUMBER	TITLE
70/7460-1K	Obstruction Marking and Lighting
150/5000-13A	Announcement of Availability—RTCA Inc., Document RTCA-221, Guidance and Recommended Requirements for Airports Surface Movement Sensors
150/5020-1	Noise Control and Compatibility Planning for Airports
150/5070-6B Change 1	Airport Master Plans
150/5070-7	The Airport System Planning Process
150/5100-13B	Development of State Standards for Non Primary Airports
150/5200-28D	Notices to Airmen (NOTAMS) for Airport Operators
150/5200-30C	Airport Winter Safety and Operations
150/5200-33B	Hazardous Wildlife Attractants On or Near Airports
150/5210-5D	Painting, Marking and Lighting of Vehicles Used on an Airport
150/5210-7D	Aircraft Rescue and Fire Fighting Communications
150/5210-13C	Airport Water Rescue Plans and Equipment
150/5210-14B	Aircraft Rescue Fire Fighting Equipment, Tools, and Clothing
150/5210-15A	Airport Rescue & Firefighting Station Building Design
150/5210-18A	Systems for Interactive Training of Airport Personnel

NUMBER	TITLE
150/5210-19A	Driver's Enhanced Vision System (DEVS)
150/5220-10E	Guide Specification for Aircraft Rescue and Firefighting Vehicles
150/5220-16D	Automated Weather Observing Systems for Non-Federal Applications
150/5220-17B	Aircraft Rescue and Firefighting (ARFF) Training Facilities
150/5220-18A	Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials
150/5220-20 Change 1	Airport Snow and Ice Control Equipment
150/5220-21B	Guide Specification for Lifts Used to Board Airline Passengers With Mobility Impairments
150/5220-22A	Engineered Materials Arresting System (EMAS) for Aircraft Overruns
150/5220-23	Frangible Connections
150/5220-24	Foreign Object Debris Detection Equipment
150/5300-7B	FAA Policy on Facility Relocations Occasioned by Airport Improvements or Changes
150/5300-13 Changes 1 - 18	Airport Design
150/5300-14B	Design of Aircraft Deicing Facilities
150/5300-16A	General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey
150/5300-17C	General Guidance and Specifications for Aeronautical Survey Airport Imagery Acquisition and Submission to the National Geodetic Survey
150/5300-18B	General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards
150/5320-5C Change 1	Surface Drainage Design
150/5320-6E	Airport Pavement Design and Evaluation
150/5320-12C Change 8	Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces
150/5320-15A	Management of Airport Industrial Waste

NUMBER	TITLE
150/5325-4B	Runway Length Requirements for Airport Design
150/5335-5B	Standardized Method of Reporting Airport Pavement Strength PCN
150/5340-1K	Standards for Airport Markings
150/5340-5C	Segmented Circle Airport Marker System
150/5340-18F	Standards for Airport Sign Systems
150/5340-30F	Design and Installation Details for Airport Visual Aids
150/5345-3G	Specification for L821 Panels for the Control of Airport Lighting
150/5345-5B	Circuit Selector Switch
150/5345-7E	Specification for L824 Underground Electrical Cable for Airport Lighting Circuits
150/5345-10G	Specification for Constant Current Regulators Regulator Monitors
150/5345-12F	Specification for Airport and Heliport Beacon
150/5345-13B	Specification for L841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits
150/5345-26D	Specification for L823 Plug and Receptacle, Cable Connectors
150/5345-27D	Specification for Wind Cone Assemblies
150/5345-28G	Precision Approach Path Indicator (PAPI) Systems
150/5345-39D	FAA Specification L853, Runway and Taxiway Retroreflective Markers
150/5345-42F	Specification for Airport Light Bases, Transformer Housings, Junction Boxes and Accessories
150/5345-43F	Specification for Obstruction Lighting Equipment
150/5345-44J	Specification for Taxiway and Runway Signs
150/5345-45C	Low-Impact Resistant (LIR) Structures
150/5345-46D	Specification for Runway and Taxiway Light Fixtures
150/5345-47C	Specifications for Series to Series Isolation Transformers for Airport Lighting System
150/5345-49C	Specification L854, Radio Control Equipment

NUMBER	TITLE
150/5345-50B	Specification for Portable Runway and Taxiway Lights
150/5345-51B	Specification for Discharge-Type Flasher Equipment
150/5345-52A	Generic Visual Glideslope Indicators (GVGI)
150/5345-53C	Airport Lighting Equipment Certification Program
150/5345-54B	Specification for L-1884, Power and Control Unit for Land and Hold Short
150/5345-55A	Specification for L893, Lighted Visual Aid to Indicate Temporary Runway Closure
150/5345-56B	Specification for L-890 Airport Lighting Control and Monitoring System (ALCMS)
150/5360-9	Planning and Design of Airport Terminal Facilities at Non-Hub Locations
150/5360-12E	Airport Signing and Graphics
150/5360-13 Change 1	Planning and Design Guidance for Airport Terminal Facilities
150/5360-14	Access to Airports By Individuals With Disabilities
150/5370-2F	Operational Safety on Airports During Construction
150/5370-10F	Standards for Specifying Construction of Airports
150/5370-11B	Use of Nondestructive Testing Devices in the Evaluation of Airport Pavement
150/5380-6B	Guidelines and Procedures for Maintenance of Airport Pavements
150/5390-2B	Heliport Design
150/5395-1	Seaplane Bases

THE FOLLOWING ADDITIONAL APPLY TO AIP PROJECTS ONLY

DATED: 1/25/2012

NUMBER	TITLE
150/5100-14D	Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects
150/5100-15A	Civil Rights Requirements for the Airport Improvement Program
150/5100-17 Changes 1 - 6	Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects
150/5200-37	Introduction to Safety Management Systems (SMS) for Airport Operators
150/5300-15A	Use of Value Engineering for Engineering Design of Airports Grant Projects
150/5320-17	Airfield Pavement Surface Evaluation and Rating (PASER) Manuals
150/5370-6D Changes 1 - 4	Construction Progress and Inspection Report – Airport Grant Program
150/5370-12A	Quality Control of Construction for Airport Grant Projects
150/5370-13A	Offpeak Construction of Airport Pavements Using Hot-Mix Asphalt
150/5380-7A	Airport Pavement Management Program

THE FOLLOWING ADDITIONAL APPLY TO PFC PROJECTS ONLY

DATED: 1/25/2012

NUMBER	TITLE
150/5000-12	Announcement of Availability – Passenger Facility Charge (PFC) Application (FAA Form 5500-1)

State of Hawaii
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION

FROM **DEP-A** DATE **12/11/2013**

TO:

___ DIR	___ BUS	___ AIR	___ AIR-EC	___ AIR-LG	X AIR-O
1 DEP-A	___ BUS-F	2 AIR-A	___ AIR-EM	___ AIR-I	___ AIR-OO
___ DEP-S	___ BUS-O	___ AIR-AB	___ AIR-EG	___ AIR-IC	___ AIR-OL
___ DEP-P	___ CON	2A AIR-AF	___ AIR-EP	___ AIR-IN	___ AIR-OM
___ DEP-H	___ CSS	___ AIR-AF/P	___ AIR-ER	___ AIR-IT	___ AIR-OAS
___ DIR-CZ	___ OCR	___ AIR-AM	2C AIR-ER	___ AIR-H	___ AIR-OAM
___ DIR-P	___ PER	___ AIR-AP	~~2D~~ AIR-L	___ AIR-HL	___ AIR-OSU
___ DIR-SA	___ PPB	___ AIR-PM	___ AIR-LC	___ AIR-K	___ AIR-OCF
___ HAR	___ STP	2B AIR-E	___ AIR-LD	___ AIR-M	___ AIR-OMB
___ HWY	___	___ AIR-ED	___ AIR-LF	___ AIR-V	___ AIR-OME
___ LEG	___ STENO				___

FOR:

___ INITIAL	___ INFORMATION	___ SIGNATURE	
X APPROPRIATE ATTENTION & ACTION		___ COPY FOR	_____
___ COMMENTS & RECOMMENDATIONS		___ REVIEW & APPROVAL	
___ DRAFT REPLY FOR _____		SIGNATURE	
___ FAX	___ MAIL ___ DELIVER	___ DISTRIBUTE	___ POST
___ FILE	___ AS REQUESTED	___ PLEASE SEE ME	

SUBJECT **DIR 1767**

CORRESP. NO. **13.0550** SUSPENSE DATE **12/23/2013**

COMMENTS:

E-14.0012

ER 14.0006

13.0550

E-14.0012

ER 14.0006

Date: 12/09/2013

State of Hawaii
DEPARTMENT OF TRANSPORTATION

Log No: DIR 1767

Suspense: 12/23/2013

FROM: DIRECTOR

Subject: PASSENGER FACILITY CHARGE

TO: AIR

- ☒ DIR
- ☐ DEP-S
- ☒ DEP-A
- ☒ DEP-H
- ☒ DEP-P
- ☐ DIR-CZ
- ☐ DIR-P
- ☐ OCR
- ☐ PER
- ☐ PMN
- ☐ PPB
- ☐ STP
- ☐ _
- ☒ AIR
- ☐ HAR
- ☐ HWY
- ☐ BUS
- ☐ BUS-F
- ☐ BUS-O
- ☐ CON
- ☐ CSS
- ☐ LEG

FOR: APPROPRIATE ATTENTION & ACTION

- ☒ Appropriate Attention & Action
- ☐ Arrange Meeting
- ☐ Investigate & Report Back
- ☐ Comments & Recommendations
- ☐ Draft Reply
- ☐ Final Reply for Gov's Sig
- ☐ Direct Action/Reply
- ☐ Information
- ☐ See Me
- ☐ Signature
- ☐ Submit Copy of Response
- ☐ File
- ☐ Review
- ☐ Return
- ☐ Phone Call _____
- ☐ Follow-up Interim Reply

DO NOT REMOVE FROM CORRESPONDENCE