ATTACHMENT A

STATE OF HAWAII

Air Carrier Consultation Meeting

Information Package

for

PASSENGER FACILITY CHARGE APPLICATION NOS. 13-05-C-00-*, AMENDMENT NO. 1**

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I. EXECUTIVE SUMMARY

A notification letter dated **November 2, 2018**, is being distributed to all air carriers operating at Daniel K. Inouye International Airport (HNL), Kahului Airport (OGG), Ellison Onizuka Kona International Airport at Keahole (KOA), Lihue Airport (LIH), and Hilo International Airport (ITO). The letter details proposed actions regarding the Passenger Facility Charge (PFC) program to be administered by the State of Hawaii (the State).

The State plans to submit an amendment to PFC Application Nos. 13-05-C-00-***. The intent of this amendment includes:

1. Withdraw the following two "Impose and Use" approved projects:
    a. New Mauka Concourse – Aircraft Parking Apron
    b. New Mauka Concourse;
2. Increase the approved PFC amount by more than 25 percent of the original approved amount for the following four "Impose and Use" projects:
    a. Runway 4L Edge Lighting, HNL
    b. Overseas Terminal (OST) 2nd Level Roadway Improvements, HNL
    c. Terminal Improvements to Shuttle Stations Between Gates 6 to 62, HNL
    d. HNL – OST Terminal Metal Roof Replacement, HNL; and
3. Revise each airport's prorated collection percentage of the total approved PFC amount, in accordance with Federal Aviation Regulations [Title 14 Code of Federal Regulations (CFR) Part 158].

As a result of the changes stated above, this amendment will revise the collection total to $117.2 million and the estimated charge expiration date will be revised to January 1, 2020. The total net PFC revenue from the charge effective date of February 1, 2014 to the revised charge expiration date of January 1, 2020 is estimated to be $230.9 million resulting in an estimated over-collection amount of $113.7 million. Of this over-collection, $73.7 million will applied to the approved projects in PFC Application Nos. 18-07-C-00-*** and an estimated $40.0 million will be applied to previously approved projects in PFC Application Nos. 13-05-C-00-*** to reconcile the final project costs when these projects are completed.

This amendment does not change the PFC level of $4.50 nor the charge effective date of February 1, 2014, for PFC Application Nos. 13-05-C-00-***.

PFC Application Nos. 09-04-C-00-*** completed its collection upon the charge expiration date of February 1, 2014.

PFC Application Nos. 13-05-C-00-*** originally began collection on February 1, 2014, with a Charge Expiration Date of July 1, 2026.

PFC "USE" Application Nos. 16-06-U-00-*** was approved on August 30, 2016, for funds collected under PFC Application Nos. 13-05-C-00-***.

PFC Application Nos. 18-07-C-00-*** was approved to begin collection on July 1, 2026, with a charge expiration date of July 1, 2032.

II. CAPITAL IMPROVEMENT PROGRAM – FINANCIAL PLAN AND SOURCES OF FUNDS

The State plans to submit an amendment to PFC Application Nos. 13-05-C-00-***. The intent of this amendment will be to: 1) withdraw two "Impose and Use" approved projects, 2) increase the approved PFC amount for four "Impose and Use" projects by more than 25 percent of the original approved amount, and 3) revise each airport's prorated collection percentage of the total approved PFC amount, in accordance with 14 CFR Part 158.

This amendment will withdraw two "Impose and Use" approved projects, New Mauka Concourse – Aircraft Parking Apron, and New Mauka Concourse, from PFC Application Nos. 13-05-C-00-***. The total approved amount of these projects is $365,602,285. These projects are being withdrawn because they were not implemented within two years of the date of approval to use PFC revenue, in accordance with 14 CFR Part 158.33.

This amendment will also increase the previously approved project amounts for four projects by more than 25 percent, in accordance with 14 CFR Part 158.37. The increase in cost for these projects is attributed to higher bid prices than the design estimates in the original application and actual cost increases due to unforeseen conditions. Each project's original scope of work will remain unchanged. The estimated implementation and completion dates of the revised projects have been updated.

The State seeks authority to amend PFC Application Nos. 13-05-C-00-*** with a decrease of $332.7 million to a revised total of $117.2 million as follows:

1. Runway 8R-26L Pavement Rehabilitation, HNL (State Project No. AO1021-23)
   Approved PFC project amount: $4,570,000 – No change

2. Runway 4R Pavement Improvements, HNL (State Project No. AO1021-24)
   Approved PFC project amount: $5,400,000 – No change

3. Runway 4L Edge Lighting, HNL (State Project No. AO1022-15)
   Approved PFC project amount: $1,106,000
   Amended PFC project amount: $1,678,015 (increase by $572,015 Pay-as-you-go, or 52% increase)
   Reasons for amendment: The increased cost of $572,015 is attributed to: changes in quantities and costs between the preliminary design submitted in the original application and the completed design submitted in this amendment; and to the resolution of unforeseen conditions, such as retrofitting existing Runway Holding Position Signs with light emitted diode kits and demolishing existing light bases.

4. Overseas Terminal (OST) 2nd Level Roadway Improvements, HNL (State Project No. AO1033-21)
   Approved PFC project amount: $7,633,342
   Amended PFC project amount: $26,895,670 (increase by $8,962,945 PFC bonds and $10,299,383 debt service, or 252% increase)

Reasons for amendment: The increased cost of $8,962,945 is attributed to: changes in quantities and costs between the preliminary design submitted in the original application and the actual construction costs in this amendment; and the resolution of unforeseen conditions in the actual construction costs, such as the removal of deteriorated concrete topping, waterproofing from the existing concrete deck, the installation of concrete curb, and additional topping slabs on the existing deck areas.

5. Terminal Improvements to Shuttle Stations Between Gates 6 to 62, HNL (State Project No. AO1041-13)
   Approved PFC project amount: $5,801,950
   Amended PFC project amount: $13,744,947 (increase by $2,000,000 Pay-as-you-go, $2,627,578 PFC bonds, and $3,315,419 debt service, or 137% increase)
   Reasons for amendment: The increased cost of $4,627,578 is attributed to: changes in quantities and costs between the preliminary design submitted in the original application and the actual construction costs in this amendment; an increase in the State's portion of the construction management service cost; and the resolution of unforeseen conditions, such as the removal and installation of a new metal deck to replace the deteriorated existing metal deck and the installation of a new Westcoat MACoat Floor Coating System, which was deemed to be better suited for the project area than the original designed Miracoat System.

6. HNL – OST Terminal Metal Roof Replacement, HNL (State Project No. AO1043-28)
   Approved PFC project amount: $7,832,632
   Amended PFC project amount: $13,500,552 (increase by $2,600,000 Pay-as-you-go, $1,506,049 PFC bonds, and $1,561,871 debt service, or 72% increase)
   Reasons for amendment: The increased cost of $4,106,049 is attributed to changes in quantities and costs between the preliminary design submitted in the original application and the actual construction costs submitted in this amendment; an increase in the State's portion of the construction management cost due; and the resolution of unforeseen conditions, such as the installation of anchor bolts at the existing columns and the metal canopy, the removal of corroded portions of existing steel beams, and the application of steel protective coatings at the treated areas.

7. Overseas Terminal – Loading Bridges (Gates 29 – 34), HNL (State Project No. AO1103-16)
   Approved PFC project amount: $9,051,042 – No change

8. New Mauka Concourse – Aircraft Parking Apron, HNL (State Project No. AO1123-30A)
   Approved PFC project amount: $115,503,479
   Amended PFC project amount: $0
   Reason for amendment: Withdrawing project because it was not implemented within 2 years of the date of the Final Agency Decision, in accordance with 14 CFR Part 158.33.

9. New Mauka Concourse, HNL (State Project No. AO1123-30)
   Approved PFC project amount: $250,098,806

Amended PFC project amount: $0
Reason for amendment: Withdrawing project because it was not implemented within 2 years of the date of the Final Agency Decision, in accordance with 14 CFR Part 158.33.

10. New ARFF Facility at ITO, ITO (State Project No. AH1031-14)
    Approved PFC project amount: $11,748,693 – No change

11. ITO Access Control & CCTV System, ITO (State Project No. AH1052-03)
    Approved PFC project amount: $2,760,000 – No change

12. New ARFF Facility at KOA, KOA (State Project No. AH2044-19)
    Approved PFC project amount: $6,565,486 – No change

13. KOA Access Control & CCTV System, KOA (State Project No. AH2050-05)
    Approved PFC project amount: $5,899,000 – No change

14. Stand Alone PFC Administrative Cost, HNL (State Project No. N/A)
    Approved PFC project amount: $700,000 – No change

15. Land Acquisition – Impose Only, OGG (State Project No. AM1021-09)
    Approved PFC project amount: $14,725,000 – No change

The revised total PFC revenues that will be applied to fund projects in PFC Application Nos. 13-05-C-00-*** is $117,238,405.

Due to the reduction of the total collection amount of PFC Application Nos. 13-05-C-00-*** from $449,395,430 to $117,238,405, the PFC charge expiration date will be amended from July 1, 2026 to the January 1, 2020. When collection for PFC Application Nos. 13-05-C-00-*** is complete, the collection for PFC Application Nos. 18-07-C-00-*** will start on the PFC charge effective date of January 1, 2020. The PFC charge effective date for PFC Application Nos. 18-07-C-00-*** is revised from July 1, 2026 to January 1, 2020.

For PFC Application Nos. 13-05-C-00-***, the total PFC revenues from the charge effective date of February 1, 2014, to the revised charge expiration date of January 1, 2020, is estimated to be $230,902,645 resulting in an over-collection of $113,664,240. From this over-collection, $73,664,240 will be put towards approved projects in PFC Application Nos. 18-07-C-00-*** and an estimated amount of $40,000,000 will be distributed among the approved projects in PFC Application Nos. 13-05-C-00-*** to reconcile the final project costs as required to close the application.

With the addition of $73,664,240 into PFC Application Nos. 18-07-C-00-*** and the revised PFC charge effective date of January 1, 2020 for PFC Application Nos. 18-07-C-00-***, the PFC charge expiration date for the PFC Application Nos. 18-07-C-00-*** is revised from July 1, 2032 to July 1, 2025.

Lastly, this amendment will adjust the pro-rata share of the total approved amount at each imposed airport: HNL, OGG, KOA, LIH, and ITO as shown in the Final Agency Decision for PFC Application Nos. 13-05-C-00-***. This change is required to more accurately reflect the current collections being received. The amended collection amounts and collection percentages are as follows:

PFC Application No.	Approved Collection Amount		Amended Collection Amount	
13-05-C-00-HNL	$ 301,094,938	67.0%	$ 80,320,031	68.51%
13-05-C-00-OGG	$ 85,385,132	19.0%	$ 22,005,649	18.77%
13-05-C-00-KOA	$ 26,963,726	6.0%	$ 7,913,592	6.75%
13-05-C-00-LIH	$ 17,975,817	4.0%	$ 6,612,246	5.64%
13-05-C-00-ITO	$ 17,975,817	4.0%	$ 386,887	0.33%
Total Estimated Collection (All Airports)	$ 449,395,430	100.0%	$ 117,238,405	100.00%

The impose and use of $4.50 PFC at HNL, OGG, KOA, LIH and ITO and the charge effective date of February 1, 2014 from the approved PFC Application Nos. 13-05-C-00-*** remain unchanged in this proposed amendment.

See Table A-1 for PFC financial plan for the PFC projects in this amendment.

See Table A-2 for CIP financial plan.

See Table A-3 for this PFC amendment proration of collection by project for each airport.

Attachment A-1
PFC Plan of Finance

	Project	Total Project Cost	*PFC Funds*										
			Proposed Eligibility Level[(a)]			PFC Funding Source				AIP & TSA Grants	Local	
			$4.50	$3.00	Total	Pay-go	Bond Capital	Financing & Interest	Sub-Total		Cash	Bond Capital
1	Runway 8R-26L Pavement Rehabilitation at HNL	$ 21,769,758	$ 4,570,000	$ -	$ 4,570,000	$ 4,570,000	$ -	$ -	$ 4,570,000	$ 16,101,758	$ 1,098,000	$ -
2	Runway 4R Pavement Improvements at HNL	$ 21,400,000	$ 5,400,000	$ -	$ 5,400,000	$ 5,400,000	$ -	$ -	$ 5,400,000	$ 16,000,000	$ -	$ -
3	Runway 4L Edge Lighting at HNL	$ 4,790,171	$ 1,678,015	$ -	$ 1,678,015	$ 1,678,015	$ -	$ -	$ 1,678,015	$ 3,024,736	$ 87,420	$ -
4	Overseas Terminal (OST) 2nd Level Roadway Improvements at HNL	$ 27,401,129	$ -	$ 26,895,670	$ 26,895,670	$ -	$ 11,962,945	$ 14,932,725	$ 26,895,670	$ -	$ 200,000	$ 305,459
5	Terminal Improvements to Shuttle Stations Between Gates 6 to 62 at HNL	$ 20,956,944	$ -	$ 13,744,947	$ 13,744,947	$ 2,000,000	$ 5,127,578	$ 6,617,369	$ 13,744,947	$ 6,010,455	$ -	$ 1,201,542
6	HNL - OST Terminal Metal Roof Replacement at HNL	$ 24,216,723	$ -	$ 13,500,552	$ 13,500,552	$ 2,600,000	$ 4,881,049	$ 6,019,503	$ 13,500,552	$ 9,290,902	$ -	$ 1,425,269
7	Overseas Terminal - Loading Bridges (Gates 29 - 34) at HNL	$ 15,801,042	$ 9,051,042	$ -	$ 9,051,042	$ -	$ 3,900,000	$ 5,151,042	$ 9,051,042	$ 6,750,000	$ -	$ -
8	New Mauka Concourse - Aircraft Parking Apron at HNL	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9	New Mauka Concourse at HNL	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
10	New ARFF Facility at ITO	$ 27,448,693	$ 11,748,693	$ -	$ 11,748,693	$ 45,000	$ 5,043,000	$ 6,660,693	$ 11,748,693	$ 15,700,000	$ -	$ -
11	ITO Access Control & CCTV System at ITO	$ 2,765,000	$ 2,760,000	$ -	$ 2,760,000	$ 2,760,000	$ -	$ -	$ 2,760,000	$ -	$ 5,000	$ -
12	New ARFF Facility at KOA	$ 23,580,157	$ 6,565,486	$ -	$ 6,565,486	$ -	$ 2,829,000	$ 3,736,486	$ 6,565,486	$ 17,014,671	$ -	$ -
13	KOA Access Control & CCTV System at KOA	$ 5,904,000	$ 5,899,000	$ -	$ 5,899,000	$ 5,899,000	$ -	$ -	$ 5,899,000	$ -	$ 5,000	$ -
14	Stand Alone PFC Administrative Cost	$ 700,000	$ -	$ 700,000	$ 700,000	$ 700,000	$ -	$ -	$ 700,000	$ -	$ -	$ -
15	Land Acquisition - Impose Only at OGG	$ 14,725,000	$ -	$ 14,725,000	$ 14,725,000	$ 14,725,000	$ -	$ -	$ 14,725,000	$ -	$ -	$ -
	Total:	$ 211,458,617	$ 47,672,236	$ 69,566,169	$ 117,238,405	$ 40,377,015	$ 33,743,572	$ 43,117,818	$ 117,238,405	$ 89,892,522	$ 1,395,420	$ 2,932,270
	Percent of $4.50 and $3.00 Eligible Projects:		**40.66%**	**59.34%**								

Notes:

(a) Project cost and eligibility to be refined once project design is completed, or for reimbursement projects once the construction is completed.

Attachment A-2
CIP Plan with 5-Year Expenditure Forecast
As of June 30, 2018; Dollars in Thousands

Project Title	Project #	CWEs	Federal Grants	PFC Pay-go	Cash	Bonds	CFC	Expenditure Through Jun-18	Projected Cash Flow FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
HNL													
DESIGNATED PROJECTS													
NDWP IIT Mauka Extension	AO1123-30	$ 293,139	$ -	$ -	$ -	$ 293,139	$ -	$ 52,945	$ 77,477	$ 135,584	$ 27,132	$ -	$ -
New Day Works Projects Program Manager	AO1030-13	90,662	-	157	-	90,505	-	74,300	6,545	6,545	3,272	-	-
NDWP Taxilane G & L Widening Phase I	AO1121-24	69,924	-	-	-	69,924	-	60,931	8,993	-	-	-	-
NDWP Relocate IIT Maintenance Fac.	AO1125-14	55,720	-	-	-	55,720	-	52,815	-	-	-	-	-
NDWP Taxilane G & L Widening Phase II	AO1121-25	48,000	-	-	-	48,000	-	-	-	-	23,501	24,499	-
Interisland Maintenance Site Preparation	AO1125-13	43,310	-	24,600	15,559	3,151	-	43,310	-	-	-	-	-
NDWP Rdwy Terminal Signage Improvements	AO1092-20	34,774	-	-	-	34,774	-	12,370	17,215	5,189	-	-	-
NDWP Taxilane G & L Widening Phase III	AO1121-26	30,000	-	-	-	30,000	-	-	-	-	14,688	15,312	-
NDWP Relocate IIT Cargo Facilities	AO1127-17	29,958	-	-	-	29,958	-	22,955	-	-	-	-	-
Electr. Distributed Generation Sys. Ph 2	AO1098-19	26,207	356	22,470	1,059	2,321	-	25,092	1,115	-	-	-	-
NDWP DH Site Improvements	AO1150-05	10,743	-	-	-	10,743	-	10,743	-	-	-	-	-
NDWP Support Fac Site Prep-Elliott St	AO1125-15	9,783	953	-	-	8,830	-	6,689	-	-	-	-	-
NDWP AQ Cargo Demo Ph II & Hardstand	AO1125-23	8,186	-	-	-	8,186	-	8,186	-	-	-	-	-
NDWP Elliott St. - New Employee Prkg Lot	AO1125-16	7,658	-	-	-	7,658	-	6,344	-	-	-	-	-
Electr. Distributed Generation Sys. Ph 1	AO1098-18	7,171	-	-	1,480	5,691	-	6,606	-	-	-	-	-
NDWP IIT Mauka Extension - Design	AO1123-32	6,143	-	-	-	6,143	-	1,552	2,395	2,196	-	-	-
NDWP Elliott St-Hwn/Aloha Facility Demo	AO1125-18	6,065	-	-	-	6,065	-	1,187	4,878	-	-	-	-
NDWP Commuter Terminal Consult Service	AO1150-02	4,927	-	-	-	4,927	-	4,927	-	-	-	-	-
NDWP Taxilanes G & L Widening - CM	AO1121-23	3,386	-	-	-	3,386	-	-	1,273	1,159	482	471	-
NDWP AQ Cargo Demo & Hardstand - Design	AO1125-17	2,705	-	-	-	2,705	-	755	-	-	-	-	-
NDWP Taxilanes G & L Widening - Design	AO1121-22	2,382	-	-	-	2,382	-	1,492	712	178	-	-	-
NDWP Commuter Ph 3-DH Commuter Terminal	AO1150-04	2,012	-	-	-	2,012	-	2,012	-	-	-	-	-
NDWP IIT Mauka Extension Site Prep - Cancelled	AO1123-31	1,990	-	-	-	1,990	-	1,990	-	-	-	-	-
NDWP Commuter Ph 1-Tenant Reloc. Impr.	AO1150-01	1,367	-	-	-	1,367	-	1,367	-	-	-	-	-
NDWP AQ Cargo Demo & Hardstand - CM	AO1125-21	1,320	-	-	-	1,320	-	1,183	-	-	-	-	-
NDWP AQ Cargo Demolition Phase I	AO1125-22	795	-	-	-	795	-	795	-	-	-	-	-
NDWP IIT Mauka Extension - Constr Mgmt	AO1123-33	-	-	-	-	-	-	-	-	-	-	-	-
NDWP Commuter Ph 2 - TSA Relocation	AO1150-03	-	-	-	-	-	-	-	-	-	-	-	-
SECOND CONCURRENCE													
HNL Ewa Concourse Reroofing	AO1038-22	12,105	-	-	400	11,705	-	361	-	10,570	1,174	-	-
HNL DH Concourse Reroofing	AO1035-16	11,510	-	-	-	11,510	-	332	1,159	10,019	-	-	-
FOURTH CONCURRENCE													
Improvements to Baggage Handling Systems	AO1033-23	86,300	-	-	-	86,300	-	279	21,801	55,153	9,067	-	-
HNL Ticket Lobby Renovation	AO1033-22	62,500	-	-	-	62,500	-	4,314	4,694	26,189	21,953	5,349	-
Runway 8L Widening & Misc. Improvements	AO1021-25	29,654	19,280	5,782	3,574	1,019	-	3,215	23,796	2,644	-	-	-
Replace Prkg Structure Pedestrian Bridge	AO1114-18	27,000	-	-	-	27,000	-	2,031	4,217	17,224	3,529	-	-
Overseas Terminal Metal Roof Replacement	AO1043-28	18,197	9,291	2,600	-	6,306	-	17,445	752	-	-	-	-
HNL Concession Improvements - Ewa	AO1042-23	17,111	-	-	2,000	15,111	-	14,893	2,218	-	-	-	-
Terminal Imp to Shuttle Sta - Gates 6-62	AO1041-13	14,340	6,010	2,000	-	6,329	-	13,376	963	-	-	-	-
HNL DH Concourse Improvements	AO1035-17	13,805	-	-	-	13,805	-	5,250	8,556	-	-	-	-
HNL IIT 3rd Level Roadway and Misc. Improvements	AO1123-34	13,488	-	793	3,695	9,000	-	9,349	4,138	-	-	-	-

Attachment A-2
CIP Plan with 5-Year Expenditure Forecast
As of June 30, 2018; Dollars in Thousands

Project Title	Project #	CWEs	Federal Grants	PFC Pay-go	Cash	Bonds	CFC	Expenditure Through Jun-18	Projected Cash Flow FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
HNL OST 2nd Level Roadway Improvements	AO1033-21	12,468	-	-	200	12,268	-	11,390	1,078	-	-	-	-
HNL, Potable Water System Upgrade	AO1101-14	12,000	-	-	-	12,000	-	-	845	6,923	4,232	-	-
HNL Restroom Improvements, Design	AO1037-29	5,000	-	-	-	5,000	-	3,940	1,060	-	-	-	-
CM for BHS improvements	AO1033-24	1,700	-	-	-	1,700	-	-	151	1,199	350	-	-
HNL Overseas Terminal Asbestos Abatement	AO1045-14	1,500	-	-	-	1,500	-	63	-	-	-	-	-
FIFTH CONCURRENCE													
HNL Concession Improvement, DH Concourse	AO1042-24	19,622	-	-	-	19,622	-	3,999	14,775	847	-	-	-
Runway 8L Widening, Phase 2, HNL	AO1021-27	16,500	12,375	-	-	4,125	-	-	3,279	13,221	-	-	-
Pre-Conditioned Air Conditioning Units	AO1104-12	15,638	-	-	-	15,638	-	-	776	3,575	11,287	-	-
400 Hz Power Upgrade at HNL	AO1102-12	10,850	-	-	-	10,850	-	-	271	812	7,390	2,378	-
Automated Passport Control Kiosks, HNL	AO1099-14	2,200	-	326	1,874	-	-	1,449	751	-	-	-	-
Airports Surveying Geographic Info Sys.	AO1014-02	2,133	1,600	-	533	-	-	935	1,198	-	-	-	-
HNL Terminal Roof-Ceiling Improvements	AO1043-26	1,538	319	-	1,219	-	-	1,508	-	-	-	-	-
HNL Heavy Equipment Garage	AO1142-15	765	-	-	-	765	-	8	707	51	-	-	-
HNL Automated Passport Control Kiosk Installation	AO1099-15	500	-	-	500	-	-	-	500	-	-	-	-
SEVENTH CONCURRENCE													
A380 Improvements at Gates 29 and 34	AO1038-23	18,088	-	-	-	18,088	-	5,537	12,551	-	-	-	-
EIGHTH CONCURRENCE													
DH Extension Development Program Manager	AO1040-01	5,000	-	-	-	5,000	-	-	4,583	417	-	-	-
NINTH CONCURRENCE													
Taxiway A Reconstruction, HNL	AO1021-26	50,000	-	-	3,000	47,000	-	-	4,583	9,359	36,058	-	-
HNL Restroom Improvements, OST, Phase 1	AO1037-30	28,876	1	-	12,500	16,375	-	205	4,842	19,778	4,052	-	-
HNL, Terminal Modernization	AO1x18-12	28,150	-	-	-	28,150	-	-	1,173	1,642	22,528	2,807	-
HNL Restroom Improvements, IIT	AO1123-35	20,000	-	-	-	20,000	-	-	1,152	14,372	4,476	-	-
DH Apron Reconstruction ph 1	AO1035-18	15,187	11,390	3,797	-	-	-	659	1,826	10,326	2,376	-	-
HNL, International Arrivals Building Renovation	AO1x19-14k	13,000	-	-	-	13,000	-	-	2,583	10,417	-	-	-
RW and TW Shoulder Rehabilitation, HNL	AO1021-28	9,000	-	-	-	9,000	-	-	6,750	2,250	-	-	-
HNL, South Ramp Helicopter Operations Area Improvements	AO1x19-14d	7,500	-	-	-	7,500	-	-	1,490	6,010	-	-	-
Install Taxiway Hold Lights, HNL	AO1022-16	4,500	-	-	-	4,500	-	-	1,253	3,247	-	-	-
HNL, Ewa and Diamond Head Concourse Rdwy Imprvmnts	AO1x19-14i	2,000	-	-	-	2,000	-	-	1,500	500	-	-	-
Overseas Terminal Roof Replacement, HNL	AO1043-30	1,500	-	-	-	1,500	-	-	1,500	-	-	-	-
HNL, Overseas Terminal Fire Sprinkler System Upgrade	AO1x19-14c	1,000	-	-	-	1,000	-	-	750	250	-	-	-
HNL, Elliott Street Roadway Improvements	AO1x19-14j	1,000	-	-	-	1,000	-	-	750	250	-	-	-
South Ramp Development Plan, HNL	AO1014-03	800	-	-	-	800	-	-	383	417	-	-	-
HNL, Overseas Terminal Sidewalk Improvements	AO1x19-14l	800	-	-	-	800	-	-	600	200	-	-	-
CONCEPTUAL PLANNING													
HNL Aircraft Apron Reconstruction - Ewa	AO1038-24	28,000	-	-	19,118	8,882	-	-	-	3,026	275	12,325	12,374
HNL, USDA Plant Inspection Facility	AO1131-13	9,000	9,000	-	-	-	-	369	7,675	956	-	-	-
T-Hangar Roof Replacement, HNL	AO1130-20	6,000	-	-	-	6,000	-	-	596	4,806	599	-	-
NOT SUBJECT TO AIRLINE REVIEW													
HNL Consolidated Car Rental Facility	AO1117-06	329,808	-	-	-	-	329,808	91,647	136,220	65,424	36,517	-	-
Consolidated Car Rental Facility-CM	AO1117-04	23,063	-	-	-	-	23,063	8,032	9,128	2,341	3,561	-	-
Consolidated Car Rental Facility-Design	AO1117-01	22,500	-	-	-	-	22,500	19,987	1,117	1,117	279	-	-

Attachment A-2
CIP Plan with 5-Year Expenditure Forecast
As of June 30, 2018; Dollars in Thousands

Project Title	Project #	CWEs	Federal Grants	PFC Pay-go	Cash	Bonds	CFC	Expenditure Through Jun-18	Projected Cash Flow FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
SUBTOTAL HNL		$ 1,831,523	$ 70,575	$ 62,524	$ 66,711	$ 1,256,342	$ 375,371	$ 621,118	$ 421,294	$ 456,382	$ 238,777	$ 63,142	$ 12,374
ITO													
DESIGNATED PROJECTS													
ITO Access Control & CCTV Systems	AH1052-03	$ 4,220	$ -	$ 4,220	$ -	$ -	$ -	$ 2,472	$ 1,748	$ -	$ -	$ -	$ -
SECOND CONCURRENCE													
ITO Runway 3-21 Pavement Improvements	AH1021-16	13,033	11,172	-	1,861	-	-	12,521	-	-	-	-	-
FOURTH CONCURRENCE													
ITO ARFF Facility Improvements	AH1031-14	19,847	16,833	-	-	3,014	-	19,602	-	-	-	-	-
Airfield Drainage Improvements, ITO	AH1021-18	5,479	4,426	-	704	348	-	74	5,405	-	-	-	-
West Ramp Demolition & Lease Lots, ITO	AH1051-22	3,890	-	-	-	3,890	-	241	1,177	2,472	-	-	-
FIFTH CONCURRENCE													
Restoom Improvements, ITO	AH1042-01	7,555	-	-	-	7,555	-	382	248	6,686	239	-	-
SIXTH CONCURRENCE													
Noise Attenuation Keaukaha Subd., Ph 3	AH1071-18	3,105	2,000	-	505	600	-	-	338	2,490	277	-	-
NINTH CONCURRENCE													
ITO, Aircraft Apron Reconstruction	AH1x18-19	5,200	-	-	-	5,200	-	-	523	2,290	2,387	-	-
Hilo Int'l Airport Washrack Facility	AH1080-03	2,000	-	-	-	2,000	-	-	397	1,603	-	-	-
Arcade Air Conditioning Improvements	AH1042-02	1,500	-	-	-	1,500	-	-	625	875	-	-	-
ITO, Runway and Taxiway Lighting Replacement	AH1021-19	1,000	-	-	-	1,000	-	-	750	250	-	-	-
ITO, Noise Monitoring System Improvements	AH1071-19	301	1	-	-	300	-	-	60	241	-	-	-
CONCEPTUAL PLANNING													
ITO, New Roof and Facility Painting	AH1x18-21	10,000	-	-	-	10,000	-	-	4,896	5,104	-	-	-
SUBTOTAL ITO		$ 77,129	$ 34,432	$ 4,220	$ 3,070	$ 35,408	$ -	$ 35,292	$ 16,168	$ 22,010	$ 2,903	$ -	$ -
KOA													
DESIGNATED PROJECTS													
KOA Access Control & CCTV Systems	AH2050-05	$ 2,929	$ -	$ 2,929	$ -	$ -	$ -	$ 275	$ 527	$ 2,126	$ -	$ -	$ -
THIRD CONCURRENCE													
Terminal Modernization, Phase 1, KOA	AH2045-16	83,739	14,130	40,568	6,607	22,433	-	38,316	35,988	9,435	-	-	-
FOURTH CONCURRENCE													
ARFF Regional Training Facility	AH2044-20	23,333	20,000	-	2,111	1,222	-	1,507	-	19,643	2,183	-	-
ARFF Regional Training Center Props, KOA	AH2044-21	10,000	9,000	-	-	1,000	-	-	8,970	1,030	-	-	-
FIFTH CONCURRENCE													
KOA Federal Inspection Services Building	AH2062-15	69,823	2,500	27,823	38,000	1,500	-	1,121	2,968	57,937	7,798	-	-
KOA Perimeter Fence Replacement	AH2050-09	1,756	1,580	-	-	176	-	-	176	981	599	-	-
SIXTH CONCURRENCE													
KOA Automated Passport Control Kiosk Solution	AH2062-16	1,033	-	-	1,033	-	-	945	-	-	-	-	-
SEVENTH CONCURRENCE													
KOA General Aviation Subdivision	AH2023-15	10,875	9,788	-	1,088	-	-	-	1,090	3,156	6,629	-	-
NINTH CONCURRENCE													
KOA, Agricultural Inspection Station	AH2042-32	8,750	-	-	-	8,750	-	-	558	319	7,611	262	-
Restroom Improvements, KOA	AH2042-31	7,200	-	-	-	7,200	-	1	722	2,089	4,388	-	-
Emergency Power Improvements, KOA	AH2074-13	3,500	-	-	-	3,500	-	-	352	1,249	1,899	-	-

Attachment A-2
CIP Plan with 5-Year Expenditure Forecast
As of June 30, 2018; Dollars in Thousands

Project Title	Project #	CWEs	Federal Grants	PFC Pay-go	Cash	Bonds	CFC	Expenditure Through Jun-18	Projected Cash Flow FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
KOA, New Admin. Building, Hawaii	AH2042-33	1,500	-	-	-	1,500	-	-	1,125	375	-	-	-
CONCEPTUAL PLANNING													
Emergency Operations Center Upgrade, KOA	AH2044-22	450	-	-	-	450	-	-	422	28	-	-	-
SUBTOTAL KOA		$ 224,888	$ 56,998	$ 71,320	$ 48,838	$ 47,731	$ -	$ 42,165	$ 52,898	$ 98,368	$ 31,106	$ 262	$ -
OGG													
DESIGNATED PROJECTS													
OGG Apron Pavement Structural Impr. Ph 2	AM1022-16	$ 23,275	$ -	$ 20,666	$ 458	$ 2,151	$ -	$ 21,933	$ -	$ -	$ -	$ -	$ -
OGG Elevator, Escalator, Moving Walk Replcmnt	AM1042-35	6,774	-	-	750	6,024	-	6,545	229	-	-	-	-
FOURTH CONCURRENCE													
OGG Holdrooms A,B & E Restroom Improvements	AM1042-41	7,500	-	-	-	7,500	-	637	2,839	4,024	-	-	-
OGG New Pass & ID Office and Conference Room	AM1042-40	5,782	-	-	-	5,782	-	354	5,240	187	-	-	-
OGG Runway 2-20 Federal EIS	AM1011-11	5,000	3,750	-	-	1,250	-	1	2,291	2,499	208	-	-
Replace NASKA Pump Station, OGG	AM1049-16	3,300	-	-	-	3,300	-	-	-	2,934	366	-	-
OGG Washrack Facility	AM1049-14	1,569	-	-	-	1,569	-	1,398	-	-	-	-	-
FIFTH CONCURRENCE													
Apron and Lease Lots, OGG	AM1045-20	65,275	-	-	-	65,275	-	-	5,831	-	-	6,549	52,895
OGG Holdroom and Gate Improvements	AM1042-42	46,098	-	-	-	46,098	-	-	6,300	5,002	28,287	6,510	-
OGG Inbound Baggage Handling System Improvements	AM1109-01	10,713	-	-	-	10,713	-	-	625	446	8,678	964	-
NINTH CONCURRENCE													
OGG A&B Land Acquisition, Phase II	AM1021-12	15,000	-	-	15,000	-	-	14	14,986	-	-	-	-
Taxiway A/C Intersection Reconstruction	AM1041-17	12,200	10,980	-	-	1,220	-	1	1,213	9,887	1,099	-	-
OGG Terminal Improvements	AM1042-44	11,500	-	-	-	11,500	-	-	1,047	1,363	9,090	-	-
OGG, Baggage Handling System Improvements	AM1x19-34b	2,680	-	-	-	2,680	-	-	231	2,028	421	-	-
Holdroom Gates CUPPS Upgrade, OGG	AM1042-43	1,300	-	-	-	1,300	-	9	45	1,203	43	-	-
NOT SUBJECT TO AIRLINE REVIEW													
Roadway Improvements and ConRAC Facility	AM1032-13	376,534	-	-	-	-	376,534	250,365	108,895	17,274	-	-	-
Airport Access Road To Hana Highway	AM1061-14	58,996	799	-	277	-	57,920	53,080	2,399	3,517	-	-	-
SUBTOTAL OGG		$ 653,495	$ 15,529	$ 20,666	$ 16,485	$ 166,361	$ 434,454	$ 334,338	$ 152,171	$ 50,366	$ 48,191	$ 14,023	$ 52,895
LIH													
FOURTH CONCURRENCE													
Runway 3-21 and Taxiway B Rehabilitation	AK1031-15	$ 18,322	$ 12,746	$ 3,013	$ 1,482	$ 1,080	$ -	$ 338	$ 17,984	$ -	$ -	$ -	$ -
Ticket Lobby and Holdroom Improvements	AK1042-14	9,630	-	-	-	9,630	-	296	509	8,520	305	-	-
FIFTH CONCURRENCE													
Ahukini Landfill Restoration, Phase II	AK1023-16	3,925	-	-	-	3,925	-	0	250	3,321	353	-	-
Relocate Runway 3-21 at Lihue Airport	AK1031-14	2,000	1,800	-	-	200	-	770	984	246	-	-	-
LIH Master Plan Update	AK1012-10	1,500	-	-	1,500	-	-	-	688	750	63	-	-
Lihue Runway EA	AK1012-09	893	-	-	893	-	-	707	186	-	-	-	-
NINTH CONCURRENCE													
Terminal Holdroom Improvements, LIH	AK1042-16	17,848	-	-	-	17,848	-	-	1,297	486	14,994	1,071	-
LIH, Parking Improvements	AK1x19-43a	1,000	-	-	-	1,000	-	-	750	250	-	-	-
CONCEPTUAL PLANNING													

Attachment A-2
CIP Plan with 5-Year Expenditure Forecast
As of June 30, 2018; Dollars in Thousands

Project Title	Project #	CWEs	Federal Grants	PFC Pay-go	Cash	Bonds	CFC	Expenditure Through Jun-18	Projected Cash Flow FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
Lihue Airport Land Acquisition, Phase 3	AK1x18-42	4,685	-	-	4,685	-	-	-	-	3,867	818	-	-
NOT SUBJECT TO AIRLINE REVIEW													
Lihue Airport Land Acquisition, Phase 2	AK1021-07	21,300	-	-	-	-	21,300	9,300	10,670	1,330	-	-	-
SUBTOTAL LIH		$ 81,103	$ 14,546	$ 3,013	$ 8,561	$ 33,683	$ 21,300	$ 11,411	$ 33,318	$ 18,770	$ 16,533	$ 1,071	$ -
OTHER													
FOURTH CONCURRENCE													
Repave Runway 17-35 and Taxiway E	AM2021-20	$ 3,200	$ 2,700	$ -	$ -	$ 500	$ -	$ -	$ 1,728	$ 1,472	$ -	$ -	$ -
FIFTH CONCURRENCE													
JRF Utility System Improvements	AO5021-17	10,638	-	-	-	10,638	-	-	887	1,170	8,582	-	-
Hangar 110 Renovation - Phase 4	AO5021-14	4,810	4,027	-	-	784	-	3,997	813	-	-	-	-
New T-Hangars & Infrastructure Impr Ph 2	AO5021-16	4,639	4,000	-	-	640	-	2,117	2,523	-	-	-	-
New T-Hangars & Infrastructure Impr.	AO5021-10	4,589	4,000	-	589	-	-	4,330	-	-	-	-	-
Hangar 110 Renovation - Phase 5, JRF	AO5021-15	4,446	3,740	-	707	-	-	4	3,950	492	-	-	-
Fiber Optic Installation, MKK	AM2042-02	3,798	-	-	-	3,798	-	-	348	711	2,739	-	-
Lanai Airport Master Plan and NCP Update	AM4011-03	522	-	-	522	-	-	163	359	-	-	-	-
SIXTH CONCURRENCE													
Reconstruction of Runway 3-21, LNY	AM4022-16	23,301	1	-	1,000	22,300	-	616	1,090	18,415	3,181	-	-
Repave Airport Road and Parking Lot, LNY	AM4041-01	843	-	-	-	843	-	-	29	786	28	-	-
NINTH CONCURRENCE													
LNY, Runway 3-21 Extension, Lanai	AM4x19-40b	5,007	-	-	-	7	5,000	-	469	4,004	534	-	-
Kapalua, Water Tank Improvements	AM6030-02	2,000	-	-	-	2,000	-	-	201	1,117	683	-	-
Port Allen, Security Fence Improvements	AK2021-13	1,500	-	-	-	1,500	-	-	52	1,398	50	-	-
Restroom Improvements, Lanai Airport	AM4042-01	1,000	-	-	-	1,000	-	6	57	936	-	-	-
CONCEPTUAL PLANNING													
JRF, Construct T Hangars	AO5x18-16	8,000	-	-	-	8,000	-	-	-	-	7,114	886	-
MKK, Terminal and Utility Improvements	AM2031-15	7,250	-	-	-	7,250	-	-	-	725	4,050	2,475	-
Runway Repaving Kalaupapa Airport	AM5021-13	4,500	-	-	-	4,500	-	-	-	2,793	1,707	-	-
Replacement of Runway MALSR Lights, JRF	AO5024-02	3,300	-	-	-	3,300	-	-	-	331	2,246	723	-
Hana, Baseyard Renovation	AM3030-02	2,000	-	-	-	2,000	-	-	-	154	116	1,730	-
LNY, Baseyard Renovations	AM4031-18	2,000	-	-	-	2,000	-	-	-	199	1,602	200	-
Dillingham, Replace Universal Communications Tower	AO2024-12	2,000	-	-	-	2,000	-	-	-	199	1,602	200	-
Upolu, Airport Improvements	AH4x18-29	1,025	-	-	-	1,025	-	-	-	103	698	225	-
SUBTOTAL OTHER		$ 100,369	$ 18,466	$ -	$ 2,818	$ 74,085	$ 5,000	$ 11,234	$ 12,505	$ 35,004	$ 34,930	$ 6,439	$ -
STATEWIDE													
DESIGNATED PROJECTS													
CIP Staff Costs	AS1110-10	$ 15,000	$ -	$ -	$ 15,000	$ -	$ -	$ 11,144	$ 3,856	$ -	$ -	$ -	$ -
THIRD CONCURRENCE													
Statewide Energy Savings Performance Contracting	AS1060-15	206,647	-	-	-	206,647	-	179,442	27,204	-	-	-	-
FOURTH CONCURRENCE													
Statewide Program Management	AS1150-02	992	-	-	-	992	-	865	-	-	-	-	-
FIFTH CONCURRENCE													

Attachment A-2
CIP Plan with 5-Year Expenditure Forecast
As of June 30, 2018; Dollars in Thousands

Project Title	Project #	CWEs	Federal Grants	PFC Pay-go	Cash	Bonds	CFC	Expenditure Through Jun-18	Projected Cash Flow FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
Statewide Program Management	AS1150-03	3,951	-	-	-	3,951	-	2,283	1,668	-	-	-	-
Statewide Airport Layout Plan Phase 2	AS1011-30	2,222	2,000	-	222	-	-	-	1,018	1,111	93	-	-
Construction Management Support, Ph. 7	AS1130-11	2,000	-	-	2,000	-	-	15	1,670	315	-	-	-
Program Management Statewide Airports	AS1150-04	1,500	-	-	-	1,500	-	248	1,252	-	-	-	-
Statewide Planning Land Use Entitlements	AS1011-28	477	-	-	477	-	-	42	434	-	-	-	-
Statewide Environmental Assessments	AS1011-27	341	-	-	341	-	-	40	301	-	-	-	-
Oahu District Environmental Assessments	AS1011-26	340	-	-	340	-	-	51	289	-	-	-	-
SIXTH CONCURRENCE													
Project Definitions Reports, Statewide	AS1011-31	600	-	-	600	-	-	-	600	-	-	-	-
NINTH CONCURRENCE													
Fire Alarm System Replacement Upgrade	AS1053-12	22,000	-	-	-	22,000	-	-	2,227	5,306	12,295	2,171	-
Install Wastewater & Water Treatment Sys	AS1095-07	12,127	6,400	-	5,727	-	-	9	2,999	9,119	-	-	-
SW, Runway Safety Area Improvements	AS1150-05	5,000	-	-	2,000	3,000	-	-	2,500	2,500	-	-	-
CIP Airfield Design Services, Statewide	AS1037-08	2,000	-	-	-	2,000	-	-	957	1,043	-	-	-
Neighbor Island CM Support, Statewide	AS1130-12	2,000	-	-	2,000	-	-	-	770	1,163	67	-	-
Neighbor Island PM Support, Statewide	AS1150-06	2,000	-	-	-	2,000	-	-	1,222	778	-	-	-
NOT SUBJECT TO AIRLINE REVIEW													
CONRAC Program Mgmt Support, Phase II	AS1062-03	1,995	-	-	-	-	1,995	1,740	255	-	-	-	-
SUBTOTAL STATEWIDE		$ 281,191	$ 8,400	$ -	$ 28,707	$ 242,089	$ 1,995	$ 195,879	$ 49,223	$ 21,336	$ 12,454	$ 2,171	$ -
TOTAL		$3,249,698	$218,946	$161,743	$175,190	$1,855,699	$838,120	$ 1,251,437	$737,577	$702,235	$384,894	$87,108	$65,269

Attachment A-3
PFC Amendment Breakdown of Collection by Project for Each Airport

Total PFC Application Impose & Use Amount: $ 117,238,405

Total PFC Impose & Use Amount for HNL: $ 80,320,031

Project	Total Collection Amount	Total PFC Financing - All Projects: PFC Pay Go	Bond Capital	Financing	HNL - PFC Financing Cost: No. 18-07-C-00-HNL	PFC Pay Go	Bond Capital	Financing
Runway 8R-26L Pavement Rehabilitation at HNL	$ 4,570,000	$ 4,570,000	$ -	$ -	$ 3,130,907 68.5%	$ 3,130,907	$ -	$ -
Runway 4R Pavement Improvements at HNL	$ 5,400,000	$ 5,400,000	$ -	$ -	$ 3,699,540	$ 3,699,540	$ -	$ -
Runway 4L Edge Lighting at HNL	$ 1,678,015	$ 1,678,015	$ -	$ -	$ 1,149,608	$ 1,149,608	$ -	$ -
Overseas Terminal (OST) 2nd Level Roadway Improvements at HNL	$ 26,895,670		$ 11,962,945	$ 14,932,725	$ 18,426,223	$ -	$ 8,195,814	$ 10,230,410
Terminal Improvements to Shuttle Stations Between Gates 6 to 62 at HNL	$ 13,744,947	$ 2,000,000	$ 5,127,578	$ 6,617,369	$ 9,416,663	$ 1,370,200	$ 3,512,904	$ 4,533,559
HNL - OST Terminal Metal Roof Replacement at HNL	$ 13,500,552	$ 2,600,000	$ 4,881,049	$ 6,019,503	$ 9,249,228	$ 1,781,260	$ 3,344,007	$ 4,123,961
Overseas Terminal - Loading Bridges (Gates 29 - 34) at HNL	$ 9,051,042	$ -	$ 3,900,000	$ 5,151,042	$ 6,200,869	$ -	$ 2,671,890	$ 3,528,979
New Mauka Concourse - Aircraft Parking Apron at HNL	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
New Mauka Concourse at HNL	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
New ARFF Facility at ITO	$ 11,748,693	$ 45,000	$ 5,043,000	$ 6,660,693	$ 8,049,030	$ 30,829	$ 3,454,959	$ 4,563,241
ITO Access Control & CCTV System at ITO	$ 2,760,000	$ 2,760,000	$ -	$ -	$ 1,890,876	$ 1,890,876	$ -	$ -
New ARFF Facility at KOA	$ 6,565,486	$ -	$ 2,829,000	$ 3,736,486	$ 4,498,014	$ -	$ 1,938,148	$ 2,559,867
KOA Access Control & CCTV System at KOA	$ 5,899,000	$ 5,899,000	$ -	$ -	$ 4,041,405	$ 4,041,405	$ -	$ -
Stand Alone PFC Administrative Cost	$ 700,000	$ 700,000	$ -	$ -	$ 479,570	$ 479,570	$ -	$ -
Land Acquisition - Impose Only at OGG	$ 14,725,000	$ 14,725,000	$ -	$ -	$ 10,088,097	$ 10,088,097	$ -	$ -
Total - Impose & Use:	$ 117,238,405	$ 40,377,015	$ 33,743,572	$ 43,117,818	**$ 80,320,031 68.5%**	**$ 27,662,293**	**$ 23,117,721**	**$ 29,540,017**

Airport	Revised Collection Amount	% of Collection
HNL	$ 80,320,031	68.51%
OGG	$ 22,005,649	18.77%
KOA	$ 7,913,592	6.75%
LIH	$ 6,612,246	5.64%
ITO	$ 386,887	0.33%
Total Collection:	$ 117,238,405	100.00%

Attachment A-3
PFC Amendment Breakdown of Collection by Project for Each Airport

Total PFC Application Impose & Use Amount: $ 117,238,405

Total PFC Impose & Use Amount for OGG: $ 22,005,649

Project	Total Collection Amount	Total PFC Financing - All Projects: PFC Pay Go	Bond Capital	Financing	OGG - PFC Financing Cost: No. 18-07-C-00-OGG	PFC Pay Go	Bond Capital	Financing
Runway 8R-26L Pavement Rehabilitation at HNL	$ 4,570,000	$ 4,570,000	$ -	$ -	$ 857,789 18.8%	$ 857,789	$ -	$ -
Runway 4R Pavement Improvements at HNL	$ 5,400,000	$ 5,400,000	$ -	$ -	$ 1,013,580	$ 1,013,580	$ -	$ -
Runway 4L Edge Lighting at HNL	$ 1,678,015	$ 1,678,015	$ -	$ -	$ 314,963	$ 314,963	$ -	$ -
Overseas Terminal (OST) 2nd Level Roadway Improvements at HNL	$ 26,895,670		$ 11,962,945	$ 14,932,725	$ 5,048,317	$ -	$ 2,245,445	$ 2,802,873
Terminal Improvements to Shuttle Stations Between Gates 6 to 62 at HNL	$ 13,744,947	$ 2,000,000	$ 5,127,578	$ 6,617,369	$ 2,579,927	$ 375,400	$ 962,446	$ 1,242,080
HNL - OST Terminal Metal Roof Replacement at HNL	$ 13,500,552	$ 2,600,000	$ 4,881,049	$ 6,019,503	$ 2,534,054	$ 488,020	$ 916,173	$ 1,129,861
Overseas Terminal - Loading Bridges (Gates 29 - 34) at HNL	$ 9,051,042	$ -	$ 3,900,000	$ 5,151,042	$ 1,698,881	$ -	$ 732,030	$ 966,851
New Mauka Concourse - Aircraft Parking Apron at HNL	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
New Mauka Concourse at HNL	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
New ARFF Facility at ITO	$ 11,748,693	$ 45,000	$ 5,043,000	$ 6,660,693	$ 2,205,230	$ 8,447	$ 946,571	$ 1,250,212
ITO Access Control & CCTV System at ITO	$ 2,760,000	$ 2,760,000	$ -	$ -	$ 518,052	$ 518,052	$ -	$ -
New ARFF Facility at KOA	$ 6,565,486	$ -	$ 2,829,000	$ 3,736,486	$ 1,232,342	$ -	$ 531,003	$ 701,338
KOA Access Control & CCTV System at KOA	$ 5,899,000	$ 5,899,000	$ -	$ -	$ 1,107,242	$ 1,107,242	$ -	$ -
Stand Alone PFC Administrative Cost	$ 700,000	$ 700,000	$ -	$ -	$ 131,390	$ 131,390	$ -	$ -
Land Acquisition - Impose Only at OGG	$ 14,725,000	$ 14,725,000	$ -	$ -	$ 2,763,883	$ 2,763,883	$ -	$ -
Total - Impose & Use:	$ 117,238,405	$ 40,377,015	$ 33,743,572	$ 43,117,818	**$ 22,005,649 18.8%**	**$ 7,578,766**	**$ 6,333,669**	**$ 8,093,215**

Airport	Revised Collection Amount	% of Collection
HNL	$ 80,320,031	68.51%
OGG	$ 22,005,649	18.77%
KOA	$ 7,913,592	6.75%
LIH	$ 6,612,246	5.64%
ITO	$ 386,887	0.33%
Total Collection:	$ 117,238,405	100.00%

Attachment A-3
PFC Amendment Breakdown of Collection by Project for Each Airport

Total PFC Application Impose & Use Amount: $ 117,238,405

Total PFC Impose & Use Amount for KOA: $ 7,913,592

Project	Total Collection Amount	Total PFC Financing - All Projects: PFC Pay Go	Bond Capital	Financing	KOA - PFC Financing Cost: No. 18-07-C-00-KOA	PFC Pay Go	Bond Capital	Financing
Runway 8R-26L Pavement Rehabilitation at HNL	$ 4,570,000	$ 4,570,000	$ -	$ -	$ 308,475 6.7%	$ 308,475	$ -	$ -
Runway 4R Pavement Improvements at HNL	$ 5,400,000	$ 5,400,000	$ -	$ -	$ 364,500	$ 364,500	$ -	$ -
Runway 4L Edge Lighting at HNL	$ 1,678,015	$ 1,678,015	$ -	$ -	$ 113,266	$ 113,266	$ -	$ -
Overseas Terminal (OST) 2nd Level Roadway Improvements at HNL	$ 26,895,670		$ 11,962,945	$ 14,932,725	$ 1,815,458	$ -	$ 807,499	$ 1,007,959
Terminal Improvements to Shuttle Stations Between Gates 6 to 62 at HNL	$ 13,744,947	$ 2,000,000	$ 5,127,578	$ 6,617,369	$ 927,784	$ 135,000	$ 346,112	$ 446,672
HNL - OST Terminal Metal Roof Replacement at HNL	$ 13,500,552	$ 2,600,000	$ 4,881,049	$ 6,019,503	$ 911,287	$ 175,500	$ 329,471	$ 406,316
Overseas Terminal - Loading Bridges (Gates 29 - 34) at HNL	$ 9,051,042	$ -	$ 3,900,000	$ 5,151,042	$ 610,945	$ -	$ 263,250	$ 347,695
New Mauka Concourse - Aircraft Parking Apron at HNL	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
New Mauka Concourse at HNL	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
New ARFF Facility at ITO	$ 11,748,693	$ 45,000	$ 5,043,000	$ 6,660,693	$ 793,037	$ 3,037	$ 340,402	$ 449,597
ITO Access Control & CCTV System at ITO	$ 2,760,000	$ 2,760,000	$ -	$ -	$ 186,300	$ 186,300	$ -	$ -
New ARFF Facility at KOA	$ 6,565,486	$ -	$ 2,829,000	$ 3,736,486	$ 443,170	$ -	$ 190,957	$ 252,213
KOA Access Control & CCTV System at KOA	$ 5,899,000	$ 5,899,000	$ -	$ -	$ 398,182	$ 398,182	$ -	$ -
Stand Alone PFC Administrative Cost	$ 700,000	$ 700,000	$ -	$ -	$ 47,250	$ 47,250	$ -	$ -
Land Acquisition - Impose Only at OGG	$ 14,725,000	$ 14,725,000	$ -	$ -	$ 993,937	$ 993,937	$ -	$ -
Total - Impose & Use:	$ 117,238,405	$ 40,377,015	$ 33,743,572	$ 43,117,818	**$ 7,913,592 6.7%**	**$ 2,725,448**	**$ 2,277,691**	**$ 2,910,453**

Airport	Revised Collection Amount	% of Collection
HNL	$ 80,320,031	68.51%
OGG	$ 22,005,649	18.77%
KOA	$ 7,913,592	6.75%
LIH	$ 6,612,246	5.64%
ITO	$ 386,887	0.33%
Total Collection:	$ 117,238,405	100.00%

Attachment A-3
PFC Amendment Breakdown of Collection by Project for Each Airport

Total PFC Application Impose & Use Amount: $ 117,238,405

Total PFC Impose & Use Amount for LIH: $ 6,612,246

Project	Total Collection Amount	Total PFC Financing - All Projects: PFC Pay Go	Bond Capital	Financing	LIH - PFC Financing Cost: No. 18-07-C-00-LIH		PFC Pay Go	Bond Capital	Financing
Runway 8R-26L Pavement Rehabilitation at HNL	$ 4,570,000	$ 4,570,000	$ -	$ -	$ 257,748	5.6%	$ 257,748	$ -	$ -
Runway 4R Pavement Improvements at HNL	$ 5,400,000	$ 5,400,000	$ -	$ -	$ 304,560		$ 304,560	$ -	$ -
Runway 4L Edge Lighting at HNL	$ 1,678,015	$ 1,678,015	$ -	$ -	$ 94,640		$ 94,640	$ -	$ -
Overseas Terminal (OST) 2nd Level Roadway Improvements at HNL	$ 26,895,670		$ 11,962,945	$ 14,932,725	$ 1,516,916		$ -	$ 674,710	$ 842,206
Terminal Improvements to Shuttle Stations Between Gates 6 to 62 at HNL	$ 13,744,947	$ 2,000,000	$ 5,127,578	$ 6,617,369	$ 775,215		$ 112,800	$ 289,195	$ 373,220
HNL - OST Terminal Metal Roof Replacement at HNL	$ 13,500,552	$ 2,600,000	$ 4,881,049	$ 6,019,503	$ 761,431		$ 146,640	$ 275,291	$ 339,500
Overseas Terminal - Loading Bridges (Gates 29 - 34) at HNL	$ 9,051,042	$ -	$ 3,900,000	$ 5,151,042	$ 510,479		$ -	$ 219,960	$ 290,519
New Mauka Concourse - Aircraft Parking Apron at HNL	$ -	$ -	$ -	$ -	$ -		$ -	$ -	$ -
New Mauka Concourse at HNL	$ -	$ -	$ -	$ -	$ -		$ -	$ -	$ -
New ARFF Facility at ITO	$ 11,748,693	$ 45,000	$ 5,043,000	$ 6,660,693	$ 662,626		$ 2,538	$ 284,425	$ 375,663
ITO Access Control & CCTV System at ITO	$ 2,760,000	$ 2,760,000	$ -	$ -	$ 155,664		$ 155,664	$ -	$ -
New ARFF Facility at KOA	$ 6,565,486	$ -	$ 2,829,000	$ 3,736,486	$ 370,293		$ -	$ 159,556	$ 210,738
KOA Access Control & CCTV System at KOA	$ 5,899,000	$ 5,899,000	$ -	$ -	$ 332,704		$ 332,704	$ -	$ -
Stand Alone PFC Administrative Cost	$ 700,000	$ 700,000	$ -	$ -	$ 39,480		$ 39,480	$ -	$ -
Land Acquisition - Impose Only at OGG	$ 14,725,000	$ 14,725,000	$ -	$ -	$ 830,490		$ 830,490	$ -	$ -
Total - Impose & Use:	$ 117,238,405	$ 40,377,015	$ 33,743,572	$ 43,117,818	**$ 6,612,246**	**5.6%**	**$ 2,277,264**	**$ 1,903,137**	**$ 2,431,845**

Airport	Revised Collection Amount	% of Collection
HNL	$ 80,320,031	68.51%
OGG	$ 22,005,649	18.77%
KOA	$ 7,913,592	6.75%
LIH	$ 6,612,246	5.64%
ITO	$ 386,887	0.33%
Total Collection:	$ 117,238,405	100.00%

Attachment A-3
PFC Amendment Breakdown of Collection by Project for Each Airport

Total PFC Application Impose & Use Amount: $ 117,238,405

Total PFC Impose & Use Amount for ITO: $ 386,887

Project	Total Collection Amount	Total PFC Financing - All Projects: PFC Pay Go	Bond Capital	Financing	ITO - PFC Financing Cost: No. 18-07-C-00-ITO		PFC Pay Go	Bond Capital	Financing
Runway 8R-26L Pavement Rehabilitation at HNL	$ 4,570,000	$ 4,570,000	$ -	$ -	$ 15,081	0.3%	$ 15,081	$ -	$ -
Runway 4R Pavement Improvements at HNL	$ 5,400,000	$ 5,400,000	$ -	$ -	$ 17,820		$ 17,820	$ -	$ -
Runway 4L Edge Lighting at HNL	$ 1,678,015	$ 1,678,015	$ -	$ -	$ 5,537		$ 5,537	$ -	$ -
Overseas Terminal (OST) 2nd Level Roadway Improvements at HNL	$ 26,895,670		$ 11,962,945	$ 14,932,725	$ 88,756		$ -	$ 39,478	$ 49,278
Terminal Improvements to Shuttle Stations Between Gates 6 to 62 at HNL	$ 13,744,947	$ 2,000,000	$ 5,127,578	$ 6,617,369	$ 45,358		$ 6,600	$ 16,921	$ 21,837
HNL - OST Terminal Metal Roof Replacement at HNL	$ 13,500,552	$ 2,600,000	$ 4,881,049	$ 6,019,503	$ 44,552		$ 8,580	$ 16,107	$ 19,864
Overseas Terminal - Loading Bridges (Gates 29 - 34) at HNL	$ 9,051,042	$ -	$ 3,900,000	$ 5,151,042	$ 29,868		$ -	$ 12,870	$ 16,998
New Mauka Concourse - Aircraft Parking Apron at HNL	$ -	$ -	$ -	$ -	$ -		$ -	$ -	$ -
New Mauka Concourse at HNL	$ -	$ -	$ -	$ -	$ -		$ -	$ -	$ -
New ARFF Facility at ITO	$ 11,748,693	$ 45,000	$ 5,043,000	$ 6,660,693	$ 38,771		$ 149	$ 16,642	$ 21,980
ITO Access Control & CCTV System at ITO	$ 2,760,000	$ 2,760,000	$ -	$ -	$ 9,108		$ 9,108	$ -	$ -
New ARFF Facility at KOA	$ 6,565,486	$ -	$ 2,829,000	$ 3,736,486	$ 21,666		$ -	$ 9,336	$ 12,330
KOA Access Control & CCTV System at KOA	$ 5,899,000	$ 5,899,000	$ -	$ -	$ 19,467		$ 19,467	$ -	$ -
Stand Alone PFC Administrative Cost	$ 700,000	$ 700,000	$ -	$ -	$ 2,310		$ 2,310	$ -	$ -
Land Acquisition - Impose Only at OGG	$ 14,725,000	$ 14,725,000	$ -	$ -	$ 48,593		$ 48,593	$ -	$ -
Total - Impose & Use:	$ 117,238,405	$ 40,377,015	$ 33,743,572	$ 43,117,818	**$ 386,887**	**0.3%**	**$ 133,244**	**$ 111,354**	**$ 142,289**

Airport	Revised Collection Amount	% of Collection
HNL	$ 80,320,031	68.51%
OGG	$ 22,005,649	18.77%
KOA	$ 7,913,592	6.75%
LIH	$ 6,612,246	5.64%
ITO	$ 386,887	0.33%
Total Collection:	$ 117,238,405	100.00%

III. PFC REVENUE COLLECTION AND FORECAST

In this amendment, the State is requesting to reduce the PFC authority to impose PFC charge fees to **$117.2 million**. The PFC revenue collected from the charge effective date of February 1, 2014 to the revised charge expiration date of January 1, 2020 is estimated to be $230.9 million based on the actual PFC revenue collected from February 1, 2014 to June 30, 2018 in the amount of $167.6 million and the PFC revenue forecasted from July 1, 2018 to January 1, 2020 in the amount of $63.3 million. This results in an over-collection amount of $113.7 million. This over-collection is necessary due to projected schedule to receive approval of this amendment as well as the notification allowances to the air carriers required by the program. From the over-collection amount, $73.7 million will be put towards the approved projects in Application Nos. 18-07-C-00-*** and $40.0 million will be distributed among the approved projects in PFC Application Nos. 13-05-C-00-*** to reconcile the final project costs as required to close the application.

A reduction of 17% has been applied to the total forecasted enplaned passengers to account for future ineligible passengers, and the PFC Revenue Forecast also contains a reduction of $0.11 per eligible enplaned passenger to account for the airline administration fee.

See Table A-4 for the detailed PFC Revenue Collection.

See Table A-5 for the detailed PFC Revenue Forecast.

Attachment A-4
PFC Revenue Collection
By Fiscal Year (FY)

	FY 2014[(1)]	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
PFC Collection @ $4.50						
Honolulu International Airport	$ -	$ 25,075,584	$ 26,358,613	$ 26,486,487	$ 27,848,096	$ 105,768,780
Kahului Airport	$ -	$ 6,476,985	$ 7,009,935	$ 7,239,825	$ 8,244,897	$ 28,971,642
Kona International Airport at Keahole	$ -	$ 2,139,633	$ 2,318,436	$ 2,526,873	$ 3,439,226	$ 10,424,168
Lihue Airport	$ -	$ 1,942,800	$ 2,011,314	$ 2,039,904	$ 2,721,027	$ 8,715,045
Hilo International Airport	$ 54,022	$ 126,251	$ 113,439	$ 105,928	$ 111,461	$ 511,101
Total PFC Collection at $4.50	**$ 54,022**	**$ 35,761,253**	**$ 37,811,737**	**$ 38,399,017**	**$ 42,364,707**	**$ 154,390,736**
Interest Earned from PFC Collection						
Honolulu International Airport	$ -	$ 52,843	$ 257,061	$ 1,237,408	$ 7,290,743	$ 8,838,055
Kahului Airport	$ -	$ 14,985	$ 72,899	$ 350,907	$ 2,060,545	$ 2,499,336
Kona International Airport at Keahole	$ -	$ 4,732	$ 23,021	$ 110,811	$ 650,664	$ 789,228
Lihue Airport	$ -	$ 3,154	$ 15,346	$ 73,874	$ 436,627	$ 529,001
Hilo International Airport	$ -	$ 3,155	$ 15,346	$ 73,873	$ 425,824	$ 518,198
Total Interest Earned from PFC Collection	**$ -**	**$ 78,869**	**$ 383,673**	**$ 1,846,873**	**$ 10,864,403**	**$ 13,173,818**
Total PFC Revenue @ $4.50	**$ 54,022**	**$ 35,840,122**	**$ 38,195,410**	**$ 40,245,890**	**$ 53,229,110**	**$ 167,564,554**
Cumulative Total:	**$ 54,022**	**$ 35,894,144**	**$ 74,089,554**	**$ 114,335,444**	**$ 167,564,554**	

Notes:
(1) Charge effective date of PFC Application No. 13-05-C-00-*** was February 1, 2014. Fiscal Year 2014 includes from February 1, 2014 to June 30, 2014.

Attachment A-5
PFC Revenue Forecast
By Fiscal Year (FY)

		FY 2019	FY 2020[3]	TOTAL
Overseas enplanements [1]				
Daniel K. Inouye International Airport		7,503,671	3,826,498	11,330,169
Kahului Airport		2,234,423	1,139,333	3,373,756
Ellison Onizuka Kona International Airport at Keahole		974,028	494,028	1,468,056
Lihue Airport		767,681	389,368	1,157,049
Hilo International Airport		35,869	17,998	53,867
Total - applicable enplanements		**11,515,672**	**5,867,225**	**17,382,897**
After allowance for non-eligible PFC passengers [2]				
Daniel K. Inouye International Airport	83%	6,228,047	3,175,994	9,404,041
Kahului Airport	83%	1,854,572	945,647	2,800,219
Ellison Onizuka Kona International Airport at Keahole	83%	808,444	410,044	1,218,488
Lihue Airport	83%	637,176	323,176	960,352
Hilo International Airport	83%	29,772	14,939	44,711
Total		**9,558,011**	**4,869,800**	**14,427,811**
Projected PFC revenue @ $4.50				
Daniel K. Inouye International Airport		$28,026,212	$14,291,973	42,318,185
Kahului Airport		8,345,574	4,255,412	12,600,986
Ellison Onizuka Kona International Airport at Keahole		3,637,998	1,845,198	5,483,196
Lihue Airport		2,867,292	1,454,292	4,321,584
Hilo International Airport		133,974	67,226	201,200
Total projected gross PFC revenue @ $4.50		**$43,011,050**	**$21,914,100**	**$64,925,150**
less airline collection fee ($0.11 per PFC)		($1,051,381)	($535,678)	($1,587,059)
Estimated net PFC revenue @ $4.50		**$41,959,669**	**$21,378,422**	**$63,338,091**
Cumulative Total:		**$41,959,669**	**$63,338,091**	

Notes:

(1) Enplaned passenger projections obtained from Fiscal Year 2018 Preliminary Enplanements from the State of Hawaii, Department o Business, Economic Development & Tourism with compound annual growth rates based upon the FAA Terminal Area Forecast (TAF) 2016.

(2) Assumes approximately 17% of the passengers are assumed to flying on a frequent flier award or are considered as non-revenu passengers.

(3) Assumes collections from July 1, 2018 to January 1, 2020

Estimated passenger growth rates[1]	
Daniel K. Inouye International Airport - Overseas	2.0%
Kahului Airport - Overseas	2.0%
Ellison Onizuka Kona International Airport at Keahole - Overseas	1.4%
Lihue Airport - Overseas	1.4%
Hilo International Airport - Overseas	0.4%

IV. DESCRIPTION OF PROPOSED PROJECTS

1. **RUNWAY 8R-26L PAVEMENT REHABILITATION**
DANIEL K. INOUYE INTERNATIONAL AIRPORT (FORMERLY KNOWN AS HONOLULU INTERNATIONAL AIRPORT), OAHU, HAWAII
State Project Number: AO1021-23

Project Description:

This project provides for reimbursement of the State's matching funds for design costs under AIP Grant No. 3-15-0005-102 and for construction costs under AIP Grant No. 3-15-0005-112 as required for the rehabilitation of Runway 26L. Construction management services and the FAA Reimbursement Agreement (RA) for the cost to turn off/on NAVAID equipment are also included.

The area to be paved is approximately 2,624,000 SF and the area to be grooved is approximately 2,160,150 SF. The scope of work includes milling out approximately 5-inches to 6-inches of asphalt concrete pavement (approximately 71,000 tons) from the existing pavement surface, replacing with approximately 92,000 tons of asphalt concrete, adjusting pavement runway edge light to match the new runway surface, rewiring of the existing edge lighting, runway marking and grooving, and minor fine grading in the infield areas and other related improvements.

Runway 8R-26L would be closed for approximately two weeks during repair. This closure would temporarily increase aircraft departures from Runway 8L-26R during daylight hours. Arriving aircraft typically use Runway 8L-26R during the day and Runway 4L-22R in the evening, resulting in no operational change for arrivals.

Significant Contribution:

The runway pavement is exhibiting signs of high distress in the form of longitudinal and transverse cracking, alligator cracking, block cracking, depressions, raveling, rutting and slippage. The pavement distresses are contributing to the presence of foreign object debris (FOD) on the runway surface. This is creating a situation where repairs by asphalt patching are occurring at an ever increasing rate. The runway pavement has reached its useful life.

Construction of this project will alleviate congestion on the airfield. When HNL is at full capacity and the any of the taxiways are out of service for repairs, there is a significant impact on aircraft movement on the airfield and into the terminal gates.

This project provides a significant contribution to preserving the safety of the national air transportation system by increasing the ability of aircraft to move on the airfield. This project also preserves safety by eliminating the potential threat of foreign object debris (FOD) as well as bringing the airport into compliance with 14 CFR Part 139 safety requirements for airfield marking and lighting for Runway 26L, and other related improvements.

Project Objective:

This project will preserve safety and capacity at Daniel K. Inouye International Airport by constructing structural improvements to Runway 26L. This project will revitalize the structural integrity of the runway, eliminate FOD, and extend the life of Runway 26L AC pavement by approximately 15 years.

Project Justification:

Basis for eligibility: Paragraphs 521a, 525a, 532b, 534, and 535 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

The runway network of Daniel K. Inouye International Airport consists of four active runways. The two longer runways, 8R-26L (12,000-ft. by 200-ft.) and 8L-26R (12,300-ft by 150-ft) run east to west. These are the two main parallel runways used primarily for large aircraft accessing the terminal buildings. The two shorter runways, 4L-22R (6,952-ft by 150-ft) and 4R-22R (9,000-ft by 150-ft) run diagonally, southwest to northeast. The shorter runways are used by general aviation and the smaller B717 and other smaller interisland aircraft.

The existing pavement system for Runway 8R-26L was originally constructed and opened for operational use in 1977. The runway was constructed by placing dredged fill above the existing reef in 1 to 30-ft. of water. It is as asphalt concrete (AC) pavement with a cross section that consists of 12.5 to13.250-inches of AC and a 14-inch aggregate base layer. Since that time the runway pavement has been rehabilitated and patched to correct pavement distress.

Estimated Project Implementation Date (Month and Year): September 2013
Estimated Project Completion Date (Month and Year): September 2014

PFC Type: Impose & Use

Level of Collection: $4.50

Financial Plan Approved in the PFC Application:

PFC Funds:	Pay-as-you-go	$ 4,570,000
	Bond Capital	$
	Bond Financing & Interest	$
***Subtotal PFC Funds:		$ 4,570,000
Existing AIP Funds:		
3-15-0005-102 (design)		$ 802,000
3-15-0005-112 (construction)		$ 15,299,758
Anticipated AIP Funds:		$
***Subtotal Anticipated AIP Funds:		$ 16,101,758
Other Funds:	State Special Funds	$ 1,098,000
***Subtotal Other Funds:		$
Total Project Cost:		**$ 21,769,758**

Proposed Changes in this Amendment:

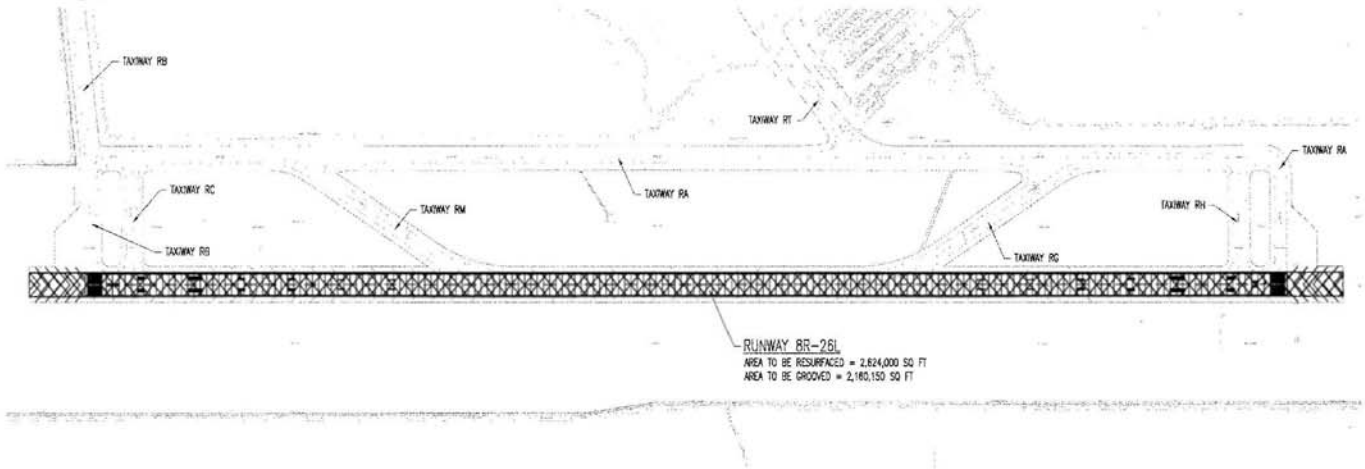
None.

Amendment Justification:

None.

Financial Plan Revised in this Amendment:

No changes to the amount approved in the PFC Application.



GRAPHIC SCALE

0 500 1,000 1,500 2,000 2,500

SCALE IN FEET

Airports Division
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII

This work was prepared by me or under my supervision and construction of this project will be under my observation.

signature — 04/30/10 expiration date of the license

DSGN.	DRWN.	CHKD.	APPD.

KEY PLAN / NOTES:

NO.	DATE	REVISIONS

PROJECT TITLE:

RUNWAY 8R-26L PAVEMENT RESURFACING
AT
HONOLULU INTERNATIONAL AIRPORT
ISLAND OF OAHU

PROJECT NO.:

STATE PROJECT NO. A01021-23

SHEET TITLE:

PAVEMENT STRUCTURAL IMPROVEMENT SCOPING PLAN

DATE:

DWG. NO.:

SK-1

2. RUNWAY 4R PAVEMENT IMPROVEMENTS

DANIEL K. INOUYE INTERNATIONAL AIRPORT (FORMERLY KNOWN AS HONOLULU INTERNATIONAL AIRPORT), OAHU, HAWAII
State Project Number: AO1021-24

Project Description:

This project will provide for reimbursement of the State's matching funds for construction under Grant No. 3-15-0005-104 for design services and an anticipated 2014 grant for the construction services. Construction management services are also included.

This project will mill approximately 4-inches of the existing asphalt concrete (AC) pavement and replace with new AC pavement at Runway 4R. The scope of work includes pavement rehabilitation, surface markings and surface regrooving on Runway 4R and related improvements.

The scope of work includes milling and repaving of the entire 150-ft. wide runway surface for the entire length of the runway and blast pads at each end with the exception of the portion shared with intersecting runway 8L-26R.

Significant Contribution:

Construction of this project will alleviate congestion on the airfield. When HNL is at full capacity and the any of the taxiways are out of service for repairs, there is a significant impact on aircraft movement on the airfield and into the terminal gates.

This project provides a significant contribution to preserving the safety of the national air transportation system by increasing the ability of aircraft to move on the airfield. This project also preserves safety by eliminating the potential threat of foreign object debris (FOD) as well as bringing the airport into compliance with 14 CFR Part 139 safety requirements for paved areas, grooving, and airfield marking.

Project Objective:

This project is intended to preserve safety and capacity at Daniel K. Inouye International Airport by reducing the risk of damage to aircraft due to FOD, and bringing the airport into compliance with Title 14 CFR Part 139, the Airport Certification Manual and the Airport Operating Certificate requirements.

This project also preserves safety by constructing structural improvements to Runway 4R to revitalize the structural integrity of the runway, and extend the life of Runway 4R pavement by approximately 20 years.

Project Justification:

Basis for eligibility: Paragraph 601a and 611a of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

The runway network of Daniel K. Inouye International Airport consists of four active runways. The two longer runways, 8R-26L (12,000-ft. by 200-ft.) and 8L-26R (12,300-ft. by 150-ft.) run east to west. These are the two main parallel runways used primarily for large aircraft accessing the terminal buildings. The two shorter runways, 4L-22R (6,952-ft. by 150-ft.) and 4R-22L (9,000-ft. by 150-ft.) run diagonally, southwest to northeast. The shorter runways are used by general aviation and the smaller B717 and other smaller interisland aircraft.

The last major work on the runway was in 2000. The rehabilitation of Runway 4R will extend the functional life of the asphalt concrete pavement by approximately 20 years.

Estimated Project Implementation Date (Month and Year): October 2013
Estimated Project Completion Date (Month and Year): October 2014

PFC Type: Impose & Use

Level of Collection: $4.50

Financial Plan Approved in the PFC Application:

PFC Funds:	Pay-as-you-go	$ 5,400,000
	Bond Capital	$
	Bond Financing & Interest	$_____
***Subtotal PFC Funds:		$ 5,400,000
Existing AIP Funds:		
Grant # 3-15-0005-104 (design)		$ 1,000,000
Anticipated AIP Funds:		
Fiscal Year 2013 Entitlement		$ 15,000,000
***Subtotal Anticipated AIP Funds:		$ 16,000,000
Other Funds:	State Special Funds	$_____
***Subtotal Other Funds:		$
Total Project Cost:		**$ 21,400,000**

Proposed Changes in this Amendment:

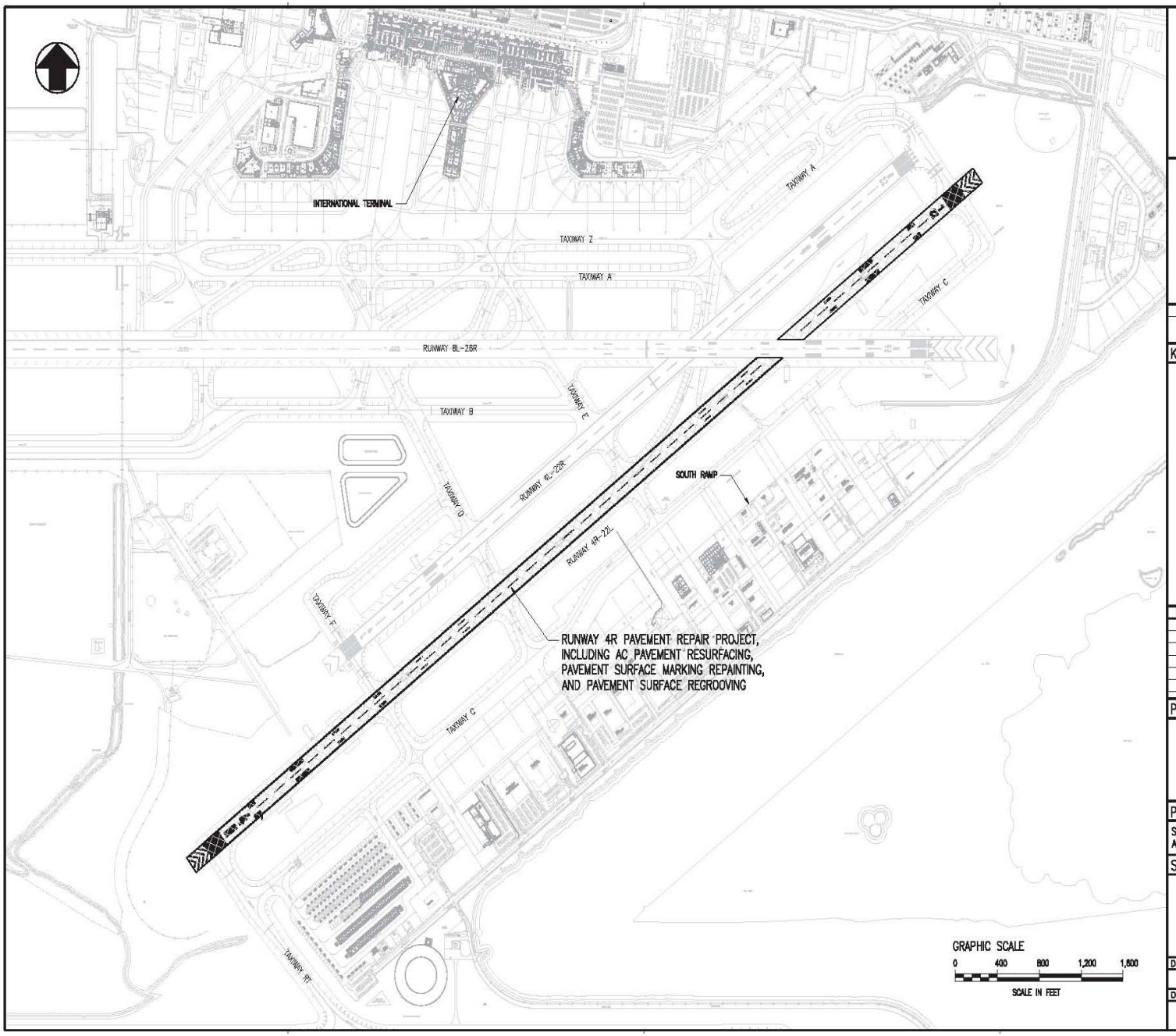
None.

Amendment Justification:

None.

Financial Plan Revised in this Amendment:

No changes to the amount approved in the PFC Application.



Airports Division
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII

DSGN.	DRWN.	CHKD.	APPD.

KEY PLAN / NOTES:

NO.	DATE	REVISIONS

PROJECT TITLE:

RUNWAY 4R PAVEMENT REPAIRS

AT

HONOLULU INTERNATION AIRPORT,
OHAU, HAWAII

PROJECT NO.:

STATE PROJECT NO. A01021-24
AIP PROJECT NO. 3-15-0005-XX

SHEET TITLE:

OVERALL PROJECT PLAN

DATE:

DWG. NO.: SK-1

3. RUNWAY 4L EDGE LIGHTING

DANIEL K. INOUYE INTERNATIONAL AIRPORT (FORMERLY KNOWN AS HONOLULU INTERNATIONAL AIRPORT), OAHU, HAWAII
State Project Number: AO1022-15

Project Description:

This project provides for reimbursement of the State's matching funds for design costs completed in 2011 under AIP Grant No. 3-15-0005-106; and the State's matching funds for construction costs under AIP Grant No. 3-15-0005-110 and AIP Grant No. 3-15-0005-115 as required to construct airfield lighting improvements for Runway 4L at Daniel K. Inouye International Airport (HNL). Construction management services and the FAA Reimbursement Agreement (RA) for the cost to turn off/on NAVAID equipment are also included.

The scope of work consists of the installation of new underground electrical duct banks, new runway edge lighting fixtures, new Runway End Identifier Lights (REIL) System for Runway 4L and Runway 22R, and threshold lights for Runway 4L, Runway 22R, and for the Displaced Threshold. Work also includes demolition of the existing edge lighting, installation of electrical lines, trenching, backfilling, pavement restoration with surface painting, restoration of other unpaved areas, and other related improvements.

Significant Contribution:

This project provides a significant contribution to preserving the safety of the national air transportation system by increasing the ability of aircraft to move on the airfield. This project also preserves safety by bringing Runway 4L into compliance with Title 14 CFR Part 139 safety requirements for airfield lighting.

Construction of this project will alleviate congestion on the airfield. Currently, when HNL is at full capacity and any of the runways are out of service for repairs, there is a significant impact on aircraft movement on the airfield and into the terminal gates.

Project Objective:

The objective of this project is to preserve safety at HNL by constructing airfield lighting improvements to bring the airport into compliance with Title 14 CFR Part 139 requirements for airfield lighting.

Project Justification:

Basis for eligibility: Paragraph 601a and 611a of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

The runway network of HNL consists of four active runways. The two longer runways, 8R-26L (12,000-ft. by 200-ft.) and 8L-26R (12,300-ft by 150-ft) run east to west. These are the two main parallel runways used primarily for large aircraft accessing the terminal buildings. The two shorter runways, 4L-22R (6,952-ft by 150-ft) and 4R-22R (9,000-ft by 150-ft) run diagonally, southwest to northeast. Runway 4L is the shortest of the runways which is used by general aviation, the B717 Hawaiian Airlines aircraft and other smaller interisland aircraft. When closures on Runway 4R occur, the B717 aircraft cannot operate on Runway 4L.

Currently, lighting at Runway 4L does not meet applicable Title 14 CFR Part 139 requirements and Advisory Circular 150/5340-30, Airfield Standards. Runway edge light spacing should be 2-feet minimum up to 10-feet maximum from the runway edge (full strength pavement).

The runway edge lights at Runway 4L are currently located 35-feet from the edge of the runway. End lights and threshold lights at Runway 4L are also located more than 10-feet from the runway threshold. Various runway edge, end and threshold lights are also broken or missing parts at Runway 4L. It is more economical to install new light fixture assemblies than to exhume the existing 20 year old light fixtures and relocate them into the required new location.

All of these lighting deficiencies need to be brought into compliance with all applicable Title 14 CFR Part 139 requirements and AC 150/5345-46D, Specification for Runway and Taxiway Light Fixtures as identified by the FAA Inspection on January 15, 2010.

Estimated Project Implementation Date (Month and Year): January 2014
Estimated Project Completion Date (Month and Year): January 2015

PFC Type: Impose & Use

Level of Collection: $4.50

Financial Plan Approved in the PFC Application:

PFC Funds:	Pay-as-you-go	$	1,106,000
	Bond Capital	$	
	Bond Financing & Interest	$	
***Subtotal PFC Funds:		$	1,106,000
Existing AIP Funds:			
Grant No. 3-15-0005-106 (design)		$	275,000
Grant No. 3-15-0005-110		$	1,796,533
Grant No. 3-15-0005-115		$	575,492
Anticipated AIP Funds:		$	
***Subtotal Anticipated AIP Funds:		$	2,647,025
Other Funds:	State Special Funds	$	
***Subtotal Other Funds:		$	
Total Project Cost:		**$**	**3,753,025**

Proposed Changes in this Amendment:

The total PFC revenue approved to impose and use on the PFC eligible costs for this project including design services, construction, and construction management services increased from $1,106,000 to $1,678,015.

Amendment Justification:

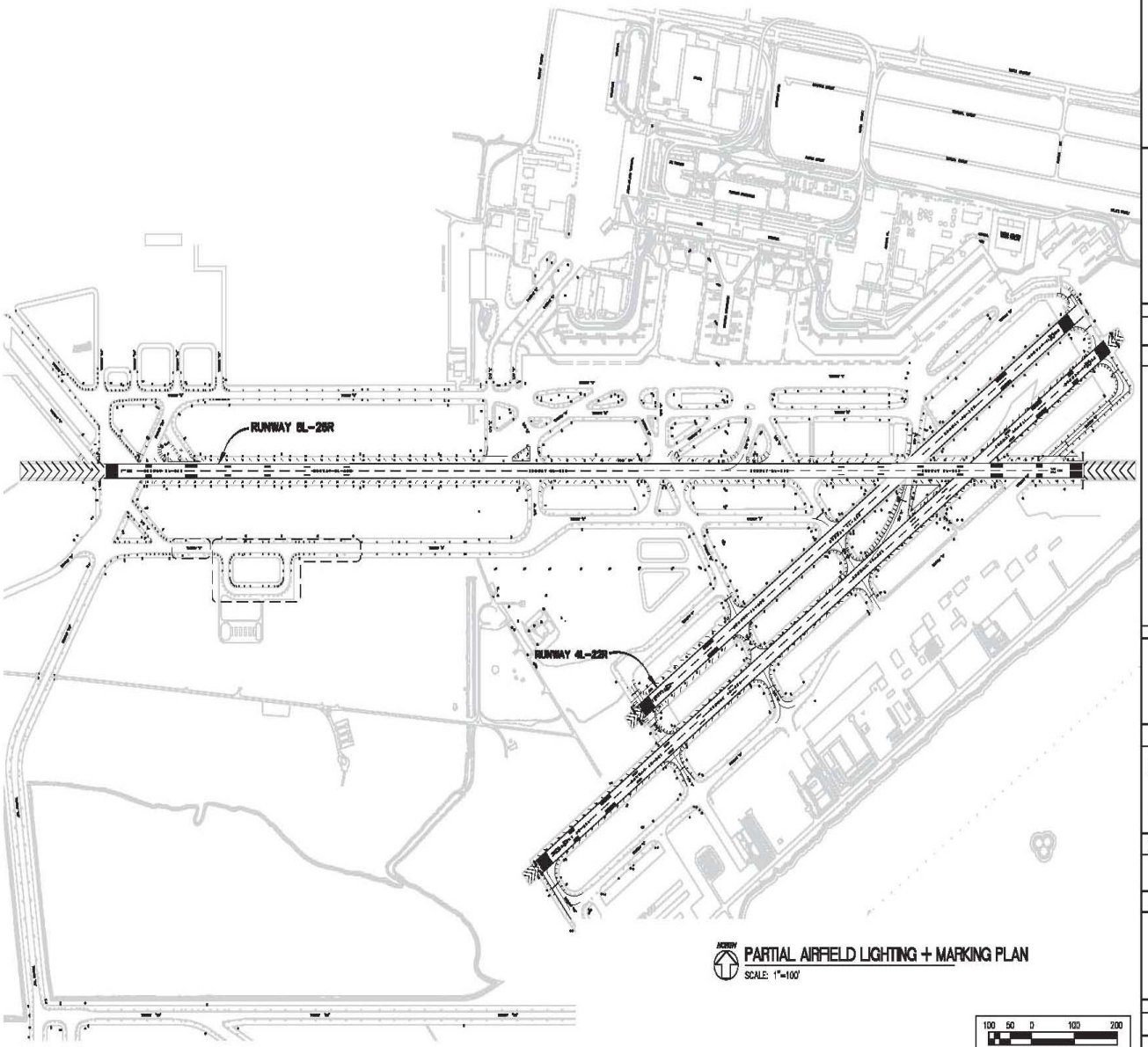
Several factors contributed to the increase of the PFC eligible costs for this project from $1,106,000 to $1,678,015. One factor is the increase in quantities and costs from the preliminary design submitted in the original application to the actual construction costs submitted in this amendment. Another factor is resolving unforeseen conditions such as retrofitting existing Runway Holding Position Signs with light emitted diode kits to increase visibility of the sign and demolishing existing light bases in lieu of abandoning in place as request by HNL ramp officials. FAA reviewed and approved the extra work to be PFC eligible.

Project Schedule Revised in this Amendment:

Estimated Project Implementation Date (Month and Year):	June 2014
Estimated Project Completion Date (Month and Year):	April 2017

Financial Plan Revised in this Amendment:

PFC Funds:	Pay-as-you-go	$	1,678,015
	Bond Capital	$	
	Bond Financing & Interest	$	
***Subtotal PFC Funds:		$	1,678,015
Existing AIP Funds:			
Grant No. 3-15-0005-106 (design)		$	177,171
Grant No. 3-15-0005-110 (construction & construction management)		$	1,788,948
Grant No. 3-15-0005-115 (construction)		$	573,617
Grant No. 3-15-0005-121 (construction & construction management)		$	485,000
Anticipated AIP Funds:		$	
***Subtotal Anticipated AIP Funds:		$	3,024,736
Other Funds:	State Special Funds	$	87,420
***Subtotal Other Funds:		$	87,420
Total Project Cost:		**$**	**4,790,171**



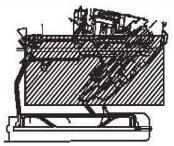
NORTH
PARTIAL AIRFIELD LIGHTING + MARKING PLAN
SCALE: 1"=100'

100 50 0 100 200
GRAPHIC SCALE IN FEET

Airports Division

DSGN.	DRWN.	CHK'D.	APP'D.

KEY PLAN / NOTES :



NO.	DATE	REVISIONS

PROJECT TITLE :

HONOLULU RUNWAY 8L & 4L
EDGE LIGHTING

AT
HONOLULU INTERNATIONAL AIRPORT
HONOLULU, OAHU, HAWAII

PROJECT NO. :

AO1022-15

SHEET TITLE :

PARTIAL AIRFIELD
LIGHTING & MARKING PLAN

DATE : 12/16/10

DWG. NO. : SHT 1 of 1

OVERALL

4. OVERSEAS TERMINAL (OST) 2ND LEVEL ROADWAY IMPROVEMENTS

DANIEL K. INOUYE INTERNATIONAL AIRPORT (FORMERLY KNOWN AS HONOLULU INTERNATIONAL AIRPORT), OAHU, HAWAII
State Project Number: AO1033-21

Project Description:

This project provides construction, construction management services, and financing costs necessary to construct renovations on the 2nd level roadway fronting the Ticket Lobby area of the Interisland and Overseas Terminals at Daniel K. Inouye International Airport (HNL).

The 2nd level roadway consists of six one-way lanes with a center median and provides the only roadway for public access to the ticket lobby areas of the Interisland and Overseas Terminals at HNL.

The 2nd level roadway is approximately 1,944-feet long and approximately 70-feet wide, not including the median.

The scope of work includes:

- Removal of approximately 136,080-SF of existing concrete overlay and replacement with latex modified concrete. Using latex modified concrete will improve the useful life of the roadway since latex modified concrete is less permeable to water and chloride ion infiltration than regular cementitious concrete overlays. Latex will enhance the strength of the bond to the existing base concrete.

- Demolishment of 1,950-feet of the existing planter boxes located on the north side of the 2nd level roadway and replacement with concrete traffic rated bridge railing.

- Removal of 17 expansion joints and replacement with one long, continuous joint that includes a copper gutter system below.

- Removal and replacement of 40 roadway drain inlet grates.

- Replacement of existing roadway lighting fixtures to comply with current roadway lighting standards.

- Rehabilitation of median planter boxes.

The project will also renovate adjacent parapet walls and railings, supporting concrete columns and beams including related improvements in the elevated 2nd Level roadway area; drain lines in the existing roadway drainage system and related drainage work.

Required abatement of lead and other potential hazardous materials (e.g. asbestos, arsenic, mercury, etc.) is necessary to complete this scope of work.

Significant Contribution:

This work provides no significant contribution.

Project Objective:

This project will preserve and improve safety and efficiency for passengers who access the airport on the elevated Overseas Terminal Access Roadway to reach the 2nd floor departure level of the Overseas Terminal. This roadway serves as the drop off/pick up area for passengers entering the ticket lobbies, security checkpoints, and gates of the Overseas Terminal.

The goal of the project is to systematically address the deficiencies identified within the elevated 2nd level roadway and to develop a comprehensive solution towards preventing leaks originating from the 2nd level roadway to the ground level.

Project Justification:

Basis for eligibility: Paragraph 620 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

The original elevated roadway fronting the Overseas Terminal was constructed in 1970. In 1983, the Overseas Terminal Access Roadway connection from the then newly constructed H-1 Freeway was constructed. In 1992, a new entrance ramp from the ground level connecting a new section of the 2nd level roadway was constructed. This provided a connection with the new 2nd level roadway fronting the Interisland Terminal to the existing 2nd level roadway fronting the Overseas Terminal.

The roadway has undergone subsequent modifications and repairs during the past 40 years. In its present day condition, the roadway, adjacent parapet walls, railings, and supporting concrete columns show evidence of cracks and spalling. Worn expansion joints and blocked drain inlets in the roadway leak profusely during rain events and, consequently, drip onto the sidewalk and pedestrians on the ground level below. The drain inlets within the roadway exhibit varying signs of deterioration and require full replacement. Several roadway lighting fixtures are also damaged and corroded, requiring full replacement.

The 2nd level roadway is a six lane roadway providing access from the H-1 Freeway off ramps to the Interisland and Overseas Terminals. From the H-1 Freeway, the road forks in two directions. Vehicles can stay to the right, to access Ticket Lobbies 2 and 3 in the Interisland Terminal and proceed onward to the Overseas Terminal, or choose to stay left to bring them in front of the Overseas Terminal to access Ticket Lobbies 4 through 8.

The passenger drop-off to the ticket lobby areas on the 2nd Level may only be accessed via the 2nd level roadway.

Vehicles may choose to travel from the H-1 Freeway off-ramps on the 2nd level to directly access either the Interisland Terminal or the Overseas Terminal. There is also an upramp

feeding onto the 2nd level Roadway from the ground level on Rodgers Boulevard and a down ramp from the 2nd Level Roadway exiting back down to the ground level. Vehicles may then exit the airport at Aolele Street or choose to loop around to circle the airport terminals on the ground level or via an upramp to circle back up to the 2nd Level departure roadway.

Estimated Project Implementation Date (Month and Year): September 2014
Estimated Project Completion Date (Month and Year): September 2015

PFC Type: Impose & Use

Level of Collection: $3.00

Financial Plan Approved in the PFC Application:

PFC Funds:	Pay-as-you-go	$	
	Bond Capital	$	3,000,000
	Bond Financing & Interest	$	4,633,342
***Subtotal PFC Funds:		$	7,633,342
Existing AIP Funds:		$	
Anticipated AIP Funds:		$	
***Subtotal Anticipated AIP Funds:		$	
Other Funds:	State Special Funds	$	200,000
***Subtotal Other Funds:		$	200,000
Total Project Cost:		**$**	**7,833,342**

Proposed Changes in this Amendment:

The total PFC revenue approved to impose and use on the PFC eligible costs for this project including construction and construction management services increased from $3,000,000 to $11,962,945. In additional, the bond financing increased from $4,633,342 to $14,932,725. The total proposal increase for this project is $19,262,328.

Amendment Justification:

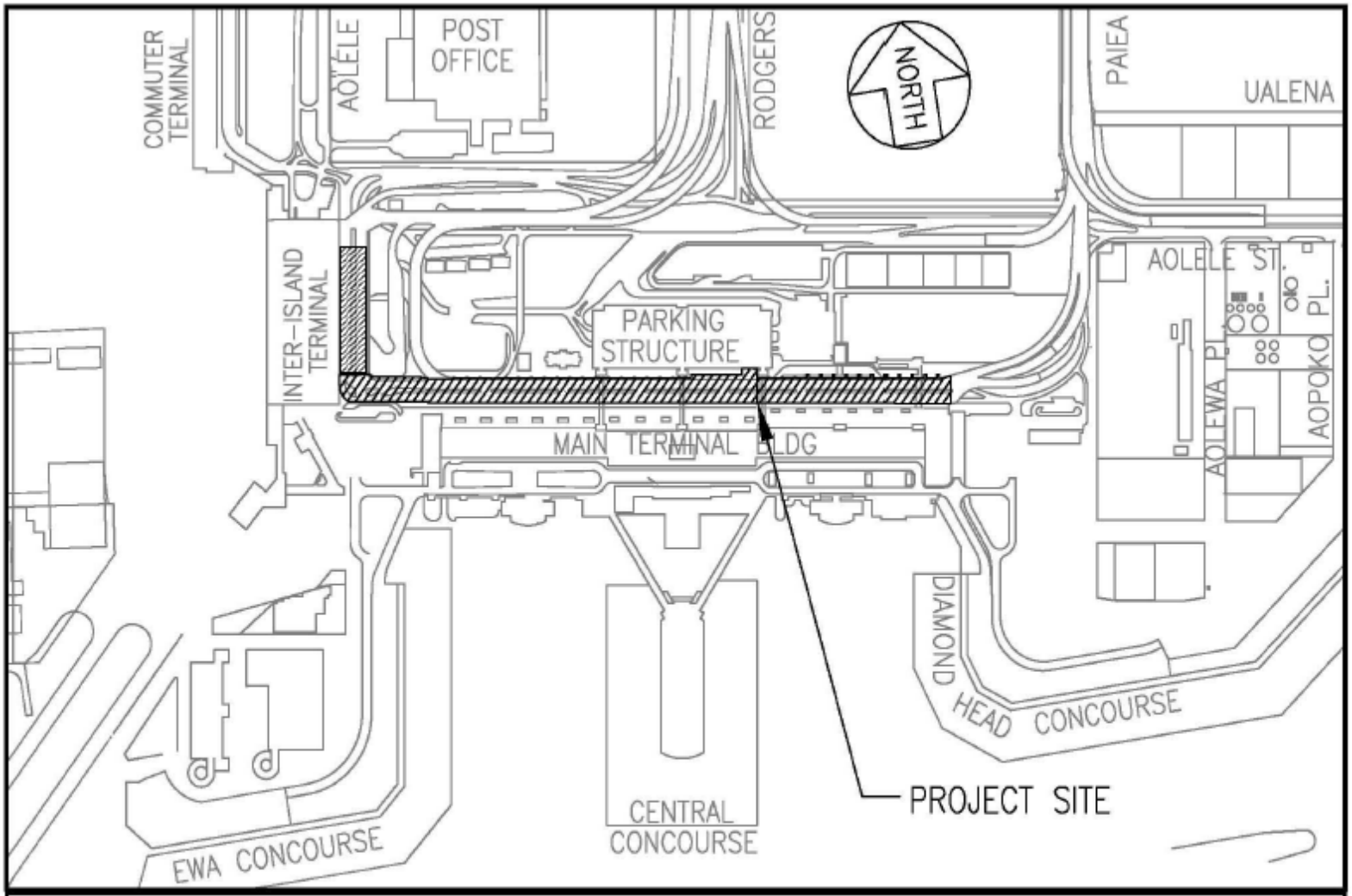
Several factors contributed to the increase in the PFC project amount. One factor is the increase in quantities and costs from the preliminary design submitted in the original application to the actual construction costs submitted in this amendment. Another factor is resolving unforeseen conditions such as removal of deteriorated concrete topping and waterproofing from the existing concrete deck and installation of concrete curb and additional topping slabs at the existing deck areas to provide proper drainage for the new concrete sidewalk and railing. FAA reviewed and approved the extra work to be PFC eligible.

Project Schedule Revised in this Amendment:

Estimated Project Implementation Date (Month and Year):	November 2015
Estimated Project Completion Date (Month and Year):	July 2018

Financial Plan Revised in this Amendment:

PFC Funds:	Pay-as-you-go	$	
	Bond Capital	$	11,962,945
	Bond Financing & Interest	$	14,932,725
***Subtotal PFC Funds:		$	26,895,670
Existing AIP Funds:		$	
Anticipated AIP Funds:		$	
***Subtotal Anticipated AIP Funds:		$	
Other Funds:	State Special Funds (design)	$	200,000
	Bond Funds	$	305,459
***Subtotal Other Funds:		$	505,459
Total Project Cost:		**$**	**27,401,129**



TRN xxx CPN xxxx

HNL OST 2ND LEVEL ROADWAY IMPROVEMENTS
STATE PROJECT NO. A01033-21
HONOLULU INTERNATIONAL AIRPORT

SCALE: 1"=500'

5. <u>TERMINAL IMPROVEMENTS TO SHUTTLE STATIONS BETWEEN GATES 6 TO 62</u>

DANIEL K. INOUYE INTERNATIONAL AIRPORT (FORMERLY KNOWN AS HONOLULU INTERNATIONAL AIRPORT), OAHU, HAWAII
State Project Number: AO1041-13

Project Description:

This project provides for construction, construction management services, and financing costs for the following scope of work:

There are two shuttle stations located on the 3rd floor of the Overseas Terminal of the Daniel K. Inouye International Airport (HNL). At the Diamond Head Station (located on the 3rd floor above Gates 12 & 13) and at the Ewa Station (located on the 3rd floor above Gates 24 & 25), work includes construction of wind screens along the perimeter roof line, increasing the overall floor slope for drainage purposes, and reroofing both of the shuttle bus stations. At the Ewa Station, work includes installation of glazed canopies over the open landscaped areas adjacent at the escalators at the Ewa Wiki-Wiki shuttle bus station.

The scope of work also includes approximately 22,200 SF of work area at the Ewa Station and approximately 28,400 SF of work area at the Diamond Head Station. Work includes removal and replacement of waterproofing, installing a 4-inch thick topping slab, concrete spall repairs, caulking and sealing, electrical work, and approximately 8,700 SF of rain screens at both bus stations. Also included is incidental work such as demolition, sawcutting, asbestos abatement, and temporary covered walkways and barricades.

Significant Contribution:

No significant contribution.

Project Objective:

The objective of this project is to preserve and enhance safety by providing for the safe movement of passengers from Gate 6 to Gate 62 on the 3rd floor of the terminal buildings of HNL by eliminating slip hazards and water intrusion into the bus stations and the escalators connecting to the terminal below. Utilizing the shuttle bus system are nearly 9 million passengers per year. During CY2012, HNL had approximately 18.4 million annual passengers.

The project will also preserve safety by ensuring compliance with The Americans with Disability Act (ADA) and Occupational Safety and Health Act (OSHA) requirements. Compliance work includes reducing slope hazards to meet slope requirements, reducing current ponding conditions with the installation of rain screens, correcting floor elevations

and drainage at both the Diamond Head and Ewa Stations, and installing a glazed canopy over a landscaped area at the Ewa Station.

Project Justification:

Basis for eligibility: Paragraph 601 and 612 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

The shuttle system was built in 1973 on the 3rd floor of the Overseas Terminal. Over the past 40 years, multiple projects at the shuttle stations have been undertaken to enhance and maintain the stations. In 1995, the connection to the Interisland Terminal was constructed to provide access to a shuttle station located on the 3rd floor of the new Interisland Terminal. The shuttle system is used by airport passengers only and is not revenue generating. The shuttle system does not connect to any public buses, automobile parking or rental car areas.

Shuttle Bus Operations: The shuttle system provides an intra-terminal transportation system for "screened" passengers on the 3rd floor of the Overseas and Interisland Terminals on the secured airside from Gate 6 to Gate 62.

After clearing security, departing overseas passengers may catch a shuttle bus on the 3rd level of the Overseas Terminal to ride to their gate in the Diamond Head Concourse, the Ewa Concourse, or the Interisland Terminal. (See sketches on pages 102A & 102B in the PFC Application Nos. 13-05-C-00-***.)

Arriving overseas passengers in the Diamond Head or Ewa Concourses may catch a shuttle bus, outside of their gates to the main terminal, or to the Interisland terminal. Passengers are dropped off near escalators and elevators to the Baggage Claim area. Passengers checking in at the Interisland Terminal for a mainland flight in the Overseas Terminal may catch a bus on the 3rd level to ride to their gate.

The shuttle system serves the passengers of all air carriers departing from Gates 6 to 62 such as United Airlines, Delta Airlines, Alaska Airlines, American Airlines, Hawaiian Airlines, Omni Air, Japan Airlines, All Nippon Airways, Air Canada, Air New Zealand, Asia Pacific Airlines, China Airlines, China Eastern Airlines, Jetstar Airways, Korean Air, Philippine Airlines, Qantas Airways, U. S. Airways and WestJet.

The shuttle roadway and shuttle stations are integrated into the Overseas Terminal on the 3rd floor only. The stations are linked by escalators and elevators to gates and ticket lobbies on the 2nd level. One station is located at the Ewa (west) end of the terminal accessing the International Arrivals Building, Ticket Lobbies 4 and 5, Gates 24 through 34, and Baggage Claims D, E & F), and the other station located at the Diamond Head (east) end of the terminal accessing Ticket Lobbies 6 through 8, and Gates 6 through 12). Gates 14 through 23 can be accessed from either one of the shuttle bus stations.

During wet and windy weather conditions, the two Wiki-Wiki Shuttle Stations are routinely subject to wet and slippery conditions. The flooring surface of the Wiki-Wiki Shuttle Station

can best be described as flat. Any moisture that enters the transit station tends to form "ponds" and at times, overflows causing damage to the escalators and elevators.

By replacing the roof, incorporating rain screens, and altering the flooring slope of the transit stations (from "level" to the maximum permissible by ADA standards), pedestrian safety levels will be increased. A portion of the wind driven rain will be "blocked" from entering the transit stations. Any moisture that enters the transit station will flow towards designated drain inlets, thereby eliminating ponding conditions, and will convey rainwater away from all mechanical/electrical equipment.

Construction of these improvements was previously included in Grant 3-15-0005-51 dated 9/6/2001 in the amount of $7,881,562 for State Project No. AO1013-02. However, the grant was insufficient and this work was deferred to this project.

Estimated Project Implementation Date (Month and Year): September 2014
Estimated Project Completion Date (Month and Year): September 2015

PFC Type: Impose & Use

Level of Collection: $3.00

Financial Plan Approved in the PFC Application:

PFC Funds:	Pay-as-you-go	$	
	Bond Capital	$	2,500,000
	Bond Financing & Interest	$	3,301,950
***Subtotal PFC Funds:		$	5,801,950
Existing AIP Funds:			
Grant No. 3-15-0005-081 (design)		$	150,000
Anticipated AIP Funds:			
Fiscal Year 2014 Entitlement		$	2,700,000
***Subtotal Anticipated AIP Funds:		$	2,850,000
Other Funds:	State Special Funds	$	50,000
***Subtotal Other Funds:		$	50,000
Total Project Cost:		**$**	**8,701,950**

Proposed Changes in this Amendment:

The total PFC revenue approved for impose and use on the PFC eligible costs for this project including construction and construction management services increased from $2,500,000 to $7,127,578. In additional, the bond financing increased from $3,301,950 to $6,617,369. The total increase requested in this amendment is $7,942,997.

Amendment Justification:

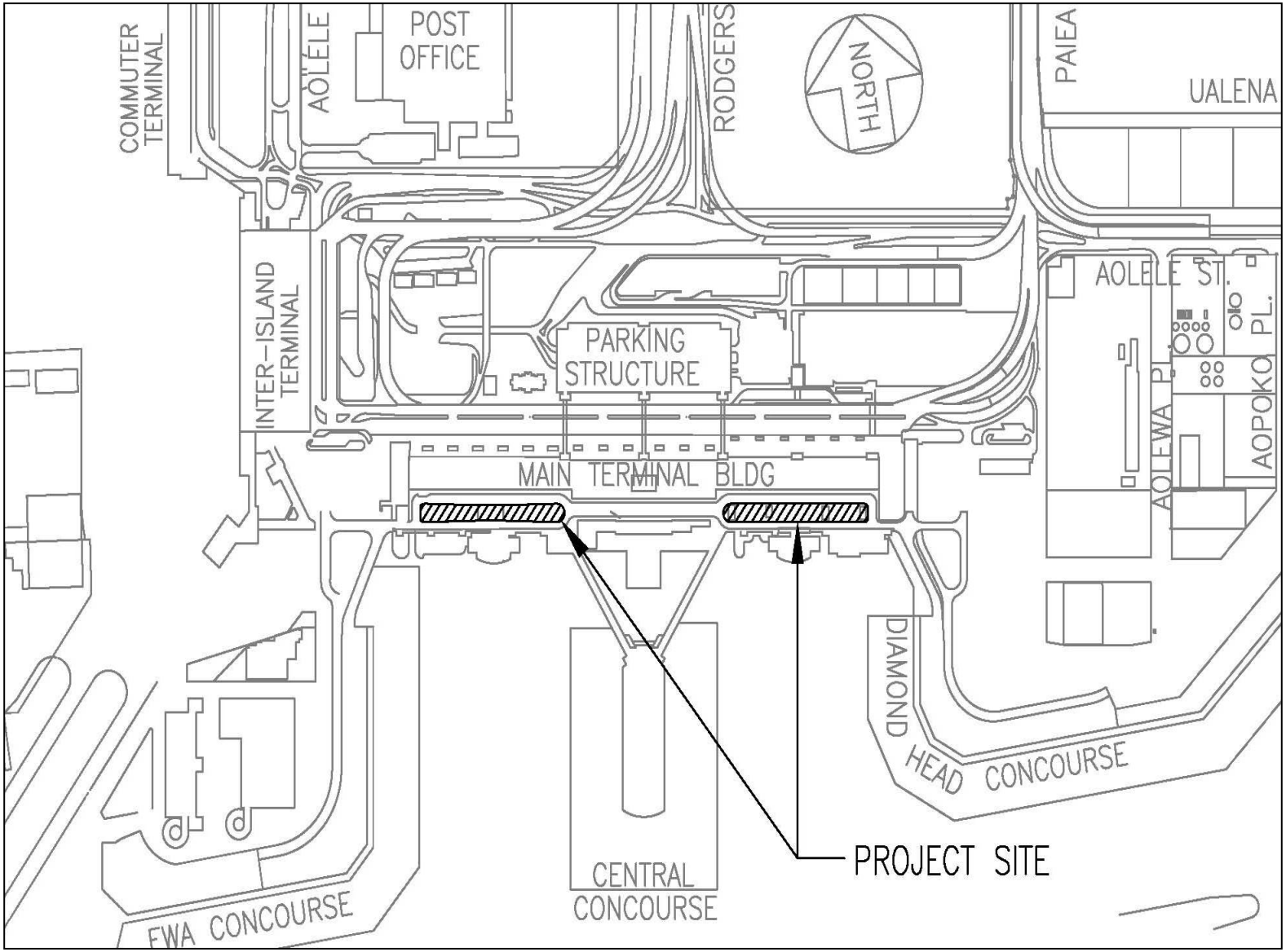
Several factors contributed to the increase in the PFC project amount. One factor is the increase in quantities and costs from the preliminary design estimate submitted in the original application to the actual construction cost submitted in this amendment. Another factor is the construction management contract was assumed to be federally funded in the original application; however, it never received a federal grant and was funded completely by the State. This cost incurred by the State is PFC eligible and qualifies for reimbursement. Another factor is resolving unforeseen conditions such as removal and installation of a new metal deck to replace the deteriorated existing metal deck and installing a new Westcoat MACoat Floor Coating System which was deemed to be better suited for the project area and its heavy use than the original designed Miracoat System. FAA reviewed and approved the extra work to be PFC eligible.

Project Schedule Revised in this Amendment:

Estimated Project Implementation Date (Month and Year):	December 2014
Estimated Project Completion Date (Month and Year):	May 2019

Financial Plan Revised in this Amendment:

PFC Funds:	Pay-as-you-go	$ 2,000,000
	Bond Capital	$ 5,127,578
	Bond Financing & Interest	$ 6,617,369
***Subtotal PFC Funds:		$ 13,744,947
Existing AIP Funds:		
Grant No. 3-15-0005-118 (construction)		$ 6,010,455
Anticipated AIP Funds:		$
***Subtotal Anticipated AIP Funds:		$ 6,010,455
Other Funds:	State Bond Funds	$ 1,201,542
***Subtotal Other Funds:		$ 1,201,542
Total Project Cost:		**$ 20,956,944**



WIKI-WIKI SHUTTLE STATION IMPROVEMENTS
PROJECT NO. AO1041-13
DANIEL K. INOUYE INTERNATIONAL AIRPORT

6. HNL – OST TERMINAL METAL ROOF REPLACEMENT

DANIEL K. INOUYE INTERNATIONAL AIRPORT (FORMERLY KNOWN AS HONOLULU INTERNATIONAL AIRPORT), OAHU, HAWAII
State Project Number: AO1043-28

Project Description:

This project provides for the construction, construction management services, and financing costs necessary to replace and reconfigure the metal roof canopy and the sidewalk area used as the passenger loading/unloading area along the 2nd level roadway (also known as the "departure" roadway) at Daniel K. Inouye International Airport (HNL).

The scope of work includes replacement and reconfiguration of the metal roof canopy and structural framing approximately 38,930 SF in total area. The canopy height will be increased and slightly extended. Along the entire length of the canopy, all lighting and signage will be replaced. The existing planter boxes will be demolished and the area restored to provide additional sidewalk space. The scope of work also includes concrete spall repairs, expansion joint replacement, drainage work, painting, electrical and other related work.

Upon completion of this project, the new roof area will be expanded to approximately 146,400 SF. The completed project provides a larger covered area for the loading and unloading of passengers into the Overseas Terminal ticket lobby area.

Significant Contribution:

No significant contribution

Project Objective:

The objective of this project is to preserve safety during the movement of passengers and baggage into the 2nd level of the Overseas Terminal. This sidewalk area serves as the drop-off/pick-up area for passengers entering the ticket lobbies of the Overseas Terminal.

No exclusive use areas are associated with this project. All areas of the project are used for public access to the terminal building.

The metal roof canopy is designed to provide shelter along the passenger drop-off area. During peak departure periods, there is insufficient sidewalk space causing the sidewalk adjacent to the roadway to fill to capacity, resulting in accessibility problems. The metal roof canopy requires replacement due to corrosion of both the structural elements and the peripheral metal items, and degradation of the roof drainage system.

The 2nd level area fronting the International Arrivals Building is currently used as a bus pick-up for many of the arriving international Group Tour visitors. The relatively low height clearance of the existing metal roof canopy prevents the oversized buses from parking near the curb line. As a result, the boarding passengers must either first step onto the roadway (off from the sidewalk) or take a big step from the sidewalk to board these buses.

Project Justification:

Basis for eligibility: Paragraph 621 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

The metal roof, constructed in 1971, extends over the walkway to provide shelter for pedestrians on the 2nd Level sidewalk adjacent to the vehicular drop-off area. In its present day condition, the metal roof requires replacement and upgrades for safety and efficiency.

This walkway and the canopy run the length of the terminal building and are an integral part of the terminal facility. The sidewalk provides the loading/unloading area for passengers accessing the Ticket Lobbies in the Overseas Terminal building. The canopy over the sidewalk area is necessary to protect passengers from weather in the loading/unloading area.

The existing metal roof canopy is corroded. Both the structural elements and peripheral metal items of the existing roof require replacement. The roof drainage system has degraded, and gutter, roof drains and associated drain piping require extensive repair and/or replacement to restore proper drainage. Signage and roadway lighting is insufficient for motorist orientation to the Ticket Lobbies and Airlines.

The existing canopy's low clearance prevents oversized buses from parking near the curb, requiring passengers to step into the roadway to board the bus. During heavy rains, puddles form curbside creating additional hazards for passengers boarding the buses. The sidewalk area is limited where groups congregate; removal of the planter boxes will allow widening of the sidewalk area.

Estimated Project Implementation Date (Month and Year): September 2014
Estimated Project Completion Date (Month and Year): December 2015

PFC Type: Impose & Use

Level of Collection: $3.00

Financial Plan Approved in the PFC Application:

PFC Funds:	Pay-as-you-go	$	
	Bond Capital	$	3,375,000
	Bond Financing & Interest	$	4,457,632
***Subtotal PFC Funds:		$	7,832,632
Existing AIP Funds:			
Grant No. 3-15-0005-081 (design)		$	325,085
Anticipated AIP Funds:			
Fiscal Year 2014 Entitlement		$	8,475,000
***Subtotal Anticipated AIP Funds:		$	8,800,085
Other Funds:	State Special Funds	$	
***Subtotal Other Funds:		$	
Total Project Cost:		**$**	**16,632,717**

Proposed Changes in this Amendment:

The total PFC revenue approved for impose and use on the PFC eligible costs for this project including construction and construction management services increased from $3,375,000 to $7,481,049. In additional, the bond financing increased from $4,457,632 to $6,019,503. The total increase requested in this amendment is $5,667,920.

Amendment Justification:

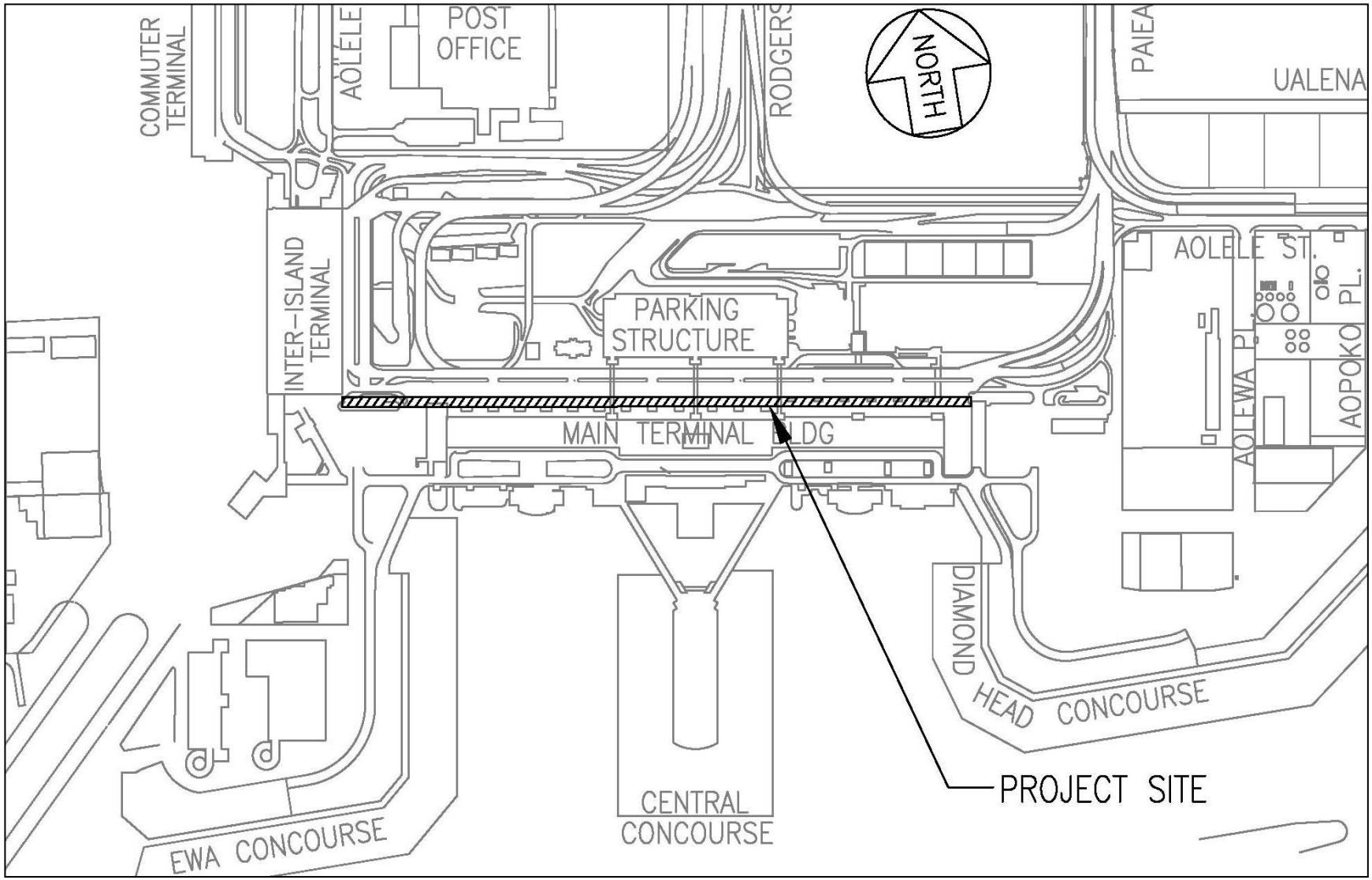
Several factors contributed to the increase in the PFC project amount. One factor is the increase in quantities and costs from the preliminary design estimate submitted in the original application to the actual construction cost submitted in this amendment. Another factor is that the construction management contract was assumed to be federally funded in the original application but it never received a federal grant and was funded completely by the State. This cost incurred by the State is PFC eligible and qualifies for reimbursement of the State's funds for construction management. Another factor is resolving unforeseen conditions such as installation of anchor bolts, at the existing columns and the metal canopy, and the removal of corroded portions of the existing steel beams, and the application of steel protective coatings at the treated areas which was not anticipated during the design phase. FAA reviewed and approved the extra work to be PFC eligible.

Project Schedule Revised in this Amendment:

Estimated Project Implementation Date (Month and Year):	October 2014
Estimated Project Completion Date (Month and Year):	November 2018

Financial Plan Revised in this Amendment:

PFC Funds:	Pay-as-you-go	$ 2,600,000
	Bond Capital	$ 4,881,049
	Bond Financing & Interest	$ 6,019,503
***Subtotal PFC Funds:		$ 13,500,552
Existing AIP Funds:		
Grant No. 3-15-0005-117 (construction)		$ 9,290,902
Anticipated AIP Funds:		$
***Subtotal Anticipated AIP Funds:		$ 9,290,902
Other Funds:	State Bond Funds	$ 1,425,269
***Subtotal Other Funds:		$ 1,425,269
Total Project Cost:		**$ 24,216,723**



HNL – OST TERMINAL METAL ROOF REPLACEMENT
PROJECT NO. AO1043-28
DANIEL K. INOUYE INTERNATIONAL AIRPORT

7. <u>OVERSEAS TERMINAL – LOADING BRIDGES (GATES 29 – 34)</u>
DANIEL K. INOUYE INTERNATIONAL AIRPORT (FORMERLY KNOWN AS HONOLULU INTERNATIONAL AIRPORT), OAHU, HAWAII
State Project Number: AO1103-16

Project Description:

This project provides for the reimbursement of the State's matching funds for construction under an FY13 AIP Entitlement Grant (number to be assigned); and construction management services and financing costs necessary to replace a total of twelve (12) loading bridges at Gates 29A, 29B, 30A, 30B, 31A, 31B, 32A, 32B, 33A, 33B, 34A and 34B in the Overseas Terminal.

The scope of work includes demolition of the existing loading bridges, related improvements to the common-use boarding areas at the gates where the bridges are being replaced, such as electrical work, restriping of the aircraft lead-in and safety envelope lines, and removal and re-installation of the electronic card access readers at the service entrances and control consoles.

Significant Contribution:

Replacement of the existing passenger loading bridges in the Overseas Terminal will significantly improve safety during operations. The existing bridges must be moved into place solely by an operator allowing the potential for damage to aircraft. New controls on the bridges will provide variable speed movement allowing more precise maneuvering which will decrease the chances of aircraft damage. The radial bridges at Gates 29 and 30 will be replaced with apron drive bridges which allow variable positioning reducing the chance of unwanted and possible damaging contact with the aircraft.

This project provides a significant contribution by preserving the safety of passengers and providing a method for compliance with Advisory Circular (AC) 150/5220-21C, Aircraft Boarding Equipment. Passenger loading bridges provide a simple, fast, and dignified boarding of all passengers regardless of their physical, sensory or cognitive capabilities.

Project Objective:

The objective of this project is to preserve and enhance safety by replacing loading bridges that have been in operation beyond their expected service life of 20 years. These loading bridges were originally installed in 1993.

Replacement of the loading bridges will improve reliability, efficiency, and reduce recurring maintenance costs. The new design of the loading bridge replacements will reduce the risk of damage to aircraft while providing a consistent, highly efficient and faster docking process.

Project Justification:

Basis for eligibility: Paragraph 600 of FAA Order 5100.38C, AIP Handbook (June 28, 2005).

A spreadsheet showing the inventory of loading bridges for HNL is included on pages 126c and 126d in the PFC Application Nos. 13-05-C-00-***.

Originally installed in 1993, the existing loading bridges are now at the end of the designed service life. The new bridges are designed to have a service life of 25 to 30 years rather than the standard 15 to 20 years. Reducing the number replacements also reduces service interruptions at the gates.

Replacing the loading bridges also significantly improves safety during operation. New controls on the bridges will provide variable speed movement allowing more precise maneuvering which will decrease the chances of aircraft damage. The radial bridges at Gates 29 and 30 will be replaced with apron drive bridges which allows variable positioning reducing the chance of unwanted and possible damaging contact with the aircraft.

The apron markings will be updated using the newest software available to optimize aircraft parking that will allow carriers to best utilize the passenger loading bridges in their operations.

The replacement will also allow the State to replace obsolete control systems that are currently in use. Parts for the specialized control nodes (black box controllers) in the existing bridges are unavailable. The controllers can only be repaired or refurbished. Lead times for repairs or special orders for refurbished units are in the 12 to 16 week range with no guaranties the repaired/refurbished parts will work properly. On the other hand, the software and hardware for the new computer controlled programmable logic controllers on the new bridges are readily available and facilitates quicker repair times that reduce outages. These parts are more readily available because they are used in multiple industrial applications, not just in loading bridges. This gives us a more stable platform and will allow us to reduce outage time during component failures. Reduced outage times result in smoother operations at the gates. This in turn provides the airlines with the option for more efficient gate operations.

Safety Compliance: Passenger loading bridges are specifically designed to extend from a terminal's departure holdroom doorway to the aircraft boarding door to provide a safe transition for all passengers. The bridge also provides complete protection for the passenger from inclement weather, aircraft noise, and protection from any ramp fuel spill fires (National Fire Protection Act (NFPA) 415).

Passenger loading bridges provide a simple, fast, and dignified boarding of all passengers regardless of their physical, sensory or cognitive capabilities, and a method for compliance with Advisory Circular (AC) 150/5220-21C, Aircraft Boarding Equipment.

Estimated Project Implementation Date (Month and Year): December 2013
Estimated Project Completion Date (Month and Year): December 2014

PFC Type: Impose & Use

Level of Collection: $4.50

Financial Plan Approved in the PFC Application:

PFC Funds:	Pay-as-you-go	$	
	Bond Capital	$	3,900,000
	Bond Financing & Interest	$	5,151,042
***Subtotal PFC Funds:		$	9,051,042
Existing AIP Funds:		$	
Anticipated AIP Funds:			
Fiscal Year 2013 Entitlement		$	6,750,000
***Subtotal Anticipated AIP Funds:		$	
Other Funds:	State Special Funds	$	
***Subtotal Other Funds:		$	
Total Project Cost:		**$**	**15,801,042**

Proposed Changes in this Amendment:

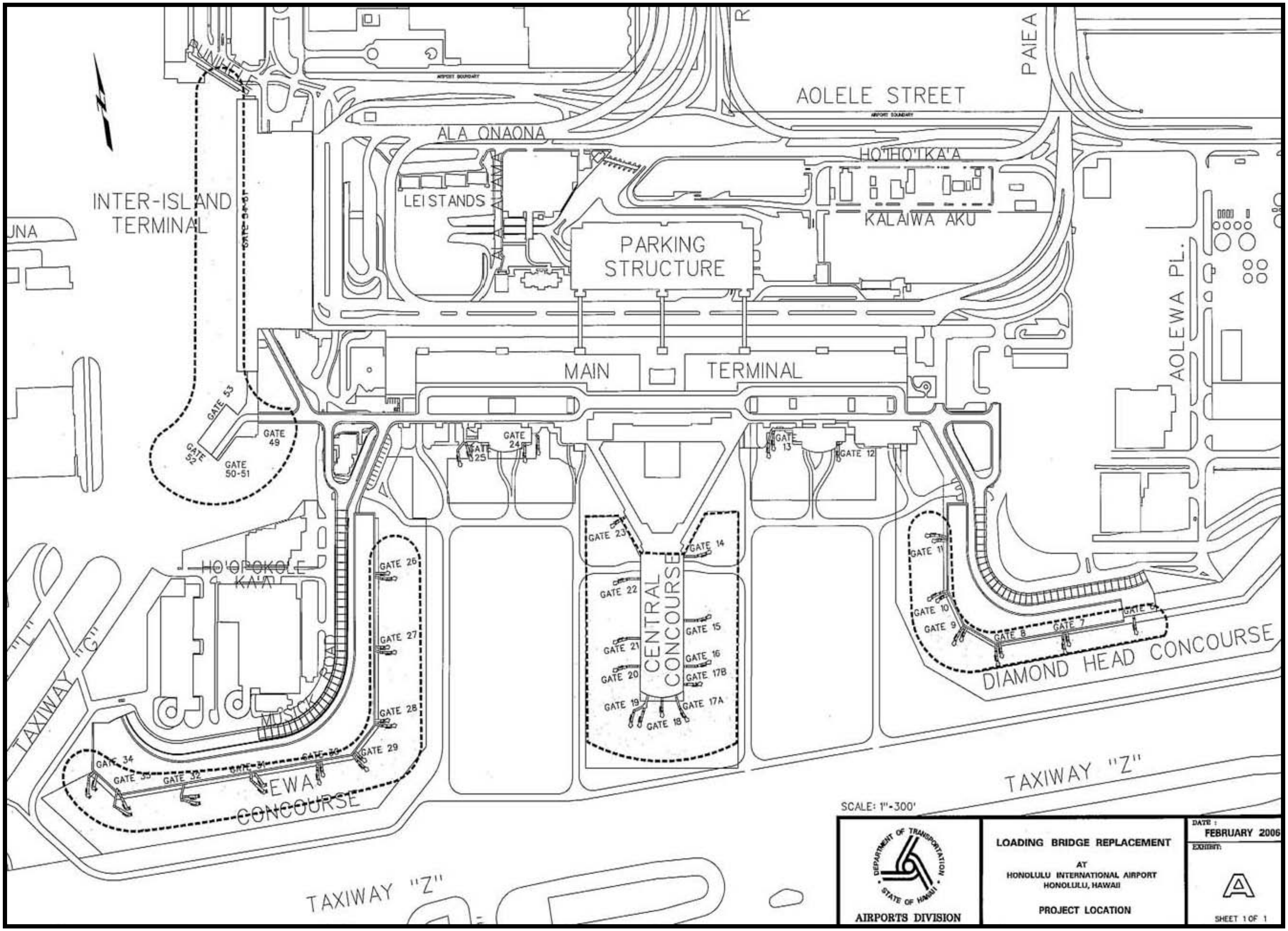
None.

Amendment Justification:

None.

Financial Plan Revised in this Amendment:

No changes to the amount approved in the PFC Application.


AOLELE STREET
PAIEA
ALA ONAONA
HO'OHO'IKA'A
KALAIWA AKU
LEISTANDS
INTER-ISLAND TERMINAL
PARKING STRUCTURE
MAIN TERMINAL
AOLEWA PL.
HO'OPOKOLE KA'A
CENTRAL CONCOURSE
DIAMOND HEAD CONCOURSE
EWA CONCOURSE
TAXIWAY "Z"
TAXIWAY "Z"
GATE 49
GATE 50-51
GATE 52
GATE 53
GATE 24
GATE 25
GATE 13
GATE 12
GATE 14
GATE 15
GATE 16
GATE 17A
GATE 17B
GATE 18
GATE 19
GATE 20
GATE 21
GATE 22
GATE 23
GATE 26
GATE 27
GATE 28
GATE 29
GATE 32
GATE 33
GATE 34
GATE 7
GATE 8
GATE 9
GATE 10
GATE 11
SCALE: 1"-300'
AIRPORTS DIVISION
LOADING BRIDGE REPLACEMENT
AT
HONOLULU INTERNATIONAL AIRPORT
HONOLULU, HAWAII
PROJECT LOCATION
DATE: FEBRUARY 2006
EXHIBIT: A
SHEET 1 OF 1

8. NEW MAUKA CONCOURSE – AIRCRAFT PARKING APRON

DANIEL K. INOUYE INTERNATIONAL AIRPORT (FORMERLY KNOWN AS HONOLULU INTERNATIONAL AIRPORT), OAHU, HAWAII
State Project Number: AO1123-30A

Project Description:

This project provides for the construction, construction management and financing costs required to reconstruct the existing airfield and construct a new aircraft parking apron for the new Mauka Concourse (see Project 11 – New Mauka Concourse). The project includes installation of jet blast fencing, 400 Hz, lighting, hydrant fueling, construction of the aircraft parking apron for the new Mauka Concourse. The scope of work includes construction of the primary taxilanes providing access to and from the new Mauka Concourse Aircraft Parking Apron.

From the existing Interisland Terminal to the end of the airfield area, work includes the construction of the following:

4,500 LF of 75-foot wide asphalt taxilanes with full length shoulders
423,486 SF of concrete hardstand pavement

The scope of work includes airfield drainage with a detention basin and permanent post construction best management practice measures, hardstand and exterior airfield lighting and foundations, fencing, airfield striping and markings, signage, installation of a jet-blast fence including foundations and retaining walls, and an extension of the fuel hydrant system for the new gates.

Fuel Hydrant System Extension: Extension of the fuel hydrant system from the gates fronting the existing Inter-Island Terminal to the new gates is included in the scope of this project. A new 10-inch fuel line, 635 LF long, will be installed to the north of the new Mauka Extension. This line will tie into the existing 10-inch fuel line which runs in the north-south direction on the Ewa side of the building. There will also be 21 new hydrant pits and several high point drains and low point pump outs installed along all the fuel lines serving the Mauka Extension building.

Significant Contribution:

HNL has a shortage of gates during the peak hours of 11 AM through 1:30 PM. Due to the existing gate restrictions, not all of the gates at HNL can accommodate the larger ADG V aircraft. Currently during peak hours, towing occurs regularly for six daily International flights: four Japan Airlines (JAL) flights and two Hawaiian Airlines (HA) flights. With new gates, towing could then be eliminated for international flights.

This project constructs the new concrete hardstand for the aircraft parking positions at the new Mauka Concourse which will provide twelve (12) new gates. This project also

reconstructs the existing airfield as part of the new movement area for aircraft accessing the gates at the new Mauka Concourse.

Construction of new gates allows the domestic flights using ADG V aircraft at the Ewa Concourse (Gates 29 to 34) to be reassigned to the Mauka Concourse, thus freeing up gates at the Ewa Concourse. International air carriers will then be accommodated at gates closer to the International Arrivals Building by assigning their flights to gates now available on the Ewa Concourse (Gates 29 to 34).

This project will provide a significant contribution by reducing the current, and anticipated, congestion during the peak hours of 11 AM through 1:30 PM by providing new gates capable of handling the new larger ADG V aircraft.

Project Objective:

This project is intended to enhance capacity during the peak hours by reducing delays caused by towing of aircraft between gates and hardstands. This project will construct the aircraft parking apron for the new Mauka Concourse gates.

The Mauka Concourse provides twelve new gates with an overall capability of accommodating ADG III, IV or V aircraft. This will allow any air carrier operating any of these aircraft types to utilize the new gates.

The project will provide the aircraft parking apron and related areas such as the air carrier and/or airport operations space, and aircraft fueling facilities directly under or adjacent to the gates and associated hold rooms in the new Mauka Concourse in accordance with Section 40117(a)(3)(F).

Project Justification:

Basis for eligibility: Paragraphs 525, 532, and 535 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

This project provides the aircraft parking apron and aircraft movement areas associated with Project 11 - New Mauka Concourse being constructed to expand gate capacity by adding twelve (12) new gates.

These new facilities are needed to accommodate an existing peak hour demand for gates and increased use of larger aircraft by the airlines. The increased number of gates provided by the new Mauka Concourse will assist in accommodating the peak traffic period at HNL.

The existing aircraft parking apron area was constructed in 1987 for use by ADG III and smaller aircraft. The pavement strength is currently not adequate to sustain airfield traffic for the heavier ADG IV and V aircraft. Also, the existing building footprint will be demolished with the new building footprint designed in an L-shape.

As defined in FAA AC 150/5300-13, *Airport Design*, an ADG is a grouping of airplanes based on wingspan or tail height; where an airplane is in two categories, the most demanding category is used. The new Mauka Concourse is designed to accommodate ADG III, IV and V aircraft.

ADG III aircraft are those with a wingspan of 79 feet up to but not including 118 feet, or tail height from 30 feet up to but not including 45 feet. Aircraft models included in ADG III that are currently in use at HNL include the Boeing 717-200 and Boeing 737-200.

ADG V aircraft are those with a wingspan of 171 feet up to but not including 214 feet, or tail height from 60 feet up to but not including 66 feet. Aircraft models included in ADG V that are currently in use, or on order for future use, at HNL include the Boeing 747, Boeing 777, Airbus A-330, and Airbus A-350. These aircraft are in use by Asiana Airlines, China Airlines, Delta Airlines, Hawaiian Airlines, Japan Airlines, Jetstar Airways, Korean Airlines, Omni Air International, Philippine Airlines, Qantas Airways, and United Airlines.

ADG IV aircraft fall between ADG III and ADG V wingspan and tail height dimensions, and include the Boeing 757 and Boeing 767. These aircraft are in use at HNL by Air Canada, Air New Zealand, All Nippon Airways, American, Delta Airlines, Hawaiian Airlines, Japan Airlines, Korean Airlines, Omni Air International, and United Airlines.

Estimated Project Implementation Date (Month and Year): June 2015
Estimated Project Completion Date (Month and Year): February 2017

PFC Type: Impose & Use

Level of Collection: $4.50

Financial Plan Approved in the PFC Application:

PFC Funds:	Pay-as-you-go	$
	Bond Capital	$ 45,394,327
	Bond Financing & Interest	$ 70,109,152
***Subtotal PFC Funds:		$ 115,503,479
Existing AIP Funds:		$
Anticipated AIP Funds:		$_____
***Subtotal Anticipated AIP Funds:		$
Other Funds:	State Special Funds	$_____
***Subtotal Other Funds:		$
Total Project Cost:		**$ 115,503,479**

Proposed Changes in this Amendment:

This approved project will be removed from PFC Application Nos. 13-05-C-00-***.

Amendment Justification:

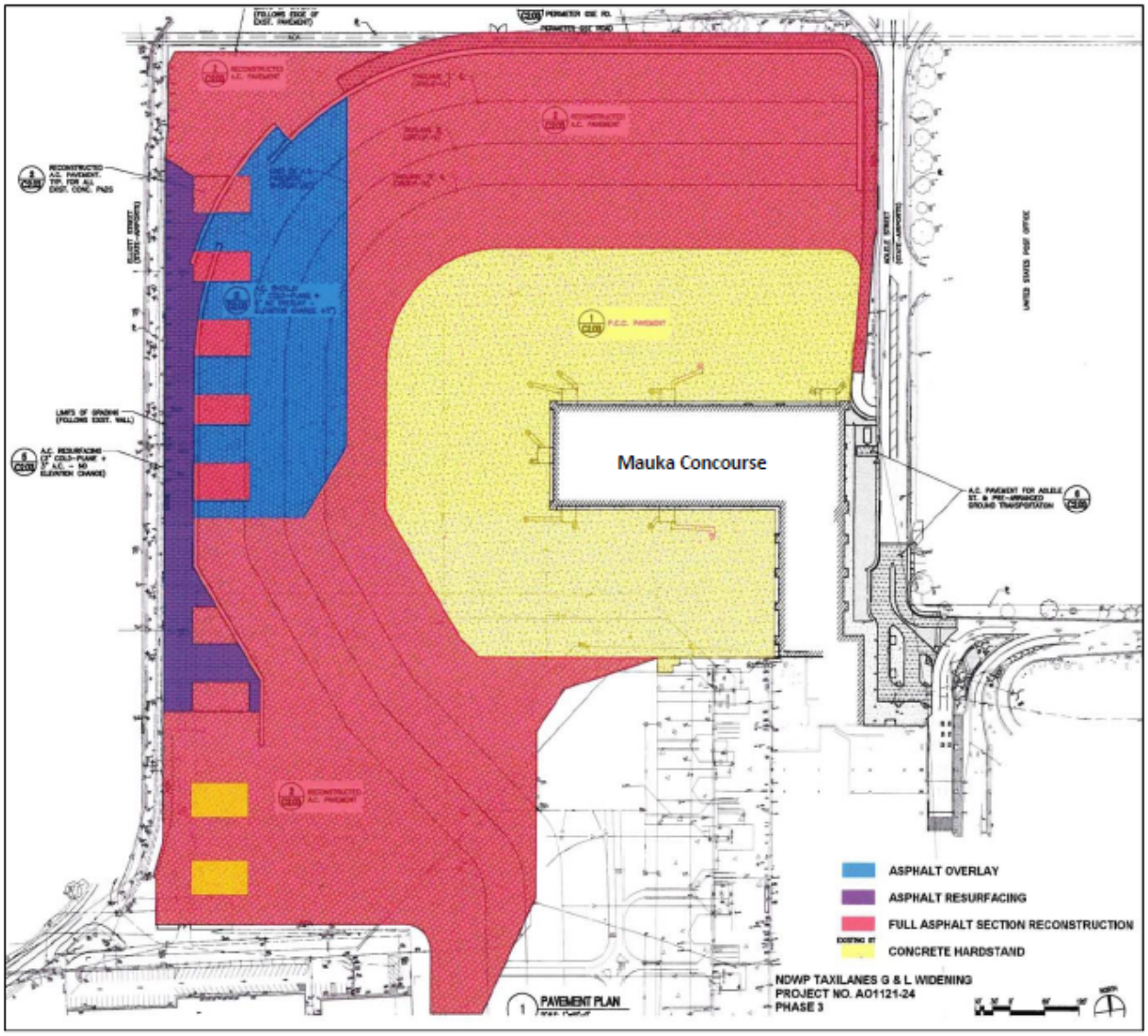
According to Chapter 4-18(a) of the FAA Order 5500.1, "the project must be implemented or scheduled for implementation within 2 years of the date of approval to use PFC revenue." This project started on September 13, 2016 which was almost 3 years after FAA's Final Agency Decision for PFC Application Nos. 13-05-C-00-*** issued on November 22, 2013. Therefore, this project does not have approval for use authority and will be removed from PFC Application Nos. 13-05-C-00-***.

Project Schedule Revised in this Amendment:

Estimated Project Implementation Date (Month and Year):	September 2016
Estimated Project Completion Date (Month and Year):	September 2020

Financial Plan Revised in this Amendment:

PFC Funds:	Pay-as-you-go	$	
	Bond Capital	$	0
	Bond Financing & Interest	$	0
***Subtotal PFC Funds:		$	0
Existing AIP Funds:		$	
Anticipated AIP Funds:		$	
***Subtotal Anticipated AIP Funds:		$	
Other Funds:	State Special Funds	$	
***Subtotal Other Funds:		$	
Total Project Cost:		**$**	**0**



PAVEMENT SECTIONS
NEW MAUKA CONCOURSE – AIRCRAFT PARKING APRON
STATE PROJECT NO. AO1123-30A
DANIEL K. INOUYE INTERNATIONAL AIRPORT

9. NEW MAUKA CONCOURSE

DANIEL K. INOUYE INTERNATIONAL AIRPORT (FORMERLY KNOWN AS HONOLULU INTERNATIONAL AIRPORT), OAHU, HAWAII
State Project Number: AO1123-30

Project Description:

This project will provide for construction and construction management services and financing costs required to construct the New Mauka Concourse building.

The New Mauka Concourse building footprint will be approximately 257,360 square feet in area consisting of airline gates capable of accommodating six (6) wide-body aircraft, six (6) new hold rooms, operations areas, new security screening lanes, concessions, a restroom and service core, common areas and public area furnishings, space for an airline Premier Club, elevators, escalators, moving walkways, passenger loading bridges, fixtures and equipment and other associated work integral to the building construction.

Demolition of Existing Facilities: The scope of work for this project includes demolition of the existing commuter terminal building and ground level parking lot to allow for the construction of the new concourse and modifications to the existing roadways.

Construction of a new commuter terminal building is NOT included in this project. The State will provide its own funds for the construction of a new commuter terminal building under State Project No. AO1150-05. These projects are not included in the PFC Application Nos 13-05-C-00-**.

New Mauka Concourse Building: The scope of work includes demolition of the existing commuter terminal building, site work for the new concourse building, construction of the new concourse building, utilities, 400Hz ground power, preconditioned air for passenger loading bridges, twelve (12) passenger loading bridges, and a replacement passenger loading bridge for Gate 61.

The work of scope also includes landside pavement, landside drainage system, water, sewer and non-potable water, landscaping, irrigation, building foundations, building superstructure, roofing elevators, escalators, interior finishes, fixed furnishings, holdroom seating, agriculture check x-ray machines, mechanical, interior and exterior electrical, plumbing, fire protection, fire alarm, HVAC systems, emergency distribution system, interior and exterior lighting, security and common-use gate management system, a common-use flight information display system, EMCS system, interior and exterior telecom work, irrigation system, a ground transportation center, and related incidental work.

Aircraft Parking Apron for the new Mauka Concourse: A new aircraft parking apron for the new Mauka Concourse will be constructed under a separate project. Please refer to Project 10 – New Mauka Concourse - Aircraft Parking Apron, State Project No. AO1123-30A of the PFC Application Nos. 13-05-C-00-***.

Passenger Loading Bridges: This project will purchase and install twelve (12) new passenger loading bridges at Gates 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, and 73. The scope of work includes construction of the foundations, electrical work and installation of fixed extension walkways. The 400Hz and potable water are included in bridge cost.

This project will also purchase and install one (1) new passenger loading bridge at Gate 61 in the existing Interisland Terminal building. The loading bridge for this gate requires modification to accommodate construction of the new Mauka Extension to the Interisland Terminal building.

PFC Eligibility: The total building square footage is approximately 257,360 SF which consists of approximately 118,296 SF in public space and approximately 139,064 SF in exclusive-use areas such as concessions, airline lounge and other non-public areas. Based upon the space eligibility analysis, approximately 46 percent of the Mauka Concourse building and associated expenses are PFC-eligible.

As shown below, construction of this project will result in a net increase of 12 gates. There will be no change to the number of ticket counters or baggage facilities.

Terminal Area	Gate Nos.	No. of Ticket Counters	No. of Loading Bridges	Baggage Claim Facilities
Current Airport Facility – 2013		206	74	28
International Arrivals Building	-	-	-	5
Diamond Head Concourse	Gates 6 – 11	11	11	-
Central Concourse	Gates 12 – 25	19	19	-
Ewa Concourse	Gates 26 – 34		18	-
Interisland Terminal	Gates 49 – 61		13	6
Commuter Terminal (aircraft parking positions)	Gates 71 – 80	16	13	2
Construction of New Mauka Concourse		0	12	0
New Mauka Concourse	Gates 62 – 67	-	12	-
Demolition of existing Commuter Building	Gates 71 – 80	(16)	(10)	(2)
New Commuter Terminal	Not assigned	16	10	2
Completed Airport Facility – 2018		206	86	28

Significant Contribution:

There is a shortage of gates during the peak hours of 11 AM through 1:30 PM. Due to the existing gate restrictions, not all of the gates at HNL can accommodate the larger ADG V aircraft. Currently during peak hours, towing occurs regularly for six daily international flights: four Japan Airlines (JAL) flights and two Hawaiian Airlines (HA) flights. With new gates, towing could then be eliminated for international flights.

Construction of new gates will allow the domestic flights using ADG V aircraft at the Ewa Concourse (Gates 29 to 34) to be reassigned to the Mauka Concourse. By freeing up gates at the Ewa Concourse, competition could be increased for any carrier with ADG IV, V or VI

aircraft. International air carriers will be accommodated at gates closer to the International Arrivals Building by assigning their flights to gates now available on the Ewa Concourse (Gates 29 to 34).

This project will provide a significant contribution by eliminating the current and anticipated congestion at HNL with the construction of new gates capable of handling ADG III, IV or V aircraft. This will allow any air carrier operating any of these aircraft types to utilize the new gates.

Project Objective:

This project is intended to enhance capacity during the peak hours by reducing delays caused by towing of aircraft between gates and hardstands. This project will construct new gates capable of handling the new larger ADG IV/V aircraft.

The Mauka Concourse provides six new gatehouses, each with 2 passenger loading bridges for a total of 12 new gates with an overall capability of accommodating ADG III, IV or V aircraft. This will allow any air carrier operating any of these aircraft types to utilize the new gates.

The facility provides for the movement of passengers via public-use corridors to boarding areas, central waiting rooms, restrooms, holding areas (not exclusively leased to an air carrier), foyers and entryways, loading bridges, and a flight information display system which is available for use by all air carriers.

This gate flexibility will provide greater efficiency for concourse facilities by enhancing enplaning and deplaning of passengers and thereby reducing aircraft turnaround time and flight scheduling delays. Turnaround time of each aircraft directly affects the number of aircraft and passengers that can utilize each gate over the course of a day.

Project Justification:

Loading Bridges - Basis for eligibility: Paragraph 601 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

This project will expand gate capacity at the airport by constructing a new concourse approximately 260,000 SF in size which will provide twelve new ADG V capable gates. The facility includes a new 6-lane security checkpoint, six new holdrooms, and passenger circulation space including areas for concessions and restroom facilities. The passenger loading bridges are specifically designed to extend from the terminal departure holdroom doorway to the aircraft boarding door to provide a safe transition for all passengers. The bridge also provides complete protection for the passenger from inclement weather, aircraft noise, and protection from any ramp fuel spill fires (National Fire Protection Act [NFPA] 415). The bridges also provide a simple, fast, and dignified boarding of all passengers

regardless of their physical, sensory or cognitive capabilities, and a method for compliance with Advisory Circular (AC) 150/5220-21C, Aircraft Boarding Equipment.

These new facilities are needed to accommodate an existing peak hour demand for gates and increased use of larger aircraft by the airlines. The increased number of gates provided by the Mauka Concourse will assist in accommodating the peak traffic period at HNL.

Security Checkpoint: The TSA is working with the State during the design of this facility.

HNL Terminal Buildings:

To effectively discuss the Mauka Concourse project, and hopefully to eliminate the confusion of the terminal names and gates, a brief description of the terminals at HNL is shown below.

HNL has three terminal buildings which consist of the Overseas Terminal, the Interisland Terminal and the Commuter Terminal.

Overseas Terminal: The main Overseas Terminal has three concourses: Diamond Head Concourse (Gates 6 through 11); Central Concourse (Gates 12 through 25); and Ewa Concourse (Gates 26 through 34). Foreign arrivals are gated only at Gates 6 through 13 and Gates 24 through 34 due to access into the International Arrivals Building. Domestic arrivals can be gated at all gates in the Overseas Terminal and a few of the gates at the Interisland Terminal.

Interisland Terminal: This second terminal building is known as the Interisland Terminal [Gates 49 through 61). At the time of its opening in 1993, the Interisland Terminal building was intended primarily for use by the interisland carriers operating ADG III aircraft (Aloha Airlines and Hawaiian Airlines at the time). Although originally designed for interisland carriers operating ADG III aircraft, Gates 54 through 61 are designed to accommodate up to Group IV aircraft, with gate restrictions.

Constructed in 1995, the Makai Pier was designed and constructed as a second phase of the Interisland Terminal. Gates 49 through 53 are located in this section of the terminal building.

Commuter Terminal: The third terminal building is known as the Commuter Terminal (Gates 71 through 80). To accommodate Hawaiian Airlines' operations during the demolition of the old Interisland terminal and construction of a new Interisland terminal complex, a new 66,000 SF terminal building was constructed in 1988. This structure was originally called "Terminal No. 3" then changed to the "Commuter Terminal" in 1993 when the commuter carriers were relocated from the Diamond Head side of the airport to make way for the new International Terminal Building (ITB). (As a side note, construction of the ITB was cancelled in 1994.)

The Commuter Terminal is currently used by the smaller interisland carriers including go!Mokulele, Island Air, Mokulele Express and Pacific Wings. There are 10 gates leading

out to 13 aircraft parking positions. Please note that Pacific Wings will be ceasing operations in Hawaii on June 15, 2013.

Construction of the Mauka Concourse requires the demolition of the existing Commuter Terminal, its adjacent parking lot and roadways. A replacement facility will be constructed at the end of the Diamond Head Concourse. This facility is designed to replace all of the 13 aircraft parking positions.

The new Commuter Terminal will connect via an elevator and escalators to the Diamond Head Concourse near Gate 6. All costs associated with the construction of the new Commuter Terminal will be funded with State Revenue Bonds.

Demand for Additional Gates

The need for additional gates comes from the existing peak hour demand for gates occurring at HNL and is required to accommodate existing and projected aircraft fleet mix and schedules.

As noted previously, HNL currently experiences gate congestion during the peak hours of operation between 11 AM and 1:30 PM. During these peak hours, all gates are occupied, forcing aircraft with longer layovers between arrival and departure to be moved or towed to a parking apron in order to make the gate available for other aircraft waiting to offload passengers. The aircraft then must be moved or towed again to an available gate prior to its departure time.

In prior years, there were two distinct arrival peaks. The first was an international peak between 6 AM and 8 AM and the second was a domestic peak between 11 AM and 2 PM. Today, airlines schedule both their international and domestic arrivals during a single peak period between 11 AM and 1:30 PM resulting in airfield and apron congestion and inefficient operations.

Current Gate Situation and how the Mauka Concourse will help:

Currently, six of the daily International arrivals are towed during peak hours. Four of Japan Airlines' (JAL) flights and two of Hawaiian Airlines' (HA) flights. Three of JAL's aircraft come in to unload at Gates 24/25 then are towed to hardstands to wait until a Group V position is available at the Ewa Concourse. One of JAL's flights is towed to a gate at the Central Concourse; these are JAL's Group IV aircraft. The Central Concourse can accommodate only up to Group IV aircraft. The two HA flights arrive at gates in the Ewa Concourse then must be towed to the Interisland Terminal.

A330 aircraft used by China Airlines, China Eastern, Delta, Hawaiian, Korean Airlines, and Qantas Airlines can only be accommodated at Gates 6 through 13 and Gates 24 through 34, currently. Additional gates at the Mauka Concourse would provide gates for use by these air carriers, either at the Ewa Concourse for foreign arrivals or for domestic arrivals at the Mauka Concourse and other areas of the Overseas Terminal.

Hawaiian has also announced their commitment to continue purchasing A330's and A350's with delivery scheduled for 6 of the A350XWB-800's (Extra Wide Body) between the years 2017 to 2020. The A350's have a range of 8,300 nautical miles which will allow nonstop flights between Hawaii and Asia, as well as Hawaii and Australasia. Hawaiian has already taken delivery of 9 of the new A330's with delivery of another 13 new A330's scheduled between 2013 and 2015. There is also an option to purchase an additional three A330-200 aircraft in 2017 (HA Annual Report, 2012). Hawaiian Airlines is phasing out the B767's with the A330's. The B767's can be gated at the Interisland Terminal. However, as noted earlier, the A330's are unable to gate at the Interisland Terminal.

Wide-body aircraft operations at HNL have increased between the years 2010 through 2012 as shown below.

	Landings	Operations	% Increase
CY 2010	19,844	38,688	
CY 2011	20,957	41,914	8%
CY 2012	22,467	44,934	7%

Leasing of the New Mauka Concourse: All gates in the Mauka Concourse will initially be common-use gates; however, these common-use gates can be converted to preferential use if an airline requests and operates at least six flights per day at each preferential gate.

Passenger Count Information: The current annual passenger count at HNL for CY2012 is approximately 18.4 million annual passengers. The total enplanements for HNL in CY2012 were 9.2 million.

The number of passengers currently using the Interisland Terminal is not tracked separately. However, all of Hawaiian Airlines' interisland flights operate only out of the Interisland Terminal which resulted in a total of approximately 5,596,504 million annual passengers for CY2012.

The new Mauka Concourse is designed to accommodate a total of approximately 5.9 million annual passengers (a total of both enplanements/deplanements). With the construction of the new Mauka Concourse and the current Interisland Terminal usage, the Interisland Terminal will then have the ability to handle approximately 11.5 million annual passengers.

Gate Utilization: Ops during Peak Hours

A spreadsheet showing gate utilization at HNL during the week of February 13-18, 2013, is included in the PFC Application Number 13-05-C-00-***. This table contains a list of airlines, the type of flight (International, Interisland or Trans-Pacific), aircraft type, and the gate number used during the week.

For a comparison of the gate inventory by aircraft type for the years 2013 versus 2018, two sketches are included in the PFC Application Number 13-05-C-00-*** to provide a comparison of the gate inventory by aircraft type for the current year 2013 versus 2018 upon completion of the Mauka Concourse. Please refer to the PFC Application Number 13-05-C-00-*** for the "Gate Inventory, Current – 2013" and "Gate Inventory, Future – 2018."

These sketches show the maximum Aircraft Design Group (ADG) that can be accommodated at each gate. The inventory does not include the 13 aircraft positions at the old, or new, Commuter Terminals because the new Commuter Terminal facility will replace all 13 aircraft parking positions.

For additional information on gate utilization, please refer to the PFC Application Number 13-05-C-00-*** for the following documents:

Exhibit 2-1 - Operations Ramp Chart Sample from July 14, 2012;
Table 2-2 shows the gate assignments by air carrier; and,
Table 2-3 showing the HNL Gate Utilization for the Week ending 7/23/10 vs. 7/20/12.

All of these documents are included in the HNL Competition Plan Update – FFY 2013.

For a complete inventory of the HNL Loading Bridges & Gates, please refer to the PFC Application Number 13-05-C-00-***.

Future Aircraft Needs

During the past ten years the State has sent delegations of high-ranking state officials to China to promote tourism and trade. The Hawaii Tourism Authority has opened offices in Beijing and Shanghai, and launched a Chinese-language version of its website. And, according to the Hawaii Tourism Authority's website, "Our Asia marketing partner, Hawaii Tourism Asia (HT Asia), focuses primarily on attracting South Korea and China, with a secondary focus on Taiwan visitors. These emerging markets are important because of their high growth potential for outbound travel to Hawaii." China Eastern is a recent entrant into the Hawaii market having begun operations on August 9, 2011. The Asian market is seen as having the largest potential for future growth in the Hawaii.

Estimated Project Implementation Date (Month and Year): June 2015
Estimated Project Completion Date (Month and Year): February 2017

PFC Type: Impose & Use

Level of Collection: $4.50

Financial Plan Approved in the PFC Application:

PFC Funds:	Pay-as-you-go	$
	Bond Capital	$ 98,291,992
	Bond Financing & Interest	$ 151,806,814
***Subtotal PFC Funds:		$ 250,098,806
Existing AIP Funds:		$
Anticipated AIP Funds:		$_____
***Subtotal Anticipated AIP Funds:		$
Other Funds:	Revenue Bonds (design)	$ 16,200,000
	Revenue Bonds	$ 80,343,051
	Bond Financing & Interest	$ 124,085,619
***Subtotal Other Funds:		$ 220,628,670
Total Project Cost:		**$ 470,727,476**

Proposed Changes in this Amendment:

This approved project will be removed from PFC Application Nos. 13-05-C-00-***.

Amendment Justification:

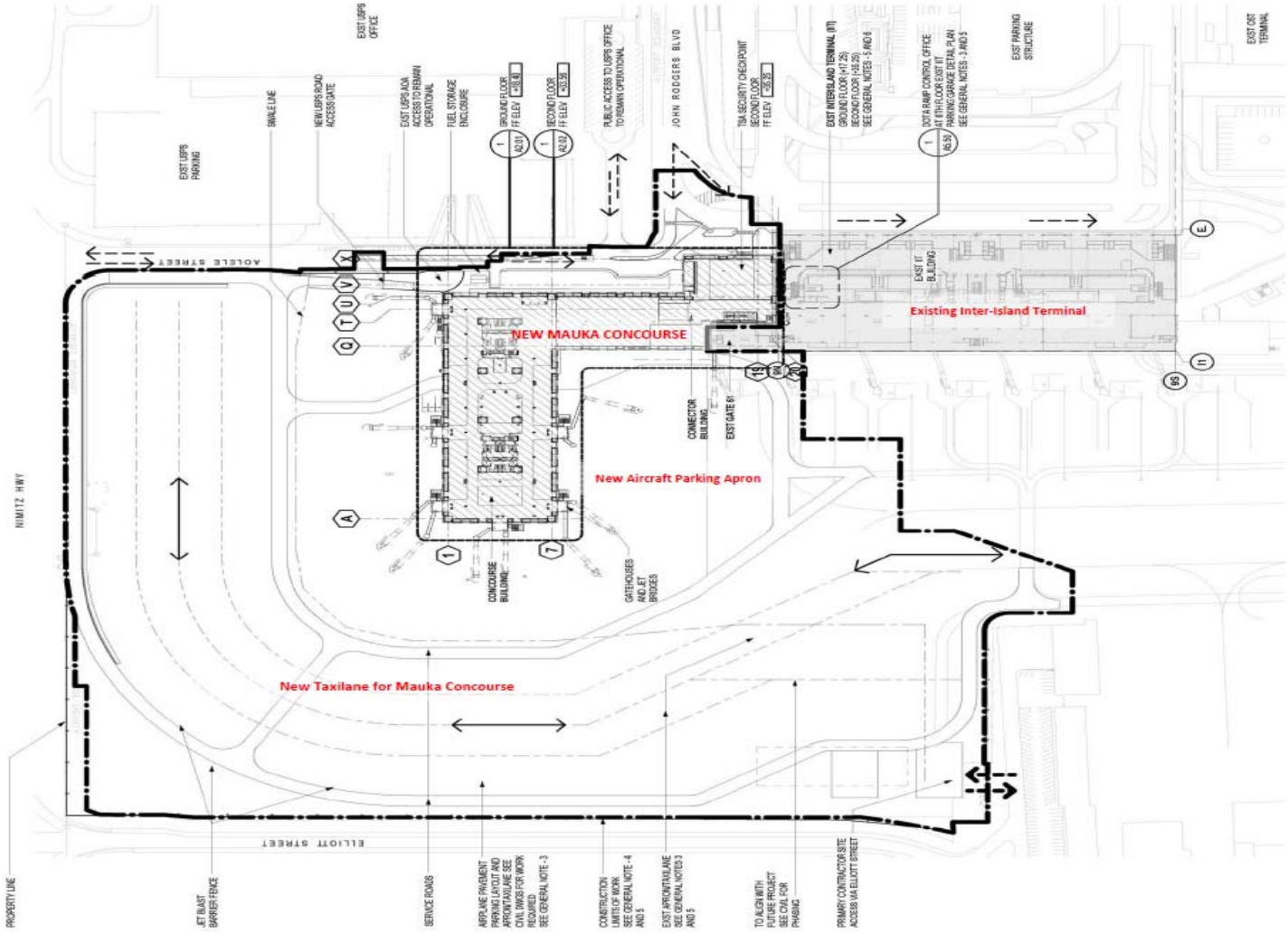
According to Chapter 4-18(a) of the FAA Order 5500.1, "the project must be implemented or scheduled for implementation within 2 years of the date of approval to use PFC revenue." This project started on September 13, 2016 which was almost 3 years after FAA's Final Agency Decision for PFC Application Nos. 13-05-C-00-*** issued on November 22, 2013. Therefore, this project does not have approval for use authority and will be removed from PFC Application Nos. 13-05-C-00-***.

Project Schedule Revised in this Amendment:

Estimated Project Implementation Date (Month and Year):	September 2016
Estimated Project Completion Date (Month and Year):	September 2020

Financial Plan Revised in this Amendment:

PFC Funds:	Pay-as-you-go	$	
	Bond Capital	$	0
	Bond Financing & Interest	$	0
***Subtotal PFC Funds:		$	0
Existing AIP Funds:		$	
Anticipated AIP Funds:		$	
***Subtotal Anticipated AIP Funds:		$	
Other Funds:	Revenue Bonds (design)	$	0
	Revenue Bonds	$	0
	Bond Financing & Interest	$	0
***Subtotal Other Funds:		$	0
Total Project Cost:		**$**	**0**



ARCHITECTURAL SITE PLAN
NEW MAUKA CONCOURSE – AIRCRAFT PARKING APRON
STATE PROJECT NO. AO1123-30A
DANIEL K. INOUYE INTERNATIONAL AIRPORT

10. NEW ARFF FACILITY AT ITO
HILO INTERNATIONAL AIRPORT, ISLAND OF HAWAII, HAWAII
State Project Number: AH1031-14

Project Description:

This project provides for reimbursement of the State's matching funds for construction costs and construction management services necessary to construct a new Aircraft Rescue and Fire Fighting (ARFF) Station in a new location. The cost of design services and bond financing costs are also included.

The new building will be approximately 15,803 SF in area including apparatus bay (fire fighting vehicle) area; apparatus bay storage areas includes storage for fire equipment and emergency medical services and an area for hazardous material decontamination; an airport emergency command center; administration area, training area, and living accommodations for firefighters. The building design allows full visibility to the runways and taxiways from the watch room.

The structure is designed with a total of four double-loaded apparatus bays to ensure obstacle-free access from all interior and exterior station points to the apparatus bays. These bays will be supported by ancillary spaces including storage and observation spaces. The use of drive-thru bays will be within close proximity to the refueling and foaming station.

The scope of work also includes installation of utilities (water, sewer, electrical, communication), construction of new concrete parking area for the ARFF vehicles, a new connecting road from the ARFF station to the airfield, and new personnel parking area.

The project area square footage breakdown is shown below:

ARFF Building Area	Total SF	Dimensions
Administration Area:	955	
Living Quarters:	4,605	
Watch Room & Training Area:	1,580	
Apparatus Bay Storage & Decontamination Areas:	1,655	
Apparatus Bays (3 bays each is 18-ft. x 92-ft.):	4,968	Total: 36-ft. wide x 276-ft. long
Apparatus Bay (1 each):	1,840	Single bay is 20-ft. wide x 92-ft. long
Total ARFF Building Area:	15,803	

Site Area	Total SF	Dimensions
Asphalt Access Road to Taxiway Including Connection into ARFF:	10,938	28-ft. wide x 337-ft. long; 24-ft. wide x 176-ft. long
Access Road North of ARFF:	4,221	24-ft. wide x 175.86-ft. long
Access Road South of ARFF:	6,769	30-ft. wide x 151.47-ft. long; 45-ft. wide x 45-ft. long; 20-ft. wide x 20-ft. long
ARFF Station Parking Lot Area:	9,227	14.08-ft. wide x 126-ft. long; 24.83-ft. wide x 51.44-ft. long; 14.00-ft. wide x 126-ft. long; 23.92-ft. wide x 184-ft. long
Concrete Apron Surrounding the ARFF Building:	29,682	117-ft. wide x 338-ft. long
Total Site Area:	61,078	

Significant Contribution:

The existing conditions at the ITO ARFF Facility are deteriorating, and a majority of the station is not in compliance with current FAA Advisory Circular No: 150/5210-15A design standards. The existing ARFF station is not a candidate for remodeling due to its age, condition, and physical location. The facility has exceeded its useful life.

Construction of a new ITO ARFF Facility will bring the airport into compliance with FAA AC design standards and meet the Title 14 CFR Part 139 certification requirements. The project will provide adequate space to house the airport's required ARFF equipment and train the ARFF personnel at ITO to meet the ARFF Index C requirements set by FAA 49 CFR Part 139.

This project provides a significant contribution to preserving **air safety** at ITO by bringing the airport into compliance with Title 14 CFR Part 139 to meet airport certification requirements for the ARFF Station. This project will also provide for the safety and security of persons and property on an aircraft operating in air transportation or intrastate air transportation system against an act of criminal violence, aircraft piracy, and the introduction of deadly or dangerous weapons, explosive or incendiary, onto an aircraft. ARFF personnel

also provide fire and medical emergency response in both the airport landside and airside areas. The mission of ITO ARFF personnel is to respond swiftly to hazard mitigation, evacuation and possible rescue of passengers and crew of an aircraft involved in an airport ground emergency at Hilo International Airport. The ITO ARFF also has the duty to respond to an emergency event anywhere on airport property.

Project Objective:

This project will preserve and enhance safety of the national air transportation system by bringing Hilo International Airport into compliance with the Title 49 CFR Part 139 certification requirements and providing updated facilities as required in AC 150/5210-15A – Aircraft Rescue and Firefighting Station Building Design.

Project Justification:

Basis for eligibility: Paragraph 527, 547, 601a and 611a of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

The original ARFF station was built in 1966 with modifications in 1978 and 1994. The ARFF station at ITO is assigned an ARFF Index C. Currently, this ARFF station does not meet the requirements set by FAA 49 CFR Part 139.

The existing site is centrally located on the airport to provide quick access to all areas of the airfield; however, due to the distance from the taxiway and narrow access roads, the site is deficient for access of multiple vehicles in a quick response event. The relocated site will be closer to the parallel taxiway than the existing building site providing improved access and sight lines from the observation tower on the second floor of the building. Replacement of the existing building is a more cost-effective alternative than renovation.

The existing station does not meet the current dimensional requirements of the new fire trucks as required Part 139.319. The newest fire trucks do not fit. The existing openings for garage doors are thirteen (13) feet and clearance from the top of the trucks are less than one (1) foot. OSHA regulations require sixteen (16) feet opening and minimum of five (5) feet clearance from the top of the trucks. Structurally, it is impractical to alter the buildings to meet these dimensions and hence the construction of new buildings. Portions of the existing building contain hazardous materials such as lead paint and asbestos that raise concerns about the potential of associated health risks.

Estimated Project Implementation Date (Month and Year): January 2014
Estimated Project Completion Date (Month and Year): January 2016

PFC Type: Impose & Use

Level of Collection: $4.50

Financial Plan Approved in the PFC Application:

PFC Funds:	Pay-as-you-go	$ 45,000
	Bond Capital	$ 5,043,000
	Bond Financing & Interest	$ 6,660,693
***Subtotal PFC Funds:		$ 11,748,693
Existing AIP Funds:		$
Anticipated AIP Funds:		
Fiscal Year 2014 Discretionary		$ 15,700,000
***Subtotal Anticipated AIP Funds:		$ 15,700,000
Other Funds:	State Special Funds	$
***Subtotal Other Funds:		$
Total Project Cost:		**$ 27,448,693**

Proposed Changes in this Amendment:

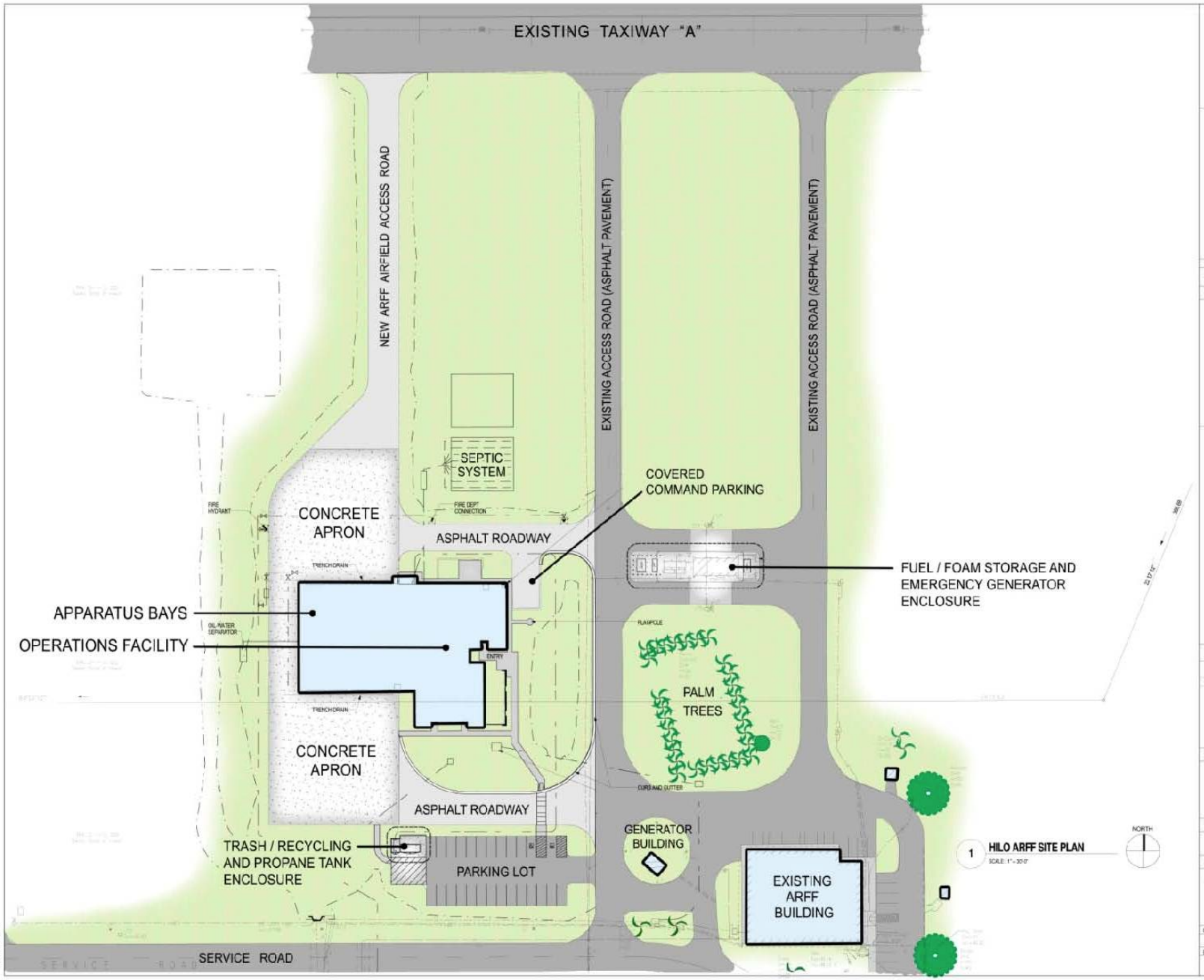
None.

Amendment Justification:

None.

Amount Revised in this Amendment:

No changes to the amount approved in the PFC Application.



DSGN.	DRWN.	CHKD.	APPD.
Designer	Author	Checker	Approver

KEY PLAN / NOTES:

NO.	DATE	REVISION

PROJECT TITLE:
ARFF FACILITY IMPROVEMENTS AT HILO INTERNATIONAL AIRPORT

PROJECT NO.:
STATE PROJECT NO. A01003-12
AIP PROJECT NO. 3-15-0006-XX

SHEET TITLE:
ARCHITECTURAL SITE PLAN

DATE: 2/3/2012

DWG. NO.: A0.01

SF

11. ITO ACCESS CONTROL & CCTV SYSTEM

HILO INTERNATIONAL AIRPORT, ISLAND OF HAWAII, HAWAII
State Project Number: AH1052-03

Project Description:

This project will provide for construction and construction management services required to upgrade the existing Access Control System (ACS) and Video Monitoring System (VMS) at Hilo International Airport (ITO). The systems are antiquated and are in need of replacement. The project includes upgrading the ACS to a proximity card and PIN system, as well as upgrading the VMS, also known as closed circuit television (CCTV) system, from the existing analog video recording system to a digital video recording system with enhanced features. The scope of work includes installation of approximately 125 card readers for the ACS and approximately 175 cameras and 10 CCTV viewing workstations for the VMS system.

Access Control System (ACS): The ACS is comprised of proximity card readers, door controllers, network controllers, network switches, uninterruptible power supplies, fiber optic patch panels, associated devices, client computer workstations, and applicable software. They are connected via conduits and wiring to a computer server which communicates with the field devices and allows (or denies) access upon a badge transaction.

All equipment and wiring are located on airport property and the ACS is a hard-wired, closed network for cyber-security reasons. Due to the sensitive security information that exists on the ACS server, the system will not incorporate any wireless connections or remote access from outside the airport premises.

The ACS covers all access points which lead from the public to sterile areas, as well as access to the AOA or other secured areas since this will eventually lead to the aprons and aircraft movement area. The ACS coverage includes the terminal building areas, AOA vehicle entry points, and perimeter fence line gates. The ACS also monitors the status of all access points to ensure they are not left ajar or forced open. Otherwise, it will trigger an alarm to the designated workstation so security personnel can respond to the door.

Video Monitor System (VMS): Likewise, the sole purpose of the VMS/CCTV system is to monitor access to the sterile, AOA and other secured areas which lead to aircraft operations. In case of a security breach, the footage will be able to track when and where an authorized entry occurred. The CCTV system is comprised of a variety of IP-based cameras (indoor vs. outdoor, pan-tilt-zoom vs. fixed zoom), edge switches, power supplies, fiber optic patch panels, related components, client computer workstations, and applicable software. They are connected via conduits and wiring to a computer server which sends commands to the cameras and records video footage.

Although the ACS and CCTV are based on separate software applications, they are integrated into one common security system. It runs on the same platform utilizing the same

computing equipment and has the ability to share information whereby we can link ACS transactions with CCTV functions.

Significant Contribution:

This project will enhance safety and security at ITO by upgrading the existing Access Control System (ACS) and Video Monitoring System (VMS) at Hilo International Airport. The new ACS & VMS systems will fully comply with the Airport Security Program (ASP) and the Transportation Security Administration (TSA) to restrict access to sterile and secured areas in accordance with Transportation Security Regulation (TSR) requirements under Title 49 CFR Part 1542.

A letter from the Transportation Security Administration to the State acknowledging their review and concurrence with this project is included in the PFC Application Nos. 13-05-C-00-***.

This project will also provide for the safety and security of persons and property on an aircraft operating in air transportation or intrastate air transportation system against an act of criminal violence, aircraft piracy, and the introduction of deadly or dangerous weapons, explosive or incendiary, onto an aircraft.

Project Objective:

The objective of this project is to preserve and enhance safety with upgrades to the existing Access Control System (ACS) and Video Monitoring System (VMS) in accordance with the requirements of Title 49 CFR Part 1542 and contained in the approved security program.

Project Justification:

Basis for eligibility: Paragraph 542 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

The project provides equipment to prevent the unauthorized intrusion of individuals near aircraft parked on aprons or in operation on taxiways and runways, or any other part of the air operations area (AOA).

The existing ACS and VMS are obsolete and independent of each other so there is no communication and data sharing between them.

The ACS, as required by the Airport Security Program (ASP) and the Transportation Security Administration (TSA), is designed to restrict access to sterile and secured areas in accordance with Transportation Security Regulation (TSR) 1542.207. To enter these areas, an individual must either pass a TSA security-screening checkpoint or go through an access point controlled by TSR 1542.207.

The ACS maintains records of all accessor's activity and consists of cardreaders, field control panels, computer hardware, software, locking devices, wiring and related work. Subsystems of the ACS include the badging system and alarm monitoring system (AMS) which is operated 24 hours a day by security personnel. The AMS is important because it indicates when a door is forced open, left ajar, or when an unauthorized person is attempting to enter. The new ACS will be proximity card-based with the capability for biometric operation to comply with future TSA requirements.

Both systems were originally installed in the early 1990s, with partial upgrades to readers and other equipment occurring in the previous ten to fifteen years. Due to the system's age, it has become increasingly difficult and expensive to obtain replacement parts for equipment requiring repair and replacement. Due to the after effects of September 11, increased airport security requirements such as biometric access control are being proposed that the current systems are unable to comply with. The new ACS and VMS systems will meet these increased security requirements of 14 CFR Part 1542.

In addition to the improved performance and capabilities, the new systems will also reduce the operation and maintenance costs of the airport. A new system will provide many cost saving benefits including a reduction in the manpower required to patrol the airport, respond to alarms, review playback of security breaches, and enhance security measures pursuant to the ASP; thereby reducing the risk of monetary fines from TSA for security lapses.

Estimated Project Implementation Date (Month and Year): October 2014
Estimated Project Completion Date (Month and Year): October 2016

PFC Type: Impose & Use

Level of Collection: $4.50

Financial Plan Approved in the PFC Application:

PFC Funds:	Pay-as-you-go	$	2,760,000
	Bond Capital	$	
	Bond Financing & Interest	$	
***Subtotal PFC Funds:		$	2,760,000
Existing AIP Funds:		$	
Anticipated AIP Funds:		$	
***Subtotal Anticipated AIP Funds:		$	
Other Funds:	State Special Funds	$	5,000
***Subtotal Other Funds:		$	5,000
Total Project Cost:		**$**	**2,765,000**

Proposed Changes in this Amendment:

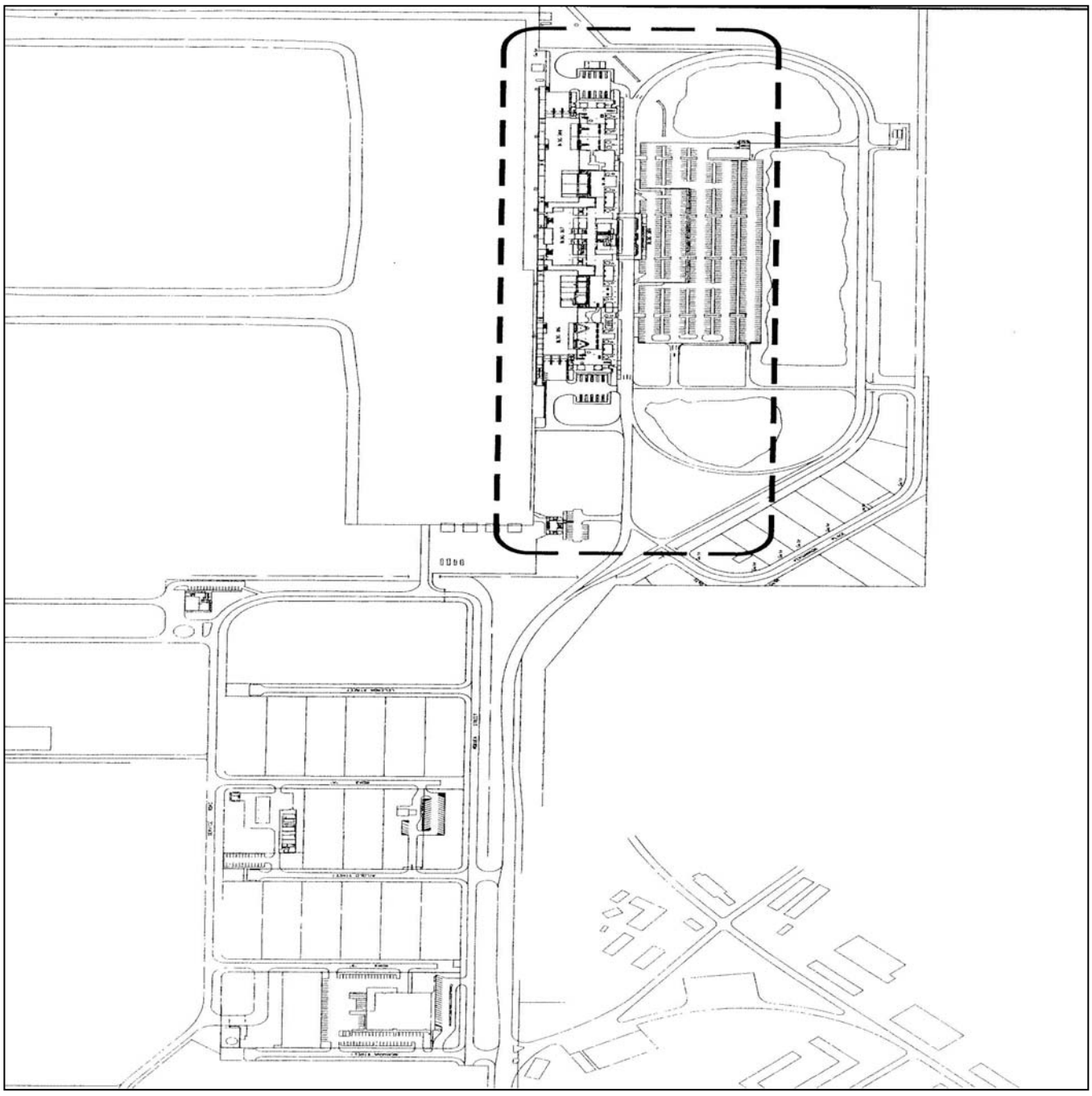
None.

Amendment Justification:

None.

Financial Plan Revised in this Amendment:

No changes to the amount approved in the PFC Application.



ITO ACCESS CONTROL & CCTV SYSTEM
STATE PROJECT NO. AH11052-03
HILO INTERNATIONAL AIRPORT

12. NEW ARFF FACILITY AT KOA

ELLISON ONIZUKA KONA INTERNATIONAL AIRPORT AT KEAHOLE
(FORMERLY KNOWN AS KONA INTERNATIONAL AIRPORT AT KEAHOLE),
ISLAND OF HAWAII, HAWAII
State Project Number: AH2044-19

Project Description:

This project provides for reimbursement of the State's matching funds for construction costs and construction management services necessary to construct a new Aircraft Rescue and Fire Fighting (ARFF) Station in a new location. The cost of design services and bond financing costs are also included.

The new building will be approximately 17,727 SF in area including the apparatus bay (for fire fighting vehicles) area; apparatus bay storage areas includes storage for fire equipment and emergency medical services and an area for hazardous material decontamination; an airport emergency command center; administration area, training area, and living accommodations for firefighters.

Included in the structure is a total 8,464 SF for the five (5) double-loaded apparatus bays to ensure obstacle-free access from all interior and exterior station points to the apparatus bays. These bays are supported by ancillary spaces including storage and observation spaces. The use of drive-thru bays will be within close proximity to the refueling and foaming station. The scope of work also includes installation of utilities (water, sewer, electrical, communication), construction of new parking area for the ARFF vehicles, a new connecting road from the ARFF station to the airfield, realignment of the access road that currently runs through the site of the proposed ARFF station, relocation of the Airport Operations Area (AOA) fence, and installation of additional vehicle and personnel access gates.

The project area square footage breakdown is shown below:

ARFF Building Area	Total SF	Dimensions
Administration Area:	955	
Living Quarters:	4,873	
Watch Room & Training Area:	1,580	
Apparatus Bay Storage & Decontamination Areas:	1,655	
Apparatus Bays (4 bays each is 18-ft. x 92-ft.):	6,624	Total: 72-ft. x 368-ft.
Apparatus Bay (1 each):	1,840	Single bay is 20-ft. x 92-ft.
Total ARFF Building Area:	17,727	

Site Area	Total SF	Dimensions
Waste/Recycling Area:	240	
New North ARFF Access Road (Entrance from Non-AOA through AOA Gate):	6,195	24-ft. x 258.12-ft.
Connector Road from new North ARFF Access Road into Concrete Apron Surrounding the ARFF Building:	617	12-ft. x 51.4-ft.
New Asphalt ARFF Apron:	21,137	25-ft. x 75-ft.; ½(220.2-ft. + 75-ft.) x 130.5-ft
Concrete Apron Surrounding the ARFF Building (Includes Fuel Station Area):	54,694	305-ft. x 221.5-ft.; 135-ft. x 95.3-ft.
New Airfield Perimeter Road (AOA Side):	2,920	12-ft. x 243.35-ft.
New Airport Operations Road:	18,162	24-ft. x 726.47-ft.
New ARFF Airfield Access Road (ARFF Vehicles to Taxiway):	5,948	24-ft. x 247.83-ft.
Connector Road from New ARFF Airfield Access Road to Concrete Apron:	1,653	24-ft. x 110.09-ft.
ARFF Station Parking Lot:	9,486	62-ft. x 153-ft.
Connector Road from ARFF Station Parking Lot to Airport Operations Road:	1,653	24-ft. x 110.09-ft.
Total Site Area:	122,703	

Significant Contribution:

During FAA inspections, discrepancies were noted including that the ARFF Station does not meet the requirements of Advisory Circular 150/5210-15 (bays too small for vehicles, rapid refueling and re-servicing of ARFF vehicles is not available). A copy of the unresolved discrepancies for Kona International Airport at Keahole is included on pages 217a – 217c in the PFC Application Nos. 13-05-C-00-***. The existing ARFF station is not a candidate for remodeling due to its age, condition, and physical location. The facility has exceeded its useful life.

Construction of a new KOA ARFF Facility will bring the airport into compliance with FAA AC design standards and meet the Title 14 CFR Part 139 certification requirements. The project will provide adequate space to house the airport's required ARFF equipment and train the ARFF personnel at KOA to meet the ARFF Index D requirements set by FAA 49 CFR Part 139.

This project provides a significant contribution to preserving air safety at KOA by bringing the airport into compliance with 14 CFR Part 139 to meet airport certification requirements for the ARFF Station. By meeting the certification requirements, the project provides adequate space to house the airport's required ARFF equipment and train the ARFF

personnel at KOA. This project also provides for the safety and security of persons and property on an aircraft operating in air transportation or intrastate air transportation system against an act of criminal violence, aircraft piracy, and the introduction of deadly or dangerous weapons, explosive or incendiary, onto an aircraft.

The mission of KOA ARFF personnel is to respond swiftly to hazard mitigation, evacuation and possible rescue of passengers and crew of an aircraft involved in an airport ground emergency (both landside and airside) at KOA. The KOA ARFF also has the duty to respond to an emergency event anywhere on airport property.

Project Objective:

This project will preserve and enhance safety of the national air transportation system by bringing Kona International Airport at Keahole into compliance with the 49 CFR Part 139 Certification requirements and providing updated facilities as required in AC 150/5210-15A – Aircraft Rescue and Firefighting Station Building Design.

The existing conditions at the KOA ARFF Station are deteriorating and a majority of the station is not in compliance with current FAA Advisory Circular No: 150/5210-15A design standards. The existing ARFF station does not meet current FAA requirements and is not a candidate for remodeling due to its age, condition, and physical location. The current ARFF station is undersized, does not provide required programmed space per FAA AC 150/5210-15A, and poses a health hazard to firefighters due the amount of jet exhaust that enters the building because its location relative to airfield operations.

Project Justification:

Basis for eligibility: Paragraph 527, 546, 547, 601a and 611a of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

The KOA ARFF Station was found to have discrepancies during FAA inspections on August 7, 2007 and March 17, 2011. Findings include, “The ARFF Station does not meet the requirements of Advisory Circular 150/5210-15 (bays too small for vehicles, re-servicing of ARFF vehicles.” A copy of the “Unresolved Discrepancies” report from FAA Certification and Compliance Management Information System is included at the end of the Attachment B in the PFC Application Nos. 13-05-C-00-***.

The construction of a new Aircraft Rescue and Fire Fighting (ARFF) Station in a new location will bring KOA into compliance with requirements of the Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5210-15A Aircraft Rescue and Firefighting Station Building Design and 14 CFR Part 139 for continued airport certification.

The original ARFF station was built in 1971 with modifications and additions in 1981 and training facilities in 1996. A temporary ARFF vehicle structure was done in 2009. The

ARFF Station at KOA is assigned an ARFF Index D by the FAA in accordance with Part 139.315.

The existing conditions at the KOA ARFF Station are deteriorating and a majority of the station is not in compliance with current FAA Advisory Circular No: 150/5210-15A design standards. In addition, many FAA recommended station components are not in the present station. Circulation routes are obstructed by the general lack of needed additional space. Firefighters have to negotiate around the physical training equipment to gain access to vehicles. Although well maintained, materials and systems such as the apparatus area ventilation are approaching the end of their useful life. Other factors for constructing new ARFF buildings include insufficient and deteriorated dormitory, plumbing, kitchen facilities, restrooms, and office spaces that do not meet current OSHA and ADA regulations.

The existing station also does not meet the current dimensional requirements of the new fire trucks as required Part 139.319. The existing openings for garage doors are thirteen (13) feet and clearance from the top of the trucks are less than one (1) foot. OSHA requires eighteen (18) feet opening and minimum of five (5) feet clearance from the top of the trucks. Structurally, it is impractical to alter the buildings to meet these dimensions and hence the construction of new buildings. The new ARFF Station will have five (5) double loaded apparatus bays 18-feet wide by 92-feet long.

The existing site does not provide any area for expansion and is close to the terminal area and aircraft parking area. There is excessive aircraft traffic in front of the existing ARFF Building.

The new site offers good sightlines of the runways, taxiways and the terminal building. It provides a location that allows response to the midpoint of the farthest runway within the required 3-minute response time. Construction of the new Aircraft Rescue and Fire Fighting (ARFF) Station in a new location will meet the requirements of the Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5210-15A Aircraft Rescue and Firefighting Station Building Design, for continued FAA certification.

The new location is north of the terminal area and adjacent to the new Air Traffic Control Tower (ATCT). It is located close to the parallel taxiway providing improved access and response time compared to the current site. Sight lines from the new watch room on the second floor of the building will provide the ability to see both ends of the runway and most of the terminal apron area. The building will be located as close to the taxiway as possible outside of the Taxiway Object Free Area (OFA) for a Group VI aircraft allowing enough room for the ARFF trucks to be parked in front of the building and still be outside of the OFA.

This project includes relocation of the existing service road to be around the new ARFF building to provide service road access on the land side of the AOA fence. In addition, a new service road will be constructed inside the AOA perimeter fence.

Estimated Project Implementation Date (Month and Year): November 2013
Estimated Project Completion Date (Month and Year): January 2015

PFC Type: Impose & Use

Level of Collection: $4.50

Financial Plan Approved in the PFC Application:

PFC Funds:	Pay-as-you-go	$
	Bond Capital	$ 2,829,000
	Bond Financing & Interest	$ 3,736,486
***Subtotal PFC Funds:		$ 6,565,486
Existing AIP Funds:		
Grant No. 3-15-0008-036		$ 17,014,671
Anticipated AIP Funds:		$
***Subtotal Anticipated AIP Funds:		$ 17,014,671
Other Funds:	State Special Funds	$
***Subtotal Other Funds:		$
Total Project Cost:		**$ 23,580,157**

Proposed Changes in this Amendment:

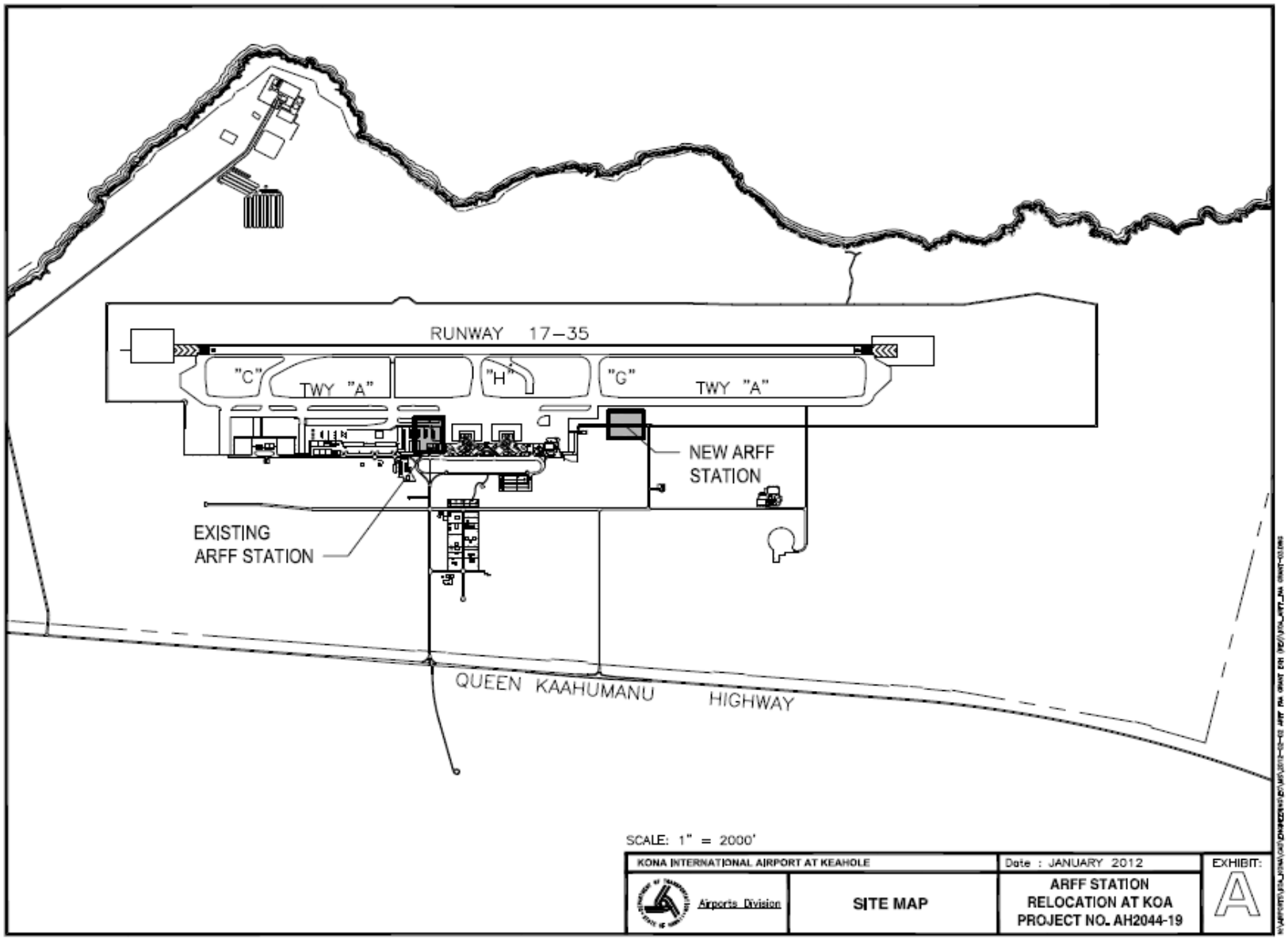
None.

Amendment Justification:

None.

Financial Plan Revised in this Amendment:

No changes to the amount approved in the PFC Application.



SCALE: 1" = 2000'

KONA INTERNATIONAL AIRPORT AT KEAHOLE		Date : JANUARY 2012	EXHIBIT:
Airports Division	SITE MAP	ARFF STATION RELOCATION AT KOA PROJECT NO. AH2044-19	A

13. KOA ACCESS CONTROL & CCTV SYSTEM

ELLISON ONIZUKA KONA INTERNATIONAL AIRPORT AT KEAHOLE
(FORMERLY KNOWN AS KONA INTERNATIONAL AIRPORT AT KEAHOLE),
ISLAND OF HAWAII, HAWAII
State Project Number: AH2050-05

Project Description:

This project will provide for construction and construction management services required to upgrade the existing Access Control System (ACS) and Video Monitoring System (VMS) at Hilo International Airport (ITO). The systems are antiquated and are in need of replacement. The project includes upgrading the ACS to a proximity card and PIN system, as well as upgrading the VMS, also known as closed circuit television (CCTV) system, from the existing analog video recording system to a digital video recording system with enhanced features. The scope of work includes installation of approximately 75 card readers for the ACS and approximately 100 cameras and 10 CCTV viewing workstations for the CCTV system.

Access Control System (ACS): The ACS is comprised of proximity card readers, door controllers, network controllers, network switches, uninterruptible power supplies, fiber optic patch panels, associated devices, client computer workstations, and applicable software. They are connected via conduits and wiring to a computer server which communicates with the field devices and allows (or denies) access upon a badge transaction.

All equipment and wiring are located on airport property and the ACS is a hard-wired, closed network for cyber-security reasons. Due to the sensitive security information that exists on the ACS server, the system will not incorporate any wireless connections or remote access from outside the airport premises.

The ACS covers all access points which lead from the public to sterile areas, as well as access to the AOA or other secured areas since this will eventually lead to the aprons and aircraft movement area. The ACS coverage includes the terminal building areas, AOA vehicle entry points, and perimeter fence line gates. The ACS also monitors the status of all access points to ensure they are not left ajar or forced open. Otherwise, it will trigger an alarm to the designated workstation so security personnel can respond to the door.

Video Monitor System (VMS): The sole purpose of the VMS/CCTV system is to monitor access to the sterile, AOA and other secured areas which lead to aircraft operations. In case of a security breach, the footage will be able to track when and where an authorized entry occurred. The VMS/CCTV system is comprised of a variety of IP-based cameras (indoor vs. outdoor, pan-tilt-zoom vs. fixed zoom), edge switches, power supplies, fiber optic patch panels, related components, client computer workstations, and applicable software. They are connected via conduits and wiring to a computer server which sends commands to the cameras and records video footage.

Although the ACS and CCTV are based on separate software applications, they are integrated into one common security system. It runs on the same platform utilizing the same computing equipment and has the ability to share information whereby we can link ACS transactions with CCTV functions.

Significant Contribution:

This project will enhance safety and security at KOA by upgrading the existing Access Control System (ACS) and Video Monitoring System (VMS) at Kona International Airport at Keahole. The new ACS & VMS systems will fully comply with the Airport Security Program (ASP) and the Transportation Security Administration (TSA) to restrict access to sterile and secured areas in accordance with Transportation Security Regulation (TSR) requirements under Title 49 CFR Part 1542.

A letter from the Transportation Security Administration to the State of Hawaii acknowledging their review and concurrence with this project is included in the PFC Application Nos. 13-05-C-00-***.

This project will also provide for the safety and security of persons and property on an aircraft operating in air transportation or intrastate air transportation system against an act of criminal violence, aircraft piracy, and the introduction of deadly or dangerous weapons, explosive or incendiary, onto an aircraft.

Project Objective:

The objective of this project is to preserve and enhance safety with upgrades to the existing Access Control System (ACS) and Video Monitoring System (VMS) in accordance with the requirements of Title 49 CFR Part 1542 and contained in the approved security program.

Project Justification:

Basis for eligibility: Paragraph 542 and Paragraph 602 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

The project provides equipment to prevent the unauthorized intrusion of individuals near aircraft parked on aprons or in operation on taxiways and runways, or any other part of the air operations area (AOA).

The existing ACS and VMS are obsolete and independent of each other so there is no communication and data sharing between them. The ACS, as required by the Airport Security Program (ASP) and the Transportation Security Administration (TSA), is designed to restrict access to sterile and secured areas in accordance with Transportation Security Regulation (TSR) 1542.207. To enter these areas, an individual must either pass a TSA security-screening checkpoint or go through an access point controlled by TSR 1542.207.

The ACS maintains records of all accessor's activity and consists of cardreaders, field control panels, computer hardware, software, locking devices, wiring and related work. Subsystems of the ACS include the badging system and alarm monitoring system (AMS) which is operated 24 hours a day by security personnel. The AMS is important because it indicates when a door is forced open, left ajar, or when an unauthorized person is attempting to enter. The new ACS will be proximity card-based with the capability for biometric operation to comply with future TSA requirements.

Both systems were originally installed in the early 1990s, with partial upgrades to readers and other equipment occurring in the previous ten to fifteen years. Due to the system's age, it has become increasingly difficult and expensive to obtain replacement parts for equipment requiring repair and replacement. Due to the after effects of September 11, increased airport security requirements such as biometric access control are being proposed that the current systems are unable to comply with. The new ACS and VMS systems will meet these increased security requirements of 14 CFR Part 1542.

In addition to the improved performance and capabilities, the new systems will also reduce the operation and maintenance costs of the airport. A new system will provide many cost saving benefits including a reduction in the manpower required to patrol the airport, respond to alarms, review playback of security breaches, and enhance security measures pursuant to the ASP; thereby reducing the risk of monetary fines from TSA for security lapses.

Should the existing ACS fail, affected doors could automatically open if the power supply feeding the electronic door hardware failed. If the door leads from the public to the sterile area, then an unscreened passenger could gain access beyond the checkpoint, which would prompt a terminal evacuation and rescreening of all passengers.

Also if the ACS communications failed, the doors would most likely remain shut. In this case, no one would be able to go through which would require manual override of a few selected doors and posting of guards to allow authorized users access through the doors.

Failure of the ACS communications as described above, would severely impact airport operations because the terminals would have to be evacuated and employees would not be able to perform their work in an efficient manner. Also, a complete sweep of the terminals for passengers must be conducted and all passengers must exit and be re-screened at a security checkpoint to ensure that there were no intrusions by unauthorized persons. This effort may result in flight delays and cause passenger inconvenience. Should the existing VMS fail, there would be no recorded activity and additional guards would need to be dispatched to patrol the airport and provide security.

Similarly, the existing VMS is old, is at maximum capacity, and has become difficult and expensive to obtain replacement parts for equipment requiring replacement. The current VMS does not provide the functionality and storage capability needed to monitor, record and playback incidents. Also, there are several critical access points and screening areas that are not being monitored because the system cannot be expanded any further. It is essential to capture images of unauthorized activities such as a security breach, potential terrorist actions,

theft and any other suspicious incidents. With new digital storage and improved technology, the system will have the ability to accommodate more cameras and monitor a larger area.

Estimated Project Implementation Date (Month and Year): October 2014
Estimated Project Completion Date (Month and Year): October 2016

PFC Type: Impose & Use

Level of Collection: $4.50

Financial Plan Approved in the PFC Application:

PFC Funds:	Pay-as-you-go	$	5,899,000
	Bond Capital	$	
	Bond Financing & Interest	$	
***Subtotal PFC Funds:		$	5,899,000
Existing AIP Funds:		$	
Anticipated AIP Funds:		$	
***Subtotal Anticipated AIP Funds:		$	
Other Funds:	State Special Funds	$	5,000
***Subtotal Other Funds:		$	5,000
Total Project Cost:		**$**	**5,904,000**

Proposed Changes in this Amendment:

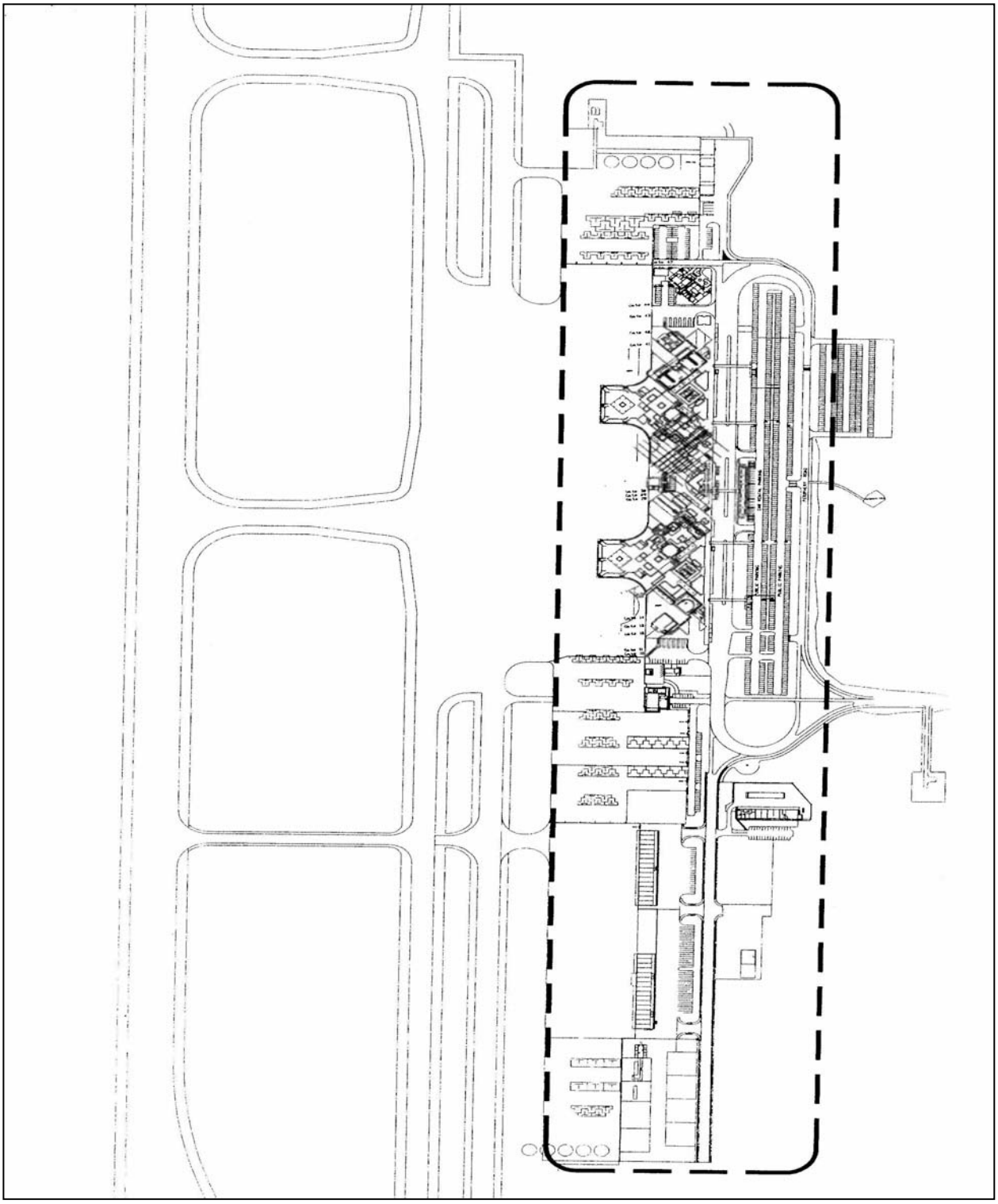
None.

Amendment Justification:

None.

Financial Plan Revised in this Amendment:

No changes to the amount approved in the PFC Application.



ACCESS CONTROL & CCTV SYSTEMS
STATE PROJECT NO. AH2050-05
ELLISON ONIZUKA INTERNATIONAL AIRPORT AT KEAHOLE

14. STAND ALONE PFC ADMINISTRATIVE COST

DANIEL K. INOUYE INTERNATIONAL AIRPORT (FORMERLY KNOWN AS HONOLULU INTERNATIONAL AIRPORT), OAHU, HAWAII
State Project Number: N/A

Project Description:

This project provides for the costs associated with the preparation of the PFC applications and the accounting, quarterly reporting, and the auditing of the PFCs related to the PFC Application Nos. 13-05-C-00-***. The project includes the cost of outside consultants, auditors and airport accounting staff to prepare PFC reports over the life of the PFC program for the PFC Application Nos. 13-05-C-00-***.

Significant Contribution:

There is no significant contribution.

Project Objective:

This project is intended to reimburse the State for the reasonable and necessary costs of administering the PFC program for the duration of the PFC collection and use period for the PFC Application Nos. 13-05-C-00-*** and previous applications, which is estimated to be from February 1, 2014 through the closing of the application.

Project Justification:

This project will reimburse the necessary costs associated with the preparation of PFC applications and amendments, the collection, handling and remittance of PFC revenue by air carriers, and reporting and audit requirements for the PFC program. The project includes the cost of outside consultants, auditors and airport accounting and engineering staff to prepare PFC reports over the life of the PFC program for the PFC Application Nos. 13-05-C-00-***.

A letter must be submitted to the FAA each year of the PFC collection and/or use certifying that the funds expended for the part and full time positions are directly and exclusively used for PFC administrative tasks during the preceding year, along with a record showing the hours spent on each major PFC related task listed in the description of this project during that year.

Unless authorized by the PFC regulation, these direct costs for administering the PFC program do not include costs associated with operations and maintenance to support the position, general purpose equipment such as computer hardware, nor benefits including, but not limited to leave, retirement, or overhead. It also does not include project management activities.

Estimated Project Implementation Date (Month and Year): February 2014
Estimated Project Completion Date (Month and Year): June 2026

PFC Type: Impose & Use

Level of Collection: $3.00

Financial Plan Approved in the PFC Application:

PFC Funds:	Pay-as-you-go	$	700,000
	Bond Capital	$	
	Bond Financing & Interest	$_____	
*** Subtotal PFC Funds:		$	700,000
Existing AIP Funds:		$	
Anticipated AIP Funds:		$_____	
*** Subtotal Anticipated AIP Funds:		$	
Other Funds:	State Special Funds	$_____	
*** Subtotal Other Funds:		$	
*** **Total Project Cost:**		**$**	**700,000**

Proposed Changes in this Amendment:

None.

Amendment Justification:

None.

Financial Plan Revised in this Amendment:

No changes to the amount approved in the PFC Application.

15. Land Acquisition – Impose Only

KAHULUI AIRPORT, ISLAND OF MAUI, HAWAII
State Project Number: AM1021-09

Description:

This project is being submitted as an "Impose Only" project until the required Environmental Assessment documents are completed and approved. Final approval of the environmental documents is anticipated in September 2013. The property was acquired from a willing seller and closed on August 31, 2012.

This project provides reimbursement of the cost to acquire land adjacent to Kahului Airport. The property is located on the northeastern side of Kahului, in the Wailuku District of Maui, and consists of approximately 78 acres of land. The property acquired in fee, is identified as Tax Map Keys (2) 3-8-001:03 por., lots 21A to 21G; and (2) 3-8-001:04, lots 1 to 9. Additionally, easements on Lot 27 of Tax Map Key (2) 3-8-001:03 will be obtained to provide for future use non-potable water from the existing non-potable water well and related infrastructure. The easements are identified as Easements W3 and W4, and have areas of 533 square feet and 4,782 square feet, respectively.

The property being acquired is located in the described as follows:

Area A: TMK 3-8-01:03 por. (6 lots) equals 22.612 acres.
This property is located in the E Paepae Ka Puko'a subdivision.

TMK	Lot No.	Area	Location	Value
(2) 3-8-01-253	21-B	3.153 Acres	Paia Spur Road	$ 811,000
(2) 3-8-01-254	21-C	3.500 Acres	Paia Spur Road	$ 874,000
(2) 3-8-01-255	21-D	3.504 Acres	Paia Spur Road	$ 875,000
(2) 3-8-01-256	21-E	3.512 Acres	Paia Spur Road	$ 877,000
(2) 3-8-01-257	21-F	3.503 Acres	Paia Spur Road	$ 875,000
(2) 3-8-01-258	21-G	5.440 Acres	Paia Spur Road	$ 1,224,000
(2) 3-8-95-26 (Por.) Easement		533 SF		$ 2,000
(2) 3-8-95-26 (Por.) Easement		4,782 SF		$ 18,000
Non-Potable Water Well, Related Infrastructure and Water Transmission Lines				$ 90,400
Total Land, Easements and Improvements – Area A:				$ 5,646,400

Area B: TMK 3-8-01:04 (9 lots) equals 55.478 acres.
This property is located in the E Paepae Ka Puko'a Subdivision III.

TMK	Lot No.	Area	Location	Value
(2) 3-8-01 Por. 4	1	2.020 Acres	Paia Spur Road	$ 607,000
(2) 3-8-01 Por. 4	2	2.020 Acres	Paia Spur Road	$ 607,000
(2) 3-8-01 Por. 4	3	2.020 Acres	Paia Spur Road	$ 607,000
(2) 3-8-01 Por. 4	4	2.020 Acres	Paia Spur Road	$ 607,000
(2) 3-8-01 Por. 4	5	5.121 Acres	Paia Spur Road	$ 1,173,000
(2) 3-8-01 Por. 4	6	5.073 Acres	Paia Spur Road	$ 1,167,000
(2) 3-8-01 Por. 4	7	5.043 Acres	Paia Spur Road	$ 1,160,000
(2) 3-8-01 Por. 4	8	8.034 Acres	Paia Spur Road	$ 1,375,000
(2) 3-8-01 Por. 4	9	24.125 Acres	Paia Spur Road	$ 1,694,000
Total Land, Easements and Improvements – Area B:				$ 8,997,000

Significant Contribution:

This is an "Impose Only" project until the Environmental Assessment is completed and approved. The Environmental Assessment document is estimated to be completed by September 2013.

Project Objective:

This property is being acquired to ensure compatible land use of properties adjacent to the airport property. The property proposed for acquisition would not be developed in the near future by HDOTA, and would remain zoned for Agriculture. A portion of the property is within the Kahului Airport's Runway 5-23 Runway Protection Zone (RPZ). Therefore, once acquired, property ownership would transfer from the private owners to State of Hawaii, Department of Transportation, Airports Division (HDOTA), by an Executive Order of the Governor, so that, HDOTA can properly maintain the area for the RPZ. The remaining portion of the acquired property would be used as a buffer to mitigate airport encroachment from incompatible land uses. As shown in Kahului Airport's 1995 Part 150 Noise Compatibility Program (NCP), the land is within the 65 DNL contour.

Project Justification:

Enable the HDOTA to preserve the safety of Kahului Airport. Acquiring land in the RPZ enables the HDOTA to ensure that this parcel is clear of obstructions and is maintained according to standards. The HDOTA does not have zoning authority, so property acquisition is the only mechanism through which compatible development can be assured.

The property proposed for acquisition would not be developed in the near future by HDOTA, and would remain zoned for Agriculture. A portion of the property is within the Kahului Airport's Runway 5-23 Runway Protection Zone (RPZ). Therefore, once acquired, property

ownership would transfer from the private owners to HDOTA, by an Executive Order of the Governor, so that HDOTA can properly maintain the area for the RPZ. The remaining portion of the acquired property would be used as a buffer to mitigate airport encroachment from incompatible land uses. As shown in Kahului Airport's 1995 Part 150 Noise Compatibility Program (NCP), the land is within the 65 DNL contour.

NOISE COMPATIBILITY - Basis for eligibility: Paragraphs 310a and 700-706 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

Noise Compatibility: The approved Kahului Airport 1995 Noise Compatibility Program dated September 1995. Noise compatibility measures are eligible under 49 U.S.C. 47504. The land was formerly used for sugar cane production. The land was identified in the 1993 Kahului Airport Master Plan for acquisition to prevent incompatible land use and for future airport developments.

The acquisition includes approximately 78 acres of property adjacent to the Kahului Airport. The property is located on the northeastern side of Kahului, in the Wailuku District of Maui. The property is identified as Tax Map Keys (2) 3-8-001:03 por., lots 21A to 21G; and (2) 3-8-001:04, lots 1 to 9. Additionally, easements in Lot 27 of tax Map Key (2) 3-8-001:03 would be obtained to potentially provide for the future use of a non-potable water well and related infrastructure. The easements are identified as Easements W3 and W4, and have areas of 533 square feet and 4,782 square feet, respectively.

RUNWAY PROTECTION ZONE (RPZ) - Basis for eligibility: Paragraphs 571, 701b and Appendix 7, Paragraph J, of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

Runway Protection Zone (RPZ): The property will not be developed in the near future by the Airport Owner, and would remain zoned for agriculture. A portion of the property is within the Runway Protection Zone (RPZ) of Runway 5-23 at Kahului Airport. Once acquired, property ownership would transfer from the private owners to the State, Airports Division, by an Executive Order of the Governor, so that HDOTA can properly maintain the area for the RPZ. The remaining portion of the acquired property would be used as a buffer to mitigate airport encroachment from incompatible land uses. As shown in Kahului Airport's 1995 Part 150 Noise compatibility Program (NCP), the land is within the 65 DNL contour.

In the future, if HDOTA determines that the property will be developed or additional improvements will be constructed, the appropriate environmental documentation will be completed.

The State undertakes improvements to Kahului Airport as a whole in order to create an airport infrastructure that will support the present and future goals and objectives of the county and State and continue to provide safe, efficient, economical and convenient air transportation facilities for passenger and cargo service to the residents of and visitors to the State and the island of Maui, respectively.

In accordance with FAA Advisory Circular 150/5300-13, "The RPZ's function is to enhance the protection of people and property on the ground. This is achieved through airport owner

control over RPZs. Such control includes clearing RPZ areas (and maintaining them clear) of incompatible objects and activities. Control is preferably exercised through the acquisition of sufficient property interest in the RPZ."

Estimated Project Implementation Date (Month and Year): April 2012
Estimated Project Completion Date (Month and Year): September 2013

PFC Type: Impose Only

Level of Collection: $3.00

Financial Plan Approved in the PFC Application:

PFC Funds:	Pay-as-you-go	$ 14,725,000
	Bond Capital	$
	Bond Financing & Interest	$_____
***Subtotal PFC Funds:		$ 14,725,000
Existing AIP Funds:		$
Anticipated AIP Funds:		$_____
***Subtotal Anticipated AIP Funds:		$
Other Funds:	State Special Funds	$_____
***Subtotal Other Funds:		$
Total Project Cost:		**$ 14,725,000**

Proposed Changes in this Amendment:

None.

Amendment Justification:

None.

Financial Plan Revised in this Amendment:

No changes to the amount approved in the PFC Application.

NOT TO SCALE

AIRPORT BOUNDARY

KAHULUI AIRPORT		Date : JANUARY, 2011	EXHIBIT:
Airports Division			SHT 1 OF 1

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V. PFC TIMELINE FOR PROPOSED APPLICATION

Action to be Taken	Responsibility	Minimum No. of Days Required	Begin Date	End Date
Notice of Consultation Meeting	DOTA	30-45 days	November 2, 2018	December 10, 2018
Air Carrier Acknowledgement of Meeting Notice	Air Carriers	31 days	November 9, 2018	December 10, 2018
Consultation Meeting	**DOTA**	**1 day**	**December 10, 2018**	
Air Carrier Comment Period after the Consultation Meeting	Air Carriers	30 days	December 10, 2018	January 9, 2019
State of Hawaii Submits PFC Application to the FAA	DOTA	1 day	April 15, 2019	
FAA Approval Period	FAA	30 days	April 15, 2019	May 15, 2019
FAA Final Agency Decision	FAA	1 day	May 15, 2019	
Notice to Air Carriers of Charge Expiration Date	DOTA	30 days	November 1, 2019 (Notice to shorten collections from 7/1/2026 to 1/1/2020)	

Estimated Charge Expiration Date: January 1, 2020

(must be the 1st day of the month that is at least 30 days from the date of the FAD)

ATTACHMENT B

STATE OF HAWAII

Air Carrier Consultation Meeting

Information Package

for the

PASSENGER FACILITY CHARGE APPLICATION NOS. 19-08-C-00-***

Table of Contents

I. EXECUTIVE SUMMARY

A notification letter dated **November 2, 2018**, is being distributed to all air carriers operating at Daniel K. Inouye International Airport (HNL), Kahului Airport (OGG), Ellison Onizuka Kona International Airport at Keahole (KOA), Lihue Airport (LIH), and Hilo International Airport (ITO). The letter details proposed actions regarding the Passenger Facility Charge (PFC) program to be administered by the State of Hawaii (the State).

The State intends to file an application to impose a **$4.50 PFC** at HNL, OGG, KOA, LIH, and ITO for use of $4.50 PFC for projects at HNL, in accordance with Federal Aviation Regulations [Title 14 Code of Federal Regulations (CFR) Part 158].

PFC Application Nos. 09-04-C-00-*** completed its collection upon the charge expiration date of February 1, 2014.

PFC Application Nos. 13-05-C-00-*** began collections on February 1, 2014 with an approved estimated charge expiration date of July 1, 2026. Pending approval of Amendment No. 1, the estimated charge expiration date will be revised to January 1, 2020.

PFC "USE" Application Nos. 16-06-U-00-*** was approved on August 30, 2016 to "Use" funds collected under PFC Application Nos. 13-05-C-00-***.

PFC Application Nos. 18-07-C-00-*** will begin collections on January 1, 2020, with an estimated charge expiration date of July 1, 2025, pending approval of Amendment No. 1 to PFC Application Nos. 13-05-C-00-***. The approved charge effective date and charge expiration date of PFC Application Nos. 18-07-C-00-*** are July 1, 2026 and July 1, 2032, respectively.

II. CAPITAL IMPROVEMENT PROGRAM – FINANCIAL PLAN AND SOURCES OF FUNDS

This PFC application proposes to impose PFC at HNL, OGG, KOA, LIH, and ITO for use at HNL, in accordance with Title 14 CFR Part 158.

This PFC application contains the following proposed "Impose and Use" projects:

New Mauka Concourse – Aircraft Parking Apron at HNL
New Mauka Concourse at HNL
Stand Alone PFC Administration Cost at HNL

This application applies to each of the State's five (5) airports imposing PFC's. The State's intent is to collect a pro-rata share of the total amount at each imposing airport, HNL, OGG, KOA, LIH, and ITO. Based on the projected estimate of revenue collections at each of the five airports, each airport is estimated to collect the following percentage of the total approved amount:

Airport	% of collections
HNL	68.51%
OGG	18.77%
KOA	6.75%
LIH	5.64%
ITO	0.33%
Total:	100.00%

A total of approximately **$186.4 million** in PFC revenues will be applied to fund projects totaling approximately $348.1 million. The proposed earliest charge effective date is estimated to be **July 1, 2025** and PFC revenues will be applied to all PFC funded projects listed above.

See Table A-1 for PFC Financial Plan for the PFC projects in this amendment.

See Table A-2 for CIP Financial Plan – Active Projects Expenditure Plan.

Attachment A-1
PFC Plan of Finance

Project	Total Project Cost	*PFC Funds*									
		Proposed Eligibility Level[(a)]			PFC Funding Source				AIP & TSA Grants	Local	
		$4.50	$3.00	Total	Pay-go	Bond Capital	Financing & Interest	Sub-Total		Cash	Bond Capital
1 New Mauka Concourse - Aircraft Parking Apron at HNL	$ 51,201,625	$ 49,609,125	$ -	$ 49,609,125	$ 44,000,000	$ 2,818,710	$ 2,790,415	$ 49,609,125	$ -	$ -	$ 1,592,500
2 New Mauka Concourse at HNL	$ 296,224,041	$ 136,125,256	$ -	$ 136,125,256	$ 26,000,000	$ 55,340,389	$ 54,784,867	$136,125,256	$ -	$ -	$ 160,098,785
3 Stand Alone PFC Administrative Cost	$ 700,000	$ 700,000	$ -	$ 700,000	$ 700,000	$ -	$ -	$ 700,000	$ -	$ -	$ -
Total:	$ 348,125,666	$ 186,434,381	$ -	$ 186,434,381	$ 70,700,000	$ 58,159,099	$ 57,575,282	$ 186,434,381	$ -	$ -	$ 161,691,285
Percent of $4.50 and $3.00 Eligible Projects:		**100.00%**	**0.00%**								

Notes:
(a) Project cost and eligibility to be refined once project design is completed, or for reimbursement projects once the construction is completed

Attachment A-2
CIP Plan with 5-Year Expenditure Forecast
As of June 30, 2018; Dollars in Thousands

Project Title	Project #	CWEs	Federal Grants	PFC Pay-go	Cash	Bonds	CFC	Expenditure Through Jun-18	Projected Cash Flow FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
HNL													
DESIGNATED PROJECTS													
NDWP IIT Mauka Extension	AO1123-30	$ 289,850	$ -	$ 70,000	$ -	$ 219,850	$ -	$ 52,945	$ 77,477	$ 135,584	$ 23,844	$ -	$ -
New Day Works Projects Program Manager	AO1030-13	90,662	-	157	-	90,505	-	74,300	6,545	6,545	3,272	-	-
NDWP Taxilane G & L Widening Phase I	AO1121-24	69,924	-	-	-	69,924	-	60,931	8,993	-	-	-	-
NDWP Relocate IIT Maintenance Fac.	AO1125-14	55,720	-	-	-	55,720	-	52,815	-	-	-	-	-
NDWP Taxilane G & L Widening Phase II	AO1121-25	48,000	-	-	-	48,000	-	-	-	-	23,501	24,499	-
Interisland Maintenance Site Preparation	AO1125-13	43,310	-	24,600	15,559	3,151	-	43,310	-	-	-	-	-
NDWP Rdwy Terminal Signage Improvements	AO1092-20	34,774	-	-	-	34,774	-	12,370	17,215	5,189	-	-	-
NDWP Taxilane G & L Widening Phase III	AO1121-26	30,000	-	-	-	30,000	-	-	-	-	14,688	15,312	-
NDWP Relocate IIT Cargo Facilities	AO1127-17	29,958	-	-	-	29,958	-	22,955	-	-	-	-	-
Electr. Distributed Generation Sys. Ph 2	AO1098-19	26,207	356	22,470	1,059	2,321	-	25,092	1,115	-	-	-	-
NDWP DH Site Improvements	AO1150-05	10,743	-	-	-	10,743	-	10,743	-	-	-	-	-
NDWP Support Fac Site Prep-Elliott St	AO1125-15	9,783	953	-	-	8,830	-	6,689	-	-	-	-	-
NDWP AQ Cargo Demo Ph II & Hardstand	AO1125-23	8,186	-	-	-	8,186	-	8,186	-	-	-	-	-
NDWP Elliott St. - New Employee Prkg Lot	AO1125-16	7,658	-	-	-	7,658	-	6,344	-	-	-	-	-
Electr. Distributed Generation Sys. Ph 1	AO1098-18	7,171	-	-	1,480	5,691	-	6,606	-	-	-	-	-
NDWP IIT Mauka Extension - Design	AO1123-32	6,143	-	-	-	6,143	-	1,552	2,395	2,196	-	-	-
NDWP Elliott St-Hwn/Aloha Facility Demo	AO1125-18	6,065	-	-	-	6,065	-	1,187	4,878	-	-	-	-
NDWP Commuter Terminal Consult Service	AO1150-02	4,927	-	-	-	4,927	-	4,927	-	-	-	-	-
NDWP Taxilanes G & L Widening - CM	AO1121-23	3,386	-	-	-	3,386	-	-	1,273	1,159	482	471	-
NDWP AQ Cargo Demo & Hardstand - Design	AO1125-17	2,705	-	-	-	2,705	-	755	-	-	-	-	-
NDWP Taxilanes G & L Widening - Design	AO1121-22	2,382	-	-	-	2,382	-	1,492	712	178	-	-	-
NDWP Commuter Ph 3-DH Commuter Terminal	AO1150-04	2,012	-	-	-	2,012	-	2,012	-	-	-	-	-
NDWP IIT Mauka Extension Site Prep - Cancelled	AO1123-31	1,990	-	-	-	1,990	-	1,990	-	-	-	-	-
NDWP Commuter Ph 1-Tenant Reloc. Impr.	AO1150-01	1,367	-	-	-	1,367	-	1,367	-	-	-	-	-
NDWP AQ Cargo Demo & Hardstand - CM	AO1125-21	1,320	-	-	-	1,320	-	1,183	-	-	-	-	-
NDWP AQ Cargo Demolition Phase I	AO1125-22	795	-	-	-	795	-	795	-	-	-	-	-
NDWP IIT Mauka Extension - Constr Mgmt	AO1123-33	-	-	-	-	-	-	-	-	-	-	-	-
NDWP Commuter Ph 2 - TSA Relocation	AO1150-03	-	-	-	-	-	-	-	-	-	-	-	-
SECOND CONCURRENCE													
HNL Ewa Concourse Reroofing	AO1038-22	12,105	-	-	400	11,705	-	361	-	10,570	1,174	-	-
HNL DH Concourse Reroofing	AO1035-16	11,510	-	-	-	11,510	-	332	1,159	10,019	-	-	-
FOURTH CONCURRENCE													
Improvements to Baggage Handling Systems	AO1033-23	86,300	-	-	-	86,300	-	279	21,801	55,153	9,067	-	-
HNL Ticket Lobby Renovation	AO1033-22	62,500	-	-	-	62,500	-	4,314	4,694	26,189	21,953	5,349	-
Runway 8L Widening & Misc. Improvements	AO1021-25	29,654	19,280	5,782	3,574	1,019	-	3,215	23,796	2,644	-	-	-
Replace Prkg Structure Pedestrian Bridge	AO1114-18	27,000	-	-	-	27,000	-	2,031	4,217	17,224	3,529	-	-
Overseas Terminal Metal Roof Replacement	AO1043-28	18,197	9,291	2,600	-	6,306	-	17,445	752	-	-	-	-
HNL Concession Improvements - Ewa	AO1042-23	17,111	-	-	2,000	15,111	-	14,893	2,218	-	-	-	-
Terminal Imp to Shuttle Sta - Gates 6-62	AO1041-13	14,340	6,010	2,000	-	6,329	-	13,376	963	-	-	-	-
HNL DH Concourse Improvements	AO1035-17	13,805	-	-	-	13,805	-	5,250	8,556	-	-	-	-
HNL IIT 3rd Level Roadway and Misc. Improvements	AO1123-34	13,488	-	793	3,695	9,000	-	9,349	4,138	-	-	-	-

Attachment A-2
CIP Plan with 5-Year Expenditure Forecast
As of June 30, 2018; Dollars in Thousands

Project Title	Project #	CWEs	Federal Grants	PFC Pay-go	Cash	Bonds	CFC	Expenditure Through Jun-18	Projected Cash Flow FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
HNL OST 2nd Level Roadway Improvements	AO1033-21	12,468	-	-	200	12,268	-	11,390	1,078	-	-	-	-
HNL, Potable Water System Upgrade	AO1101-14	12,000	-	-	-	12,000	-	-	845	6,923	4,232	-	-
HNL Restroom Improvements, Design	AO1037-29	5,000	-	-	-	5,000	-	3,940	1,060	-	-	-	-
CM for BHS improvements	AO1033-24	1,700	-	-	-	1,700	-	-	151	1,199	350	-	-
HNL Overseas Terminal Asbestos Abatement	AO1045-14	1,500	-	-	-	1,500	-	63	-	-	-	-	-
FIFTH CONCURRENCE													
HNL Concession Improvement, DH Concourse	AO1042-24	19,622	-	-	-	19,622	-	3,999	14,775	847	-	-	-
Runway 8L Widening, Phase 2, HNL	AO1021-27	16,500	12,375	-	-	4,125	-	-	3,279	13,221	-	-	-
Pre-Conditioned Air Conditioning Units	AO1104-12	15,638	-	-	-	15,638	-	-	776	3,575	11,287	-	-
400 Hz Power Upgrade at HNL	AO1102-12	10,850	-	-	-	10,850	-	-	271	812	7,390	2,378	-
Automated Passport Control Kiosks, HNL	AO1099-14	2,200	-	326	1,874	-	-	1,449	751	-	-	-	-
Airports Surveying Geographic Info Sys.	AO1014-02	2,133	1,600	-	533	-	-	935	1,198	-	-	-	-
HNL Terminal Roof-Ceiling Improvements	AO1043-26	1,538	319	-	1,219	-	-	1,508	-	-	-	-	-
HNL Heavy Equipment Garage	AO1142-15	765	-	-	-	765	-	8	707	51	-	-	-
HNL Automated Passport Control Kiosk Installation	AO1099-15	500	-	-	500	-	-	-	500	-	-	-	-
SEVENTH CONCURRENCE													
A380 Improvements at Gates 29 and 34	AO1038-23	18,088	-	-	-	18,088	-	5,537	12,551	-	-	-	-
EIGHTH CONCURRENCE													
DH Extension Development Program Manager	AO1040-01	5,000	-	-	-	5,000	-	-	4,583	417	-	-	-
NINTH CONCURRENCE													
Taxiway A Reconstruction, HNL	AO1021-26	50,000	-	-	3,000	47,000	-	-	4,583	9,359	36,058	-	-
HNL Restroom Improvements, OST, Phase 1	AO1037-30	28,876	1	-	12,500	16,375	-	205	4,842	19,778	4,052	-	-
HNL, Terminal Modernization	AO1x18-12	28,150	-	-	-	28,150	-	-	1,173	1,642	22,528	2,807	-
HNL Restroom Improvements, IIT	AO1123-35	20,000	-	-	-	20,000	-	-	1,152	14,372	4,476	-	-
DH Apron Reconstruction ph 1	AO1035-18	15,187	11,390	3,797	-	-	-	659	1,826	10,326	2,376	-	-
HNL, International Arrivals Building Renovation	AO1x19-14k	13,000	-	-	-	13,000	-	-	2,583	10,417	-	-	-
RW and TW Shoulder Rehabilitation, HNL	AO1021-28	9,000	-	-	-	9,000	-	-	6,750	2,250	-	-	-
HNL, South Ramp Helicopter Operations Area Improvement	AO1x19-14d	7,500	-	-	-	7,500	-	-	1,490	6,010	-	-	-
Install Taxiway Hold Lights, HNL	AO1022-16	4,500	-	-	-	4,500	-	-	1,253	3,247	-	-	-
HNL, Ewa and Diamond Head Concourse Rdwy Imprvmnts	AO1x19-14i	2,000	-	-	-	2,000	-	-	1,500	500	-	-	-
Overseas Terminal Roof Replacement, HNL	AO1043-30	1,500	-	-	-	1,500	-	-	1,500	-	-	-	-
HNL, Overseas Terminal Fire Sprinkler System Upgrade	AO1x19-14c	1,000	-	-	-	1,000	-	-	750	250	-	-	-
HNL, Elliott Street Roadway Improvements	AO1x19-14j	1,000	-	-	-	1,000	-	-	750	250	-	-	-
South Ramp Development Plan, HNL	AO1014-03	800	-	-	-	800	-	-	383	417	-	-	-
HNL, Overseas Terminal Sidewalk Improvements	AO1x19-14l	800	-	-	-	800	-	-	600	200	-	-	-
CONCEPTUAL PLANNING													
HNL Aircraft Apron Reconstruction - Ewa	AO1038-24	28,000	-	-	19,118	8,882	-	-	-	3,026	275	12,325	12,374
HNL, USDA Plant Inspection Facility	AO1131-13	9,000	9,000	-	-	-	-	369	7,675	956	-	-	-
T-Hangar Roof Replacement, HNL	AO1130-20	6,000	-	-	-	6,000	-	-	596	4,806	599	-	-
NOT SUBJECT TO AIRLINE REVIEW													
HNL Consolidated Car Rental Facility	AO1117-06	329,808	-	-	-	-	329,808	91,647	136,220	65,424	36,517	-	-
Consolidated Car Rental Facility-CM	AO1117-04	23,063	-	-	-	-	23,063	8,032	9,128	2,341	3,561	-	-
Consolidated Car Rental Facility-Design	AO1117-01	22,500	-	-	-	-	22,500	19,987	1,117	1,117	279	-	-

Attachment A-2
CIP Plan with 5-Year Expenditure Forecast
As of June 30, 2018; Dollars in Thousands

Project Title	Project #	CWEs	Federal Grants	PFC Pay-go	Cash	Bonds	CFC	Expenditure Through Jun-18	Projected Cash Flow FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
SUBTOTAL HNL		$ 1,828,234	$ 70,575	$ 132,524	$ 66,711	$ 1,183,053	$ 375,371	$ 621,118	$ 421,294	$ 456,382	$ 235,489	$ 63,142	$ 12,374
ITO													
DESIGNATED PROJECTS													
ITO Access Control & CCTV Systems	AH1052-03	$ 4,220	$ -	$ 4,220	$ -	$ -	$ -	$ 2,472	$ 1,748	$ -	$ -	$ -	$ -
SECOND CONCURRENCE													
ITO Runway 3-21 Pavement Improvements	AH1021-16	13,033	11,172	-	1,861	-	-	12,521	-	-	-	-	-
FOURTH CONCURRENCE													
ITO ARFF Facility Improvements	AH1031-14	19,847	16,833	-	-	3,014	-	19,602	-	-	-	-	-
Airfield Drainage Improvements, ITO	AH1021-18	5,479	4,426	-	704	348	-	74	5,405	-	-	-	-
West Ramp Demolition & Lease Lots, ITO	AH1051-22	3,890	-	-	-	3,890	-	241	1,177	2,472	-	-	-
FIFTH CONCURRENCE													
Restroom Improvements, ITO	AH1042-01	7,555	-	-	-	7,555	-	382	248	6,686	239	-	-
SIXTH CONCURRENCE													
Noise Attenuation Keaukaha Subd., Ph 3	AH1071-18	3,105	2,000	-	505	600	-	-	338	2,490	277	-	-
NINTH CONCURRENCE													
ITO, Aircraft Apron Reconstruction	AH1x18-19	5,200	-	-	-	5,200	-	-	523	2,290	2,387	-	-
Hilo Int'l Airport Washrack Facility	AH1080-03	2,000	-	-	-	2,000	-	-	397	1,603	-	-	-
Arcade Air Conditioning Improvements	AH1042-02	1,500	-	-	-	1,500	-	-	625	875	-	-	-
ITO, Runway and Taxiway Lighting Replacement	AH1021-19	1,000	-	-	-	1,000	-	-	750	250	-	-	-
ITO, Noise Monitoring System Improvements	AH1071-19	301	1	-	-	300	-	-	60	241	-	-	-
CONCEPTUAL PLANNING													
ITO, New Roof and Facility Painting	AH1x18-21	10,000	-	-	-	10,000	-	-	4,896	5,104	-	-	-
SUBTOTAL ITO		$ 77,129	$ 34,432	$ 4,220	$ 3,070	$ 35,408	$ -	$ 35,292	$ 16,168	$ 22,010	$ 2,903	$ -	$ -
KOA													
DESIGNATED PROJECTS													
KOA Access Control & CCTV Systems	AH2050-05	$ 2,929	$ -	$ 2,929	$ -	$ -	$ -	$ 275	$ 527	$ 2,126	$ -	$ -	$ -
THIRD CONCURRENCE													
Terminal Modernization, Phase 1, KOA	AH2045-16	83,739	14,130	40,568	6,607	22,433	-	38,316	35,988	9,435	-	-	-
FOURTH CONCURRENCE													
ARFF Regional Training Facility	AH2044-20	23,333	20,000	-	2,111	1,222	-	1,507	-	19,643	2,183	-	-
ARFF Regional Training Center Props, KOA	AH2044-21	10,000	9,000	-	-	1,000	-	-	8,970	1,030	-	-	-
FIFTH CONCURRENCE													
KOA Federal Inspection Services Building	AH2062-15	69,823	2,500	27,823	38,000	1,500	-	1,121	2,968	57,937	7,798	-	-
KOA Perimeter Fence Replacement	AH2050-09	1,756	1,580	-	-	176	-	-	176	981	599	-	-
SIXTH CONCURRENCE													
KOA Automated Passport Control Kiosk Solution	AH2062-16	1,033	-	-	1,033	-	-	945	-	-	-	-	-
SEVENTH CONCURRENCE													
KOA General Aviation Subdivision	AH2023-15	10,875	9,788	-	1,088	-	-	-	1,090	3,156	6,629	-	-
NINTH CONCURRENCE													
KOA, Agricultural Inspection Station	AH2042-32	8,750	-	-	-	8,750	-	-	558	319	7,611	262	-
Restroom Improvements, KOA	AH2042-31	7,200	-	-	-	7,200	-	1	722	2,089	4,388	-	-
Emergency Power Improvements, KOA	AH2074-13	3,500	-	-	-	3,500	-	-	352	1,249	1,899	-	-

Attachment A-2
CIP Plan with 5-Year Expenditure Forecast
As of June 30, 2018; Dollars in Thousands

Project Title	Project #	CWEs	Federal Grants	PFC Pay-go	Cash	Bonds	CFC	Expenditure Through Jun-18	Projected Cash Flow FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
KOA, New Admin. Building, Hawaii	AH2042-33	1,500	-	-	-	1,500	-	-	1,125	375	-	-	-
CONCEPTUAL PLANNING													
Emergency Operations Center Upgrade, KOA	AH2044-22	450	-	-	-	450	-	-	422	28	-	-	-
SUBTOTAL KOA		$ 224,888	$ 56,998	$ 71,320	$ 48,838	$ 47,731	$ -	$ 42,165	$ 52,898	$ 98,368	$ 31,106	$ 262	$ -
OGG													
DESIGNATED PROJECTS													
OGG Apron Pavement Structural Impr. Ph 2	AM1022-16	$ 23,275	$ -	$ 20,666	$ 458	$ 2,151	$ -	$ 21,933	$ -	$ -	$ -	$ -	$ -
OGG Elevator, Escalator, Moving Walk Replcmnt	AM1042-35	6,774	-	-	750	6,024	-	6,545	229	-	-	-	-
FOURTH CONCURRENCE													
OGG Holdrooms A,B & E Restroom Improvements	AM1042-41	7,500	-	-	-	7,500	-	637	2,839	4,024	-	-	-
OGG New Pass & ID Office and Conference Room	AM1042-40	5,782	-	-	-	5,782	-	354	5,240	187	-	-	-
OGG Runway 2-20 Federal EIS	AM1011-11	5,000	3,750	-	-	1,250	-	1	2,291	2,499	208	-	-
Replace NASKA Pump Station, OGG	AM1049-16	3,300	-	-	-	3,300	-	-	-	2,934	366	-	-
OGG Washrack Facility	AM1049-14	1,569	-	-	-	1,569	-	1,398	-	-	-	-	-
FIFTH CONCURRENCE													
Apron and Lease Lots, OGG	AM1045-20	65,275	-	-	-	65,275	-	-	5,831	-	-	6,549	52,895
OGG Holdroom and Gate Improvements	AM1042-42	46,098	-	-	-	46,098	-	-	6,300	5,002	28,287	6,510	-
OGG Inbound Baggage Handling System Improvements	AM1109-01	10,713	-	-	-	10,713	-	-	625	446	8,678	964	-
NINTH CONCURRENCE													
OGG A&B Land Acquisition, Phase II	AM1021-12	15,000	-	-	15,000	-	-	14	14,986	-	-	-	-
Taxiway A/C Intersection Reconstruction	AM1041-17	12,200	10,980	-	-	1,220	-	1	1,213	9,887	1,099	-	-
OGG Terminal Improvements	AM1042-44	11,500	-	-	-	11,500	-	-	1,047	1,363	9,090	-	-
OGG, Baggage Handling System Improvements	AM1x19-34b	2,680	-	-	-	2,680	-	-	231	2,028	421	-	-
Holdroom Gates CUPPS Upgrade, OGG	AM1042-43	1,300	-	-	-	1,300	-	9	45	1,203	43	-	-
NOT SUBJECT TO AIRLINE REVIEW													
Roadway Improvements and ConRAC Facility	AM1032-13	376,534	-	-	-	-	376,534	250,365	108,895	17,274	-	-	-
Airport Access Road To Hana Highway	AM1061-14	58,996	799	-	277	-	57,920	53,080	2,399	3,517	-	-	-
SUBTOTAL OGG		$ 653,495	$ 15,529	$ 20,666	$ 16,485	$ 166,361	$ 434,454	$ 334,338	$ 152,171	$ 50,366	$ 48,191	$ 14,023	$ 52,895
LIH													
FOURTH CONCURRENCE													
Runway 3-21 and Taxiway B Rehabilitation	AK1031-15	$ 18,322	$ 12,746	$ 3,013	$ 1,482	$ 1,080	$ -	$ 338	$ 17,984	$ -	$ -	$ -	$ -
Ticket Lobby and Holdroom Improvements	AK1042-14	9,630	-	-	-	9,630	-	296	509	8,520	305	-	-
FIFTH CONCURRENCE													
Ahukini Landfill Restoration, Phase II	AK1023-16	3,925	-	-	-	3,925	-	0	250	3,321	353	-	-
Relocate Runway 3-21 at Lihue Airport	AK1031-14	2,000	1,800	-	-	200	-	770	984	246	-	-	-
LIH Master Plan Update	AK1012-10	1,500	-	-	1,500	-	-	-	688	750	63	-	-
Lihue Runway EA	AK1012-09	893	-	-	893	-	-	707	186	-	-	-	-
NINTH CONCURRENCE													
Terminal Holdroom Improvements, LIH	AK1042-16	17,848	-	-	-	17,848	-	-	1,297	486	14,994	1,071	-
LIH, Parking Improvements	AK1x19-43a	1,000	-	-	-	1,000	-	-	750	250	-	-	-
CONCEPTUAL PLANNING													

Attachment A-2
CIP Plan with 5-Year Expenditure Forecast
As of June 30, 2018; Dollars in Thousands

Project Title	Project #	CWEs	Federal Grants	PFC Pay-go	Cash	Bonds	CFC	Expenditure Through Jun-18	Projected Cash Flow FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
Lihue Airport Land Acquisition, Phase 3	AK1x18-42	4,685	-	-	4,685	-	-	-	-	3,867	818	-	-
NOT SUBJECT TO AIRLINE REVIEW													
Lihue Airport Land Acquisition, Phase 2	AK1021-07	21,300	-	-	-	-	21,300	9,300	10,670	1,330	-	-	-
SUBTOTAL LIH		$ 81,103	$ 14,546	$ 3,013	$ 8,561	$ 33,683	$ 21,300	$ 11,411	$ 33,318	$ 18,770	$ 16,533	$ 1,071	$ -
OTHER													
FOURTH CONCURRENCE													
Repave Runway 17-35 and Taxiway E	AM2021-20	$ 3,200	$ 2,700	$ -	$ -	$ 500	$ -	$ -	$ 1,728	$ 1,472	$ -	$ -	$ -
FIFTH CONCURRENCE													
JRF Utility System Improvements	AO5021-17	10,638	-	-	-	10,638	-	-	887	1,170	8,582	-	-
Hangar 110 Renovation - Phase 4	AO5021-14	4,810	4,027	-	-	784	-	3,997	813	-	-	-	-
New T-Hangars & Infrastructure Impr Ph 2	AO5021-16	4,639	4,000	-	-	640	-	2,117	2,523	-	-	-	-
New T-Hangars & Infrastructure Impr.	AO5021-10	4,589	4,000	-	589	-	-	4,330	-	-	-	-	-
Hangar 110 Renovation - Phase 5, JRF	AO5021-15	4,446	3,740	-	707	-	-	4	3,950	492	-	-	-
Fiber Optic Installation, MKK	AM2042-02	3,798	-	-	-	3,798	-	-	348	711	2,739	-	-
Lanai Airport Master Plan and NCP Update	AM4011-03	522	-	-	522	-	-	163	359	-	-	-	-
SIXTH CONCURRENCE													
Reconstruction of Runway 3-21, LNY	AM4022-16	23,301	1	-	1,000	22,300	-	616	1,090	18,415	3,181	-	-
Repave Airport Road and Parking Lot, LNY	AM4041-01	843	-	-	-	843	-	-	29	786	28	-	-
NINTH CONCURRENCE													
LNY, Runway 3-21 Extension, Lanai	AM4x19-40b	5,007	-	-	-	7	5,000	-	469	4,004	534	-	-
Kapalua, Water Tank Improvements	AM6030-02	2,000	-	-	-	2,000	-	-	201	1,117	683	-	-
Port Allen, Security Fence Improvements	AK2021-13	1,500	-	-	-	1,500	-	-	52	1,398	50	-	-
Restroom Improvements, Lanai Airport	AM4042-01	1,000	-	-	-	1,000	-	6	57	936	-	-	-
CONCEPTUAL PLANNING													
JRF, Construct T Hangars	AO5x18-16	8,000	-	-	-	8,000	-	-	-	-	7,114	886	-
MKK, Terminal and Utility Improvements	AM2031-15	7,250	-	-	-	7,250	-	-	-	725	4,050	2,475	-
Runway Repaving Kalaupapa Airport	AM5021-13	4,500	-	-	-	4,500	-	-	-	2,793	1,707	-	-
Replacement of Runway MALSR Lights, JRF	AO5024-02	3,300	-	-	-	3,300	-	-	-	331	2,246	723	-
Hana, Baseyard Renovation	AM3030-02	2,000	-	-	-	2,000	-	-	-	154	116	1,730	-
LNY, Baseyard Renovations	AM4031-18	2,000	-	-	-	2,000	-	-	-	199	1,602	200	-
Dillingham, Replace Universal Communications Tower	AO2024-12	2,000	-	-	-	2,000	-	-	-	199	1,602	200	-
Upolu, Airport Improvements	AH4x18-29	1,025	-	-	-	1,025	-	-	-	103	698	225	-
SUBTOTAL OTHER		$ 100,369	$ 18,466	$ -	$ 2,818	$ 74,085	$ 5,000	$ 11,234	$ 12,505	$ 35,004	$ 34,930	$ 6,439	$ -
STATEWIDE													
DESIGNATED PROJECTS													
CIP Staff Costs	AS1110-10	$ 15,000	$ -	$ -	$ 15,000	$ -	$ -	$ 11,144	$ 3,856	$ -	$ -	$ -	$ -
THIRD CONCURRENCE													
Statewide Energy Savings Performance Contracting	AS1060-15	206,647	-	-	-	206,647	-	179,442	27,204	-	-	-	-
FOURTH CONCURRENCE													
Statewide Program Management	AS1150-02	992	-	-	-	992	-	865	-	-	-	-	-
FIFTH CONCURRENCE													

Attachment A-2
CIP Plan with 5-Year Expenditure Forecast
As of June 30, 2018; Dollars in Thousands

Project Title	Project #	CWEs	Federal Grants	PFC Pay-go	Cash	Bonds	CFC	Expenditure Through Jun-18	Projected Cash Flow FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
Statewide Program Management	AS1150-03	3,951	-	-	-	3,951	-	2,283	1,668	-	-	-	-
Statewide Airport Layout Plan Phase 2	AS1011-30	2,222	2,000	-	222	-	-	-	1,018	1,111	93	-	-
Construction Management Support, Ph. 7	AS1130-11	2,000	-	-	2,000	-	-	15	1,670	315	-	-	-
Program Management Statewide Airports	AS1150-04	1,500	-	-	-	1,500	-	248	1,252	-	-	-	-
Statewide Planning Land Use Entitlements	AS1011-28	477	-	-	477	-	-	42	434	-	-	-	-
Statewide Environmental Assessments	AS1011-27	341	-	-	341	-	-	40	301	-	-	-	-
Oahu District Environmental Assessments	AS1011-26	340	-	-	340	-	-	51	289	-	-	-	-
SIXTH CONCURRENCE													
Project Definitions Reports, Statewide	AS1011-31	600	-	-	600	-	-	-	600	-	-	-	-
NINTH CONCURRENCE													
Fire Alarm System Replacement Upgrade	AS1053-12	22,000	-	-	-	22,000	-	-	2,227	5,306	12,295	2,171	-
Install Wastewater & Water Treatment Sys	AS1095-07	12,127	6,400	-	5,727	-	-	9	2,999	9,119	-	-	-
SW, Runway Safety Area Improvements	AS1150-05	5,000	-	-	2,000	3,000	-	-	2,500	2,500	-	-	-
CIP Airfield Design Services, Statewide	AS1037-08	2,000	-	-	-	2,000	-	-	957	1,043	-	-	-
Neighbor Island CM Support, Statewide	AS1130-12	2,000	-	-	2,000	-	-	-	770	1,163	67	-	-
Neighbor Island PM Support, Statewide	AS1150-06	2,000	-	-	-	2,000	-	-	1,222	778	-	-	-
NOT SUBJECT TO AIRLINE REVIEW													
CONRAC Program Mgmt Support, Phase II	AS1062-03	1,995	-	-	-	-	1,995	1,740	255	-	-	-	-
SUBTOTAL STATEWIDE		$ 281,191	$ 8,400	$ -	$ 28,707	$ 242,089	$ 1,995	$ 195,879	$ 49,223	$ 21,336	$ 12,454	$ 2,171	$ -
TOTAL		$3,246,410	$218,946	$231,743	$175,190	$1,782,410	$838,120	$ 1,251,437	$737,577	$702,235	$381,606	$87,108	$65,269

III. PFC REVENUE COLLECTION AND FORECAST

The State is requesting the PFC authority to impose PFC charge fees totaling **$186.4 million**. This collection amount is based on a forecast of eligible enplaned passengers over a collection period from approximately **July 1, 2025 through June 30, 2029**.

A reduction of 17% has been applied to the total enplaned passengers to account for future ineligible passengers, and the PFC Revenue Forecast also contains a reduction of $0.11 per eligible enplaned passenger to account for the airline administration fee.

See Table A-3 for the detailed PFC Revenue Forecast.

Attachment A-3
PFC Revenue Forecast
By Fiscal Year (FY)

		FY 2026 [3]	FY 2027	FY 2028	FY 2029	TOTAL
Overseas enplanements [1]						
Daniel K. Inouye International Airport		8,613,445	8,784,853	8,959,672	9,137,969	35,495,939
Kahului Airport		2,563,130	2,613,880	2,665,635	2,718,415	10,561,060
Ellison Onizuka Kona International Airport at Keahole		1,076,555	1,092,057	1,107,783	1,123,735	4,400,130
Lihue Airport		848,488	860,706	873,100	885,673	3,467,967
Hilo International Airport		36,756	36,885	37,014	37,144	147,799
Total - applicable enplanements		**13,138,374**	**13,388,381**	**13,643,204**	**13,902,936**	**54,072,895**
After allowance for non-eligible PFC passengers [2]						
Daniel K. Inouye International Airport	83%	7,149,159	7,291,428	7,436,528	7,584,514	29,461,629
Kahului Airport	83%	2,127,398	2,169,520	2,212,477	2,256,284	8,765,679
Ellison Onizuka Kona International Airport at Keahole	83%	893,541	906,407	919,460	932,700	3,652,108
Lihue Airport	83%	704,245	714,386	724,673	735,109	2,878,413
Hilo International Airport	83%	30,507	30,615	30,722	30,830	122,674
Total		**10,904,850**	**11,112,356**	**11,323,860**	**11,539,437**	**44,880,503**
Projected PFC revenue @ $4.50						
Daniel K. Inouye International Airport		$32,171,216	$32,811,426	$33,464,376	$34,130,313	132,577,331
Kahului Airport		9,573,291	9,762,840	9,956,147	10,153,278	39,445,556
Ellison Onizuka Kona International Airport at Keahole		4,020,935	4,078,832	4,137,570	4,197,150	16,434,486
Lihue Airport		3,169,103	3,214,737	3,261,029	3,307,991	12,952,859
Hilo International Airport		137,282	137,768	138,249	138,735	552,033
Total projected gross PFC revenue @ $4.50		**$49,071,825**	**$50,005,602**	**$50,957,370**	**$51,927,467**	**$201,962,264**
less airline collection fee ($0.11 per PFC)		($1,199,534)	($1,222,359)	($1,245,625)	($1,269,338)	($4,936,855)
Estimated net PFC revenue @ $4.50		**$47,872,292**	**$48,783,243**	**$49,711,745**	**$50,658,128**	**$197,025,408**
Cumulative Total:		**$47,872,292**	**$96,655,535**	**$146,367,280**	**$197,025,408**	

Notes:

(1) Enplaned passenger projections obtained from Fiscal Year 2018 Preliminary Enplanements from the State of Hawaii, Department of Business, Economic Development & Tourism with compound annual growth rates based upon the FAA Terminal Area Forecast (TAF) 2016.

(2) Assumes approximately 17% of the passengers are assumed to flying on a frequent flier award or are considered as non-revenue passengers

(3) Assumes collections begins on the PFC Application Nos. 18-07-C-00-*** expiration date of July 1, 2025 through the State's fiscal year end setting the PFC expiration date for PFC Application Nos. 19-08-C-00-*** at July 1, 2029.

Estimated passenger growth rates[1]

Daniel K. Inouye International Airport - Overseas	2.0%
Kahului Airport - Overseas	2.0%
Ellison Onizuka Kona International Airport at Keahole - Overseas	1.4%
Lihue Airport - Overseas	1.4%
Hilo International Airport - Overseas	0.4%

IV. DESCRIPTION OF PROPOSED PROJECTS

1. NEW MAUKA CONCOURSE – AIRCRAFT PARKING APRON

DANIEL K. INOUYE INTERNATIONAL AIRPORT, OAHU, HAWAII
State Project Number: AO1123-30A

Project Description:

This project provides for the construction, construction management and financing costs required to reconstruct a portion of the existing airfield and construct a new aircraft parking apron for the new Mauka Concourse building at Daniel K. Inouye International Airport (HNL) and other related improvements (see Project 2 – New Mauka Concourse). The portion of the existing airfield to be reconstructed the primary taxilanes providing access to and from the new Mauka Concourse Aircraft Parking Apron.

The portion of airfield to be reconstructed comprises of 4,500 Linear Feet (LF) of 75-foot wide asphalt taxilanes, with full length shoulders. The new aircraft parking apron comprises of 423,486 Square Feet (SF) of concrete hardstand pavement.

Other related improvements consist of airfield drainage, which includes a detention basin and the incorporation of permanent post-construction best management practice measures; hardstand and exterior airfield lighting and foundations; fencing; airfield striping and markings, and signage; installation of a jet-blast fence including foundations and retaining walls; and an extension of the fuel hydrant system for the new gates.

The fuel hydrant system extension consists of extending the fuel hydrant system from the gates fronting the existing Terminal 1 (formerly the Interisland Terminal) to the new gates. A new 10-inch fuel line, 635 LF long, will be installed around the perimeter of the new Mauka Concourse building, and tie into the existing 10-inch fuel line near Gate A13 (formerly Gate 61). There will also be 21 new hydrant pits and several high point drains and low point pump outs installed along all the fuel lines serving the Mauka Concourse building.

Project Objective:

This project is intended to enhance capacity during the peak hours by reducing delays caused by towing of aircraft between gates and hardstands. This project will construct the aircraft parking apron for the new Mauka Concourse building gates.

The Mauka Concourse building provides six (6) wide-body or eleven (11) narrow-body gates with an overall capability of accommodating Airplane Design Group (ADG) III, IV or V aircraft. This will allow any air carrier operating any of these aircraft types to utilize the new gates.

The project will provide the aircraft parking apron and related areas such as the air carrier and/or airport operations space, and aircraft fueling facilities directly under or adjacent to the

gates and associated hold rooms in the new Mauka Concourse building in accordance with Section 40117(a)(3)(F).

Project Justification:

Basis for eligibility: Paragraphs 525, 532, and 535 of Federal Aviation Administration (FAA) Order 5100.38C, Airport Improvement Program (AIP) Handbook, (June 28, 2005).

This project provides the aircraft parking apron and aircraft movement areas associated with Project 2 - New Mauka Concourse being constructed to expand gate capacity by adding six (6) wide-body or eleven (11) narrow-body gates.

These new facilities are needed to accommodate an existing peak hour demand for gates and increased use of larger aircraft by the airlines. The increased number of gates provided by the new Mauka Concourse will assist in accommodating the peak traffic period at HNL.

The existing aircraft parking apron area was constructed in 1987 for use by ADG III and smaller aircraft. The pavement strength is currently not adequate to sustain airfield traffic for the heavier ADG IV and V aircraft. Also, the existing Commuter Terminal will be demolished to accommodate the new Mauka Concourse building footprint designed in an L-shape.

As defined in FAA Advisory Circular (AC) 150/5300-13, Airport Design, an ADG is a grouping of airplanes based on wingspan or tail height; where an airplane is in two categories, the most demanding category is used. The new Mauka Concourse is designed to accommodate ADG III, IV and V aircraft.

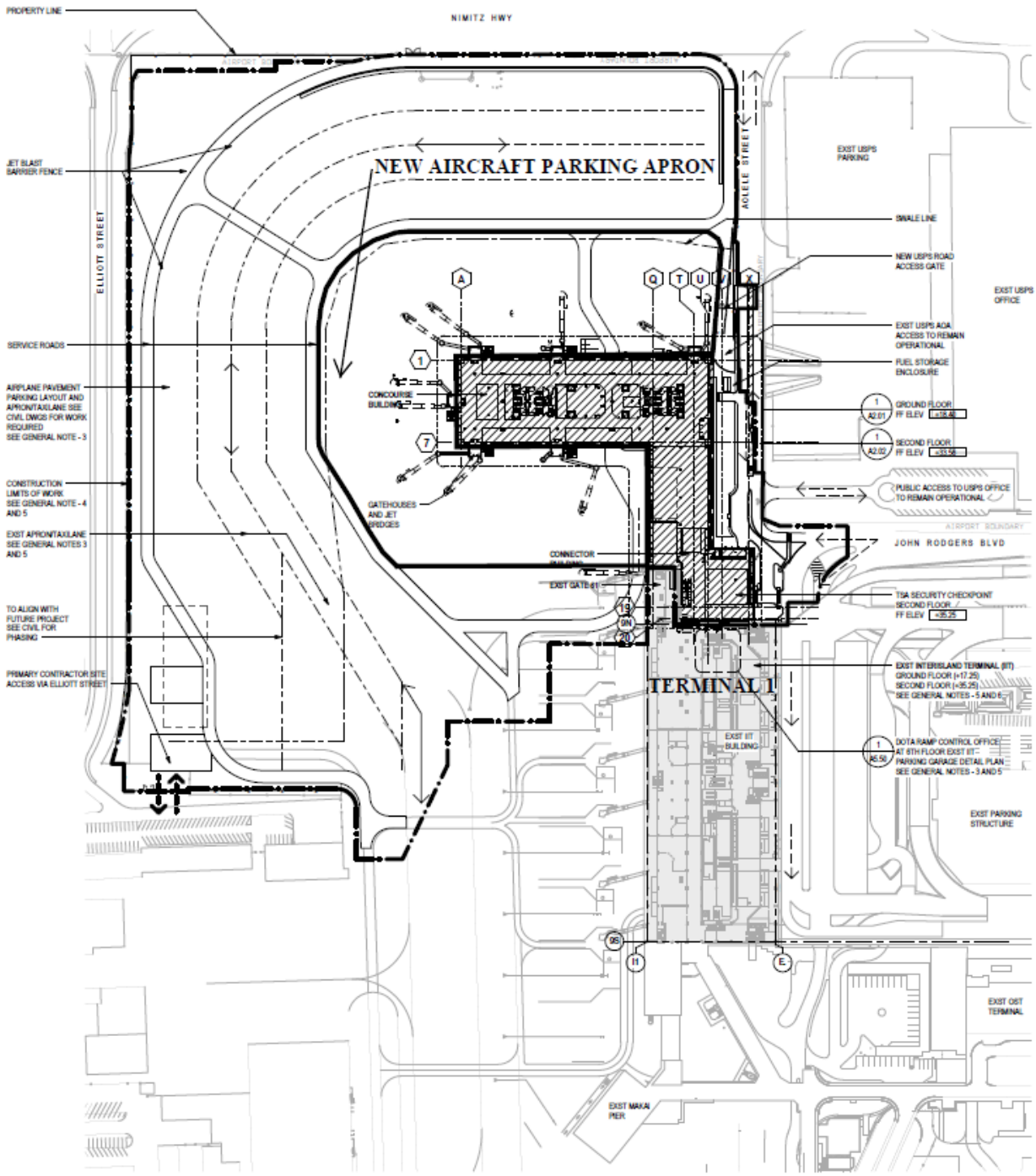
Estimated Project Implementation Date (Month and Year): September 2016
Estimated Project Completion Date (Month and Year): September 2020

PFC Type: Impose & Use

Level of Collection: $4.50

Financial Plan:

PFC Funds:	Pay-as-you-go	$ 44,000,000
	Bond Capital	$ 2,818,710
	Bond Financing & Interest	$ 2,790,415
***Subtotal PFC Funds:		$ 49,609,125
Existing AIP Funds:		$
Anticipated AIP Funds:		$
***Subtotal Anticipated AIP Funds:		$
Other Funds:	State Bond Funds	$ 1,592,500
***Subtotal Other Funds:		$
Total Project Cost:		**$ 51,201,625**



NEW MAUKA CONCOURSE – AIRCRAFT PARKING APRON
STATE PROJECT NO. AO1123-30A
DANIEL K. INOUYE INTERNATIONAL AIRPORT

2. NEW MAUKA CONCOURSE

DANIEL K. INOUYE INTERNATIONAL AIRPORT, OAHU, HAWAII
State Project Number: AO1123-30

Project Description:

This project will provide for construction and construction management services and financing costs required to construct the New Mauka Concourse building at Daniel K. Inouye International Airport (HNL).

The New Mauka Concourse building will contain approximately 261,592 square feet in area consisting of airline gates capable of accommodating six (6) wide-body or eleven (11) narrow-body aircraft, new hold rooms, operations areas, new security screening lanes, concessions, a restroom and service core, common areas and public area furnishings, space for an airline Premier Club, elevators, escalators, passenger loading bridges, fixtures and equipment and other associated work integral to the building construction.

Demolition of Existing Facilities: The scope of work for this project includes demolition of the existing Commuter Terminal building and ground level parking lot to allow for the construction of the new concourse and modifications to the existing roadways.

New Mauka Concourse building: The scope of work includes demolition of the existing Commuter Terminal building, site work for the new concourse building, construction of the new concourse building, utilities, 400Hertz (Hz) ground power, preconditioned air for passenger loading bridges, twelve (12) passenger loading bridges, and a replacement passenger loading bridge for Gate A13.

The scope of work also includes landside pavement, landside drainage system, water, sewer and non-potable water, landscaping, irrigation, building foundations, building superstructure, roofing, elevators, escalators, interior finishes, fixed furnishings, hold room seating, mechanical, interior and exterior electrical, plumbing, fire protection, fire alarm, heating, ventilation, and air conditioning systems, emergency distribution system, interior and exterior lighting, security and common-use gate management system, a common-use flight information display system, energy management and control system, interior and exterior telecom work, a ground transportation center, and related incidental work.

Aircraft Parking Apron for the new Mauka Concourse: A new aircraft parking apron for the new Mauka Concourse will be constructed under a separate PFC project. Please refer to Project 1 – New Mauka Concourse - Aircraft Parking Apron, State Project No. AO1123-30A of this application.

Passenger Loading Bridges: This project will purchase and install twelve (12) new passenger loading bridges at the new Gates A1 to A12. The scope of work includes construction of the foundations, electrical work, and installation of fixed extension walkways. The 400Hz and potable water are included in the passenger loading bridge cost.

This project will also purchase and install one (1) new passenger loading bridge at Gate A13 (formerly Gate 61) in the existing Terminal 1 (formerly the Interisland Terminal) building. The loading bridge for this gate requires modification to accommodate construction of the new Mauka Concourse extension to the Terminal 1 building.

PFC Eligibility: The total building square footage is approximately 261,592 SF which consists of approximately 120,420 SF in public space and approximately 141,172 SF in exclusive-use areas such as concessions, airline lounge, and other non-public areas. Based on PFC space eligibility analysis, approximately 47 percent of the Mauka Concourse building is PFC-eligible.

Project Objective:

This project is intended to enhance capacity during the peak hours by reducing delays caused by towing of aircraft between gates and hardstands. This project will construct new gates capable of handling the new larger ADG IV/V aircraft.

The Mauka Concourse provides six new gatehouses, each with 2 passenger loading bridges capable of accommodating ADG III, IV or V aircraft. This will allow any air carrier operating any of these aircraft types to utilize the new gates.

The facility provides for the movement of passengers via public-use corridors to boarding areas, restrooms, holding areas (not exclusively leased to an air carrier), foyers and entryways, loading bridges, and a flight information display system which is available for use by all air carriers.

This gate flexibility will provide greater efficiency for concourse facilities by enhancing enplaning and deplaning of passengers and thereby reducing aircraft turnaround time and flight scheduling delays. Turnaround time of each aircraft directly affects the number of aircraft and passengers that can utilize each gate over the course of a day.

Project Justification:

Loading Bridges - Basis for eligibility: Paragraph 601 of FAA Order 5100.38C, AIP Handbook, (June 28, 2005).

This project will expand gate capacity at the airport by constructing a new concourse approximately 261,592 SF in size which will provide six (6) new ADG V or eleven (11) new ADG III capable gates. The facility includes a new security checkpoint, new hold rooms, and passenger circulation space including areas for concessions and restroom facilities. The passenger loading bridges are specifically designed to extend from the terminal departure hold room doorway to the aircraft boarding door to provide a safe transition for all passengers. The bridge also provides complete protection for the passenger from inclement weather, aircraft noise, and protection from ramp fuel spill fires [National Fire Protection Act (NFPA) 415]. The bridges also provide simple, fast, and dignified boarding of all passengers regardless of their physical, sensory, or cognitive capabilities, and a method for compliance with AC 150/5220-21C, Aircraft Boarding Equipment.

These new facilities are needed to accommodate an existing peak hour demand for gates and increased use of larger aircraft by the airlines. The increased number of gates provided by the Mauka Concourse will assist in accommodating the peak traffic period at HNL.

Security Checkpoint: The Transportation Security Administration has worked with the State during the design of this facility.

HNL Terminal Buildings:

To effectively discuss the Mauka Concourse project, and hopefully to eliminate the confusion of the terminal names and gate, a brief description of the terminals at HNL is shown below.

HNL has three terminal buildings - Terminals 1, 2, and 3, formerly known as, respectfully, the Interisland Terminal, the Overseas Terminal, and the Commuter Terminal.

Terminal 1: Terminal 1 consists of A and B Gates. At the time of its opening in 1993, Terminal 1 was intended primarily for use by the interisland carriers operating ADG III aircraft (Aloha Airlines and Hawaiian Airlines at the time). Although originally designed for interisland carriers operating ADG III aircraft, the A Gates can accommodate up to Group IV aircraft, with gate restrictions.

Constructed in 1995, the B Gates was designed and constructed as a second phase of Terminal 1.

Terminal 2: Terminal 2 consists of C, D, E, F, and G Gates. Foreign arrivals are gated only at C, D, F and G Gates due to access into the International Arrivals Building. Domestic arrivals can be gated at all gates in Terminal 2.

Terminal 3: Terminal 3 was demolished in June 2018.

Construction of the new Mauka Concourse requires the demolition of the Commuter Terminal, its adjacent parking lot, and roadways. A replacement facility (Terminal 3) will be constructed at the Diamond Head end of the airport designed to accommodate Mokulele Airlines.

The new Terminal 3 is a stand-alone facility, located at Diamond Head Hardstand 1C. Access to the facility is via Aolele Street, between Delta and United Cargo facilities. All costs associated with the construction of the new Terminal 3 will be funded by the State.

Demand for Additional Gates:

The need for additional gates comes from the existing peak hour demand for gates occurring at HNL and is required to accommodate existing and projected aircraft fleet mix and schedules.

As noted previously, HNL currently experiences gate congestion during the peak hours of operation between 11:00 AM and 1:30 PM. During these peak hours, all gates are occupied, forcing aircraft with longer layovers between arrival and departure to be moved or towed to a parking apron in order to make gates available for other aircraft waiting to deplane passengers. The aircraft then must move or be towed again to an available gate prior to its departure time.

In prior years, there were two distinct arrival peaks. The first was an international peak between 6:00 AM and 8:00 AM and the second was a domestic peak between 11:00 AM and 2:00 PM. Today, airlines schedule both their international and domestic arrivals during a single peak period between 11:00 AM and 1:30 PM, resulting in airfield and apron congestion and inefficient operations.

Leasing of the New Mauka Concourse: All gates in the Mauka Concourse will initially be common-use gates; however, these common-use gates can be converted to preferential use if an airline requests and operates at least six flights per day at each preferential gate.

This information was also noted in the Honolulu International Airport Competition Plan Update for Federal Fiscal Year 2015.

Passenger Count Information: The current annual passenger count at HNL for Calendar Year (CY) 2017 is approximately 19.4 million annual passengers. The total enplanements for HNL in CY2017 were 9.7 million.

The number of passengers currently using the Terminal 1 is not tracked separately. However, all of Hawaiian Airlines' interisland flights operate only out of Terminal 1 which resulted in a total of approximately 6.7 million annual passengers for CY2017.

The new Mauka Concourse is designed to accommodate a total of approximately 5.9 million annual passengers (a total of both enplanements/deplanements). With the construction of the new Mauka Concourse and the current Terminal 1 usage, Terminal 1 will then have the ability to handle approximately 12.6 million annual passengers.

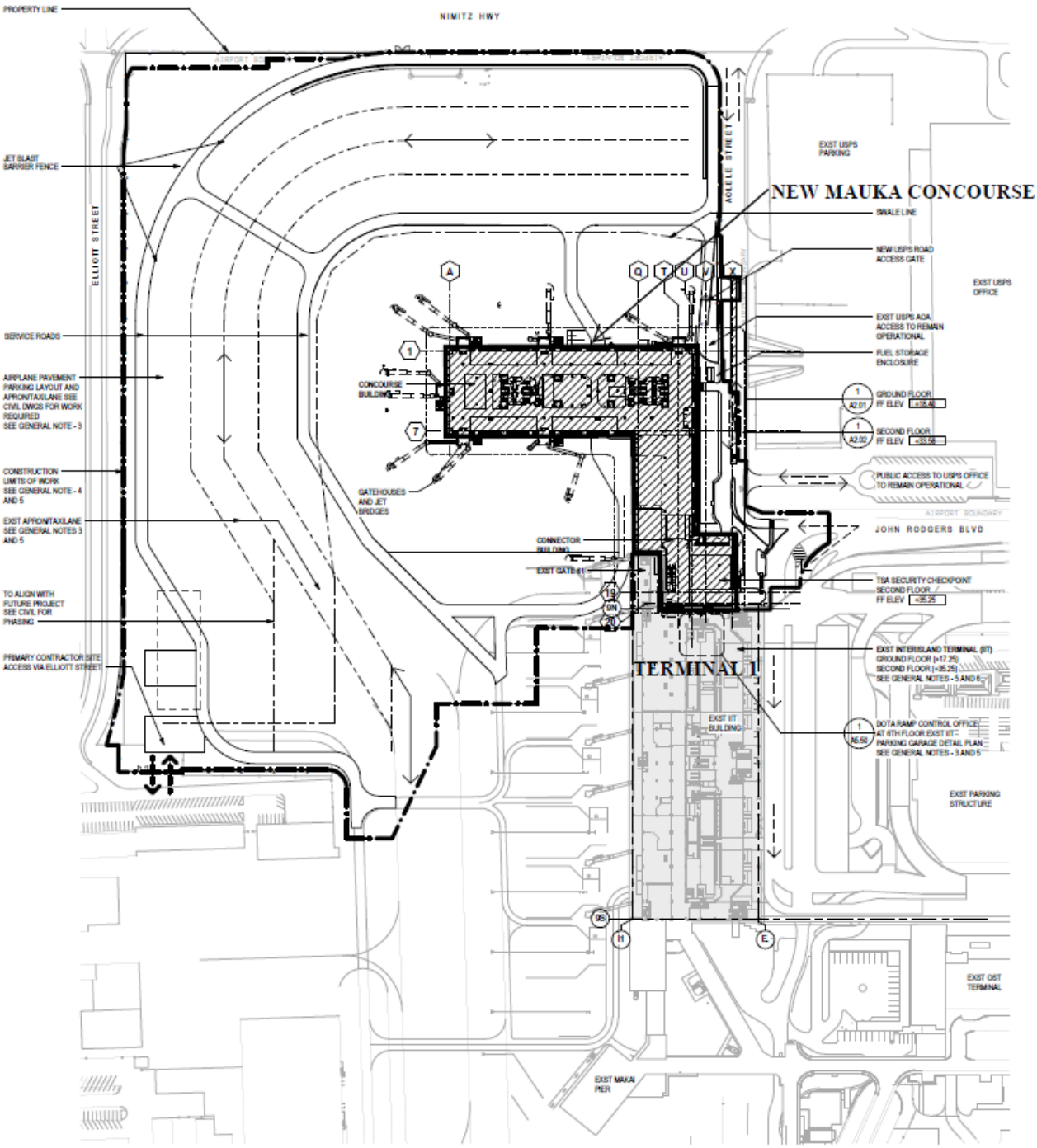
Estimated Project Implementation Date (Month and Year): September 2016
Estimated Project Completion Date (Month and Year): September 2020

PFC Type: Impose & Use

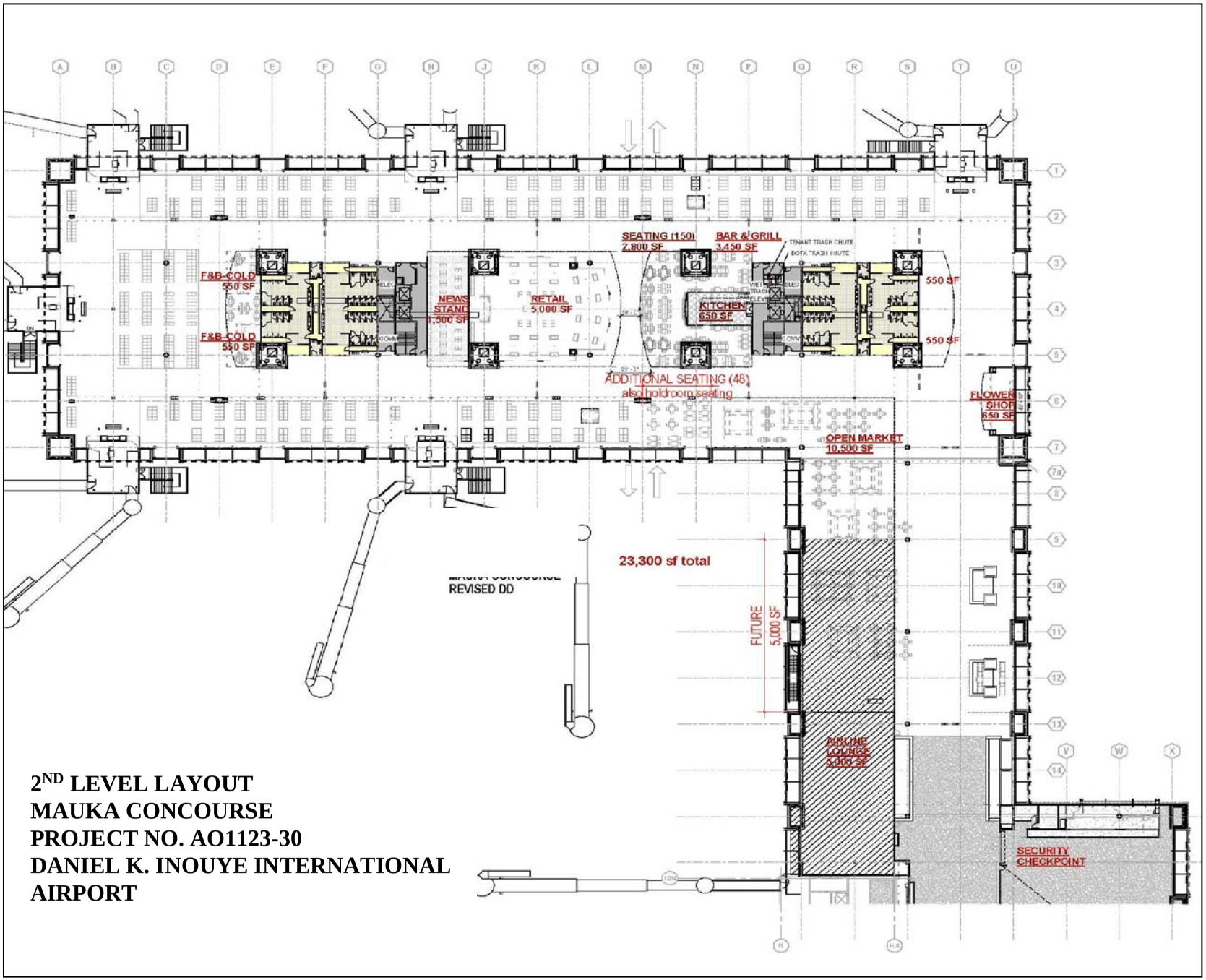
Level of Collection: $4.50

Financial Plan:

PFC Funds:	Pay-as-you-go	$ 26,000,000
	Bond Capital	$ 55,340,389
	Bond Financing & Interest	$ 54,784,867
***Subtotal PFC Funds:		$ 136,125,256
Existing AIP Funds:		$
Anticipated AIP Funds:		$_____
***Subtotal Anticipated AIP Funds:		$
Other Funds:	State Bond Funds	$ 160,098,785
***Subtotal Other Funds:		$ 160,098,785
Total Project Cost:		**$ 296,224,041**



NEW MAUKA CONCOURSE
STATE PROJECT NO. AO1123-30
DANIEL K. INOUYE INTERNATIONAL AIRPORT



2ND LEVEL LAYOUT
MAUKA CONCOURSE
PROJECT NO. AO1123-30
DANIEL K. INOUYE INTERNATIONAL AIRPORT

3. STAND ALONE PFC ADMINISTRATIVE COST

DANIEL K. INOUYE INTERNATIONAL AIRPORT (FORMERLY KNOWN AS HONOLULU INTERNATIONAL AIRPORT), OAHU, HAWAII
State Project Number: N/A

Project Description:

This project provides for the costs associated with the preparation of the PFC applications and the accounting, quarterly reporting, and the auditing of the PFCs related to this application. The project includes the cost of outside consultants, auditors, and airport accounting staff to prepare PFC reports over the life of the PFC program for this application.

Project Objective:

This project is intended to reimburse the State for the reasonable and necessary costs of administering the PFC program for the duration of the PFC collection and use period for this application and previous applications, which is estimated to be from July 1, 2032 through the closing of the application.

Project Justification:

This project will reimburse the necessary costs associated with the preparation of PFC applications and amendments, the collection, handling and remittance of PFC revenue by air carriers, and reporting and audit requirements for the PFC program. The project includes the cost of outside consultants, auditors, and airport accounting and engineering staff to prepare PFC reports over the life of the PFC program for this application.

A letter must be submitted to the FAA each year of the PFC collection and/or use certifying that the funds expended for the part and full-time positions are directly and exclusively used for PFC administrative tasks during the preceding year, along with a record showing the hours spent on each major PFC related task listed in the description of this project during that year.

Unless authorized by the PFC regulation, these direct costs for administering the PFC program do not include costs associated with operations and maintenance to support the position, general purpose equipment such as computer hardware, nor benefits including but not limited to leave, retirement, or overhead. It also does not include project management activities.

Estimated Project Implementation Date (Month and Year): July 2032
Estimated Project Completion Date (Month and Year): December 2035

PFC Type: Impose & Use

Level of Collection: $4.50

Financial Plan:

PFC Funds:	Pay-as-you-go	$	700,000
	Bond Capital	$	
	Bond Financing & Interest	$_____	
***Subtotal PFC Funds:		$	700,000
Existing AIP Funds:		$	
Anticipated AIP Funds:		$_____	
***Subtotal Anticipated AIP Funds:		$	
Other Funds:	State Special Funds	$_____	
***Subtotal Other Funds:		$	
Total Project Cost:		**$**	**700,000**

V. PFC TIMELINE FOR PROPOSED APPLICATION

Action to be Taken	Responsibility	Minimum No. of Days Required	Begin Date	End Date
Notice of Consultation Meeting	DOTA	30-45 days	November 2, 2018	December 10, 2018
Air Carrier Acknowledgement of Meeting Notice	Air Carriers	31 days	November 9, 2018	December 10, 2018
Consultation Meeting	**DOTA**	**1 day**	**December 10, 2018**	
Air Carrier Comment Period after the Consultation Meeting	Air Carriers	30 days	December 10, 2018	January 9, 2019
State of Hawaii Submits PFC Application to the FAA	DOTA	1 day	April 15, 2019	
FAA Review for Substantial Completion and State of Hawaii to Correct, if necessary	FAA/DOTA	30 days	April 15, 2019	May 15, 2019
FAA Approval Period	FAA	120 days	May 15, 2019	September 12, 2019
FAA Final Agency Decision	FAA	1 day	September 12, 2019	
Notice to Air Carriers of Charge Expiration Date	DOTA	30 days	November 1, 2019 (Notice to extend collections from 7/1/2025 to 7/1/2029)	

Estimated Charge Expiration Date: July 1, 2029

(must be the 1st day of the month that is at least 30 days from the date of the FAD)