STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION

Notice of Intent to File Passenger Facility Charge (PFC) Amendment to PFC Application Nos. 13-05-C-00-***

Under the provisions of 49 United States Code (U.S.C.) Section 40117 and the Department of Transportation, Federal Aviation Administration (FAA) regulations (Title 14 Code of Federal Regulations (CFR) Part 158), the State of Hawaii (the State) invites public comment on its intent to file an amendment to PFC Application Nos. 13-05-C-00-*** with the FAA to: 1) withdraw two approved projects (New Mauka Concourse – Airfield Parking Apron, and New Mauka Concourse); 2) increase the approved PFC amount by more than 25 percent of the original approved amount for four projects: Runway 4L Edge Lighting at Daniel K. Inouye International Airport (HNL), Overseas Terminal (OST) 2nd Level Roadway Improvements at HNL, Terminal Improvements to Shuttle Stations Between Gates 6 to 62 at HNL, and OST Terminal Metal Roof Replacement at 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].

The State seeks authority to amend PFC Application Nos. 13-05-C-00-*** as follows:

1. Runway 8R-26L Pavement Rehabilitation, located at HNL (No Change)

   Project Description:

   This project will provide for reimbursement of the costs associated with the design services, construction, and construction management services as required for the rehabilitation of Runway 8R-26L (approximately 200-feet wide by 12,000-feet length) pavement, runway edge lighting, and runway markings. The scope of work includes milling out approximately 6-inches of asphalt concrete pavement and replacing it with new asphalt concrete, adjusting pavement runway edge lighting, runway marking and grooving, surface grading, and rewiring the electrical cables and conduits.

   Project Justification:

   Runway 8R-26L is a main runway used primarily for large aircraft accessing the terminal buildings at HNL. Runway 8R-26L, one of two main parallel runways used for large aircrafts, was originally constructed in 1977 and has operated beyond its useful lifespan. The FAA airport inspection letter dated January 12, 2012, indicated that 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 requiring frequent asphalt patching repairs and is a safety hazard for aircraft operations.

In addition, this project is required to bring HNL into compliance with Title 14 CFR Part 139 safety requirements for paved areas, grooving, and airfield marking and lighting.

PFC Level of Collection: $4.50

Approved PFC Project Amount: $4,570,000

Proposed Changes in this Amendment: None.

Amendment Justification: None.

Amended PFC Project Amount: No change.

2. Runway 4R Pavement Improvements, located at HNL (No Change)

Project Description:

This project will provide for reimbursement of the costs associated with the design services, construction, and construction management services as required for the Runway 4R-22L rehabilitation (approximately 9,000-feet by 150-feet) including the blast pads at each end of the runway. The scope of work includes milling approximately 4-inches of the existing Asphalt Concrete (AC) pavement, replacing with new AC pavement, surface markings, and surface regrooving on Runway 4R-22L.

Project Justification:

Runway 4R-22L is a runway that runs diagonally, southwest to northeast and is used by general aviation, the smaller B717, and other smaller interisland aircraft. Runway 4R-22L is overdue for pavement rehabilitation since the last major work on the runway was in 2000. The pavement rehabilitation will revitalize the structural integrity of the runway and extend the life of Runway 4R-22L pavement by approximately 20 years.

PFC Level of Collection: $4.50

Approved PFC Project Amount: $5,400,000

Proposed Changes in this Amendment: None.

Amendment Justification: None.

Amended PFC Project Amount: No change.

3. Runway 4L Edge Lighting, located at HNL.

Project Description:

This project will provide for reimbursement of the costs associated with the design services, construction, and construction management services as required for the new edge and threshold light installation for Runway 4L-22R (approximately 6,952-feet by 150-feet) to replace the existing lighting system. This project also includes installation of a new Runway End Identifier Lights (REIL) System for each end of the runway to replace the existing system. The scope of work includes demolition of the existing edge lighting, installation of electrical lines, trenching, backfilling, pavement restoration with surface painting, and restoration of other unpaved areas.

Project Justification:

Runway 4L-22R is a runway that runs, southwest to northeast and is used by general aviation and the smaller B717 and other smaller interisland aircraft. The existing runway lighting is over 20 years old and does not meet applicable Title 14 CFR Part 139 requirements and Advisory Circular 150/5345-46D, Specification for Runway and Taxiway Light Fixtures. During a FAA Inspection on January 15, 2010, the following lighting deficiencies were identified: 1) The runway edge lights at Runway 4L-22R are currently located 35-feet from the edge of the runway, however runway edge light spacing should be 2-feet minimum up to 10-feet maximum from the runway edge (full strength pavement); 2) End lights and threshold lights at Runway 4L-22R are also located more than 10 feet from the runway threshold; And 3) Various runway edge, end, and threshold lights are also broken or missing parts at Runway 4L-22R. The completion of this project will bring all of these lighting deficiencies into compliance with all applicable Title 14 CFR Part 139 requirements and AC 150/5345-46D.

PFC Level of Collection: $4.50

Approved PFC Project Amount: $1,106,000

Proposed Changes in this Amendment:

The total PFC funds approved to impose and use 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 funds 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.

Amended PFC Project Amount: $1,678,015 (52% increase)

4. OST 2nd Level Roadway Improvements, located at HNL.

Project Description:

This project will provide construction, construction management services, and financing costs necessary for the rehabilitation of the second level roadway in front of the Inter-Island Terminal (IIT) and OST at HNL. The existing roadway consists of a six-lane road that provides the only roadway for public access to the ticket lobby areas of the IIT and OST.

The scope of work includes the removal of existing concrete overlay surface (approximately 1,944-feet by 70-feet) and replacement with latex modified concrete pavement, 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, removal and replacement of 40 roadway drain inlet grates, replacement of existing roadway lighting fixtures, rehabilitation of median planter boxes, and renovation of adjacent parapet walls, railings, supporting concrete columns, and beams. Required abatement of lead and other potential hazardous materials (e.g. asbestos, arsenic, mercury, etc.) is necessary to complete this scope of work.

Project Justification:

The original elevated roadway fronting the OST was constructed in 1970. In 1983, the OST 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 IIT to the existing 2nd level roadway fronting the OST.

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.

This project is necessary to facilitate the flow of traffic within the terminal area by addressing the deficiencies identified within the elevated 2nd level roadway, preventing

leaks originating from the 2nd level roadway to the ground level, and modernizing the roadway to the current pavement and lighting standards.

PFC Level of Collection: $3.00

Approved PFC Project Amount: $7,633,342

Proposed Changes in this Amendment:

The total PFC funds approved to impose and use for this project including construction and construction management services increased from $7,633,342 to $26,895,670.

Amendment Justification:

Several factors contributed to the increase in the PFC funds. 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.

Amended PFC Project Amount: $26,895,670 (252% increase)

5. Terminal Improvements to Shuttle Stations Between Gates 6 to 62, located at HNL.

Project Description:

This project will provide for construction, construction management services, and financing costs necessary for the rehabilitation of the two Wiki-Wiki shuttle bus stations that are located on the 3rd floor of the OST at HNL. The two bus stations known as the Diamond Head station (located on the 3rd floor above Gates 12 and 13) and the Ewa Station (located on the 3rd floor above Gates 24 and 25) is part of the shuttle system that provides an intra-terminal transportation system for airport passengers moving between Gates 6 at the OST and Gate 62 at the IIT. The project area consists of approximately 22,200 square feet at the Ewa Station and 28,400 square feet at the Diamond Head Station. The scope of work includes construction of wind screens along the perimeter roof line, increasing the overall floor slope for drainage purposes, and re-roofing both of the shuttle bus stations. Also, this work includes removal and replacement of waterproofing, 4-inch thick topping slab, concrete spall repairs, caulking and sealing, electrical work, and approximately 8,700 square feet of rain screens at both bus stations. In addition, this work includes installation of glazed canopies over the open landscape areas adjacent at the escalators at the Ewa station. Incidental work includes demolition, sawcutting, asbestos abatement, and temporary covered walkways and barricades.

Project Justification:

The shuttle system was built in 1973 on the 3rd floor of the OST. 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 IIT was constructed to provide access to a shuttle station located on the 3rd floor of the new IIT. The stations are linked by escalators and elevators to gates and ticket lobbies below.

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.

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 by altering the flooring slope of the transit stations to the maximum permissible by The Americans with Disability Act 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 would flow towards designated drain inlets, thereby eliminating ponding conditions and will convey rainwater away from all mechanical/electrical equipment.

PFC Level of Collection: $3.00

Approved PFC Project Amount: $5,801,950

Proposed Changes in this Amendment:

The total PFC funds approved to impose and use for this project including construction and construction management services increased from $5,801,950 to $13,744,947.

Amendment Justification:

Several factors contributed to the increase in the PFC funds. 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.

Amended PFC Project Amount: $13,744,947 (137% increase)

6. HNL – OST Terminal Metal Roof Replacement, located at HNL.

Project Description:

This project will provide for construction, construction management services, and financing costs necessary for the replacement and reconfiguration of the metal roof canopy (approximately 38,930 square feet) and the sidewalk area used as the passenger loading and unloading area along the second level of the OST. The scope of work includes concrete spall repairs, planter box demolition, lighting and signage replacement, expansion joint replacement, drainage work, painting, and electrical work.

Project Justification:

The metal roof canopy was constructed in 1971 to provide shelter for passengers from weather in the loading and unloading area and is an integral part of the terminal facility. The existing roof canopy structural and peripheral metal elements indicate signs of corrosion from leaks caused by the degraded roof drainage system which requires extensive repair or replacement to restore proper canopy drainage.

The existing canopy's low height clearance prevents oversized buses from parking close to the curb line. As a result, passengers boarding and departing from the buses are forced to step into the roadway. During heavy rains, puddles form curbside creating additional hazards for passengers boarding and departing from the buses. In addition, the current sidewalk area shows evidence of cracks and spalling and limits the space for loading and unloading passengers due to the placement of the existing planter boxes. Signage and roadway lighting are insufficient for motorist orientation to the various ticket lobbies and airlines.

This project is required to prevent further deterioration to the roof canopy and the sidewalk area. The height of the roof canopy will be increase and the structural framing will be altered to accommodate oversized buses to park close to the curb line for a safer transition to curb level. Sidewalk spalling will be repaired. Removal of the planter boxes will provide the space necessary to widen the sidewalk area and provide for a larger area for loading and unloading of passengers at the OST. The signage and roadway lighting will be replaced in this project.

PFC Level of Collection: $3.00

Approved PFC Project Amount: $7,832,632

Proposed Changes in this Amendment:

The total PFC funds approved to impose and use for this project including construction and construction management services increased from $7,832,632 to $13,500,552.

Amendment Justification:

Several factors contributed to the increase in the PFC funds. 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, 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.

Amended PFC Project Amount: $13,500,552 (72% increase)

7. Overseas Terminal – Loading Bridges (Gates 29 – 34), located at HNL(No Change)

Project Description:

This project will provide for reimbursement of the costs associated with the construction, construction management services, and bond financing as required for the installation of 12 new passenger loading bridges to replace the existing bridges at Gates 29A, 29B, 30A, 30B, 31A, 31B, 32A, 32B, 33A, 33B, 34A and 34B in the OST. The scope of work includes renovating and upgrading the common-use boarding gate areas such as the electrical system and replacement of the access control system with electronic card access control readers at the gate entrance. Also, the scope of work includes restriping of the aircraft hardstand lead–in and safety envelope lines.

Project Justification:

Originally installed in 1993, the existing loading bridges are reaching the end of their designed service life. Parts for the obsolete control system in the existing bridges are unavailable or difficult to obtain due to the equipment's age. The existing bridges must be moved into place solely by an operator creating the potential for damage to aircraft.

This project is required to facilitate passenger movement between the hold room and the aircraft by installing new gate equipment. The new equipment will provide variable speed movement allowing for more precise maneuvering and reducing the chance of unwanted and possible damaging contact with the aircraft.

PFC Level of Collection: $4.50

Approved PFC Project Amount: $9,051,042

Proposed Changes in this Amendment: None.

Amendment Justification: None.

Amended PFC Project Amount: No change.

8. New Mauka Concourse – Aircraft Parking Apron, located at HNL.

Project Description:

This project will provide for construction, construction management services, and financing costs necessary for construction of the aircraft parking apron and taxilanes for the new Mauka Concourse. The construction of the new Mauka Concourse structure is a separate project and is described as Project 9 below. This project will demolish existing taxilane and apron areas and construct approximately 423,486 square feet of concrete apron pavement and 4,500 linear feet of 75-foot wide asphalt taxilanes with full length shoulders. The aircraft parking apron and taxilanes will be constructed to meet FAA's dimensional and load standards for Airplane Design Group (ADG) V aircraft. The scope of work includes demolition of existing airfield pavements, installation of storm drain lines, a detention basin, jet blast fencing, airfield lighting and foundations, airfield signage, and extension of the existing fuel hydrant lines to serve the new gates along with 21 new hydrant pits.

Project Justification:

The existing aircraft parking apron area was constructed in 1987 for use by ADG III and smaller aircraft. The pavement strength is currently inadequate to sustain airfield traffic for the heavier ADG IV and V aircraft that will be using the new Mauka Concourse. This project is necessary because HNL has a shortage of aircraft parking positions that can support ADG V aircraft during the peak hours from 11:00 am to 1:30 pm. Construction of the aircraft parking apron and taxilanes is required in order for the new Mauka Concourse to be operational.

PFC Level of Collection: $4.50

Approved PFC Project Amount: $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-***.

Amended PFC Project Amount: $0

9. New Mauka Concourse, located at HNL.

Project Description:

This project will provide for construction, construction management services, and financing costs necessary for the construction of the new Mauka Concourse structure which will be connected to the north end of the IIT. The new concourse will consist of a two-level structure with a footprint of approximately 257,360 square feet in area. PFC Application Nos. 13-05-C-00-*** shows that approximately 118,296 square feet (approximately 46 percent of the area) will be available for public use and the remaining 139,064 square feet will be used for exclusive use or revenue generating purposes. The public use areas include six passenger hold rooms, passenger screening and security checkpoints, public elevators and escalators, moving walkways, vertical circulation area for baggage claim, and public restrooms. The exclusive use areas include concession and retail stores, airline lounge, tenant offices, and landscape areas. This project will also provide for the installation of associated mechanical, electrical, and plumbing infrastructure.

This project will install 12 new passenger loading bridges at 6 new gates. The concourse will be designed for flexibility to accommodate up to 6 large ADG V aircraft parked simultaneously, with each serviced by two passenger loading bridges for passenger loading and unloading, or to accommodate up to 12 smaller ADG III aircraft parked simultaneously, with each serviced by a single passenger loading bridge. This project also includes installation of an additional new passenger loading bridge to replace the existing passenger loading bridge at Gate 61 of the IIT.

This project includes demolition of the existing Commuter Terminal and associated parking lot, which is used by the smaller inter-island carriers including Go! Mokulele, Island Air, Mokulele Express and Pacific Wings. The demolition of the Commuter Terminal and the parking lot are required to accommodate the construction of the new Mauka Concourse. Design and construction of the new Commuter Terminal is not included in this project and will be funded by the State.

Project Justification:

HNL does not have enough existing gate capacity to accommodate the current number of ADG V aircraft from both mainland United States and international operations during peak hours (11:00 am to 1:30 pm). During peak hours, all gates capable of accommodating ADG V aircraft are occupied. Aircraft that are not scheduled to depart immediately after passengers deplane must be moved or towed to a parking apron in order to make the gate available for other aircraft waiting to offload passengers. Then, the aircraft must be moved or towed again from the parking apron to an available gate for passengers boarding prior to its departure. Moving or towing of aircraft to and from the gates results in congestion on taxiways and aircraft parking aprons, increasing aircraft taxiing duration, and passenger inconvenience.

This project will increase the number of terminal gates at HNL that can accommodate ADG V aircraft. Mauka Concourse will add six gates for ADG V aircraft. The addition of these six gates will increase the number of gates that can accommodate ADG V aircraft at HNL from 19 to 25. The six additional gates will increase airport capacity and ease existing peak hour congestion. This project will also facilitate the movement of passengers throughout the terminal via public-use corridors to boarding areas, central waiting rooms, restrooms, holding areas (not exclusively leased to an air carrier), foyers and entryways, and loading bridges. This will decrease potential flight delays.

PFC Level of Collection: $4.50

Approved PFC Project Amount: $250,098,806

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-***.

Amended PFC Project Amount: $0

10. <u>New ARFF Facility at ITO, located at ITO (No Change)</u>

Project Description:

This project will provide for reimbursement of the costs associated with the design services, construction, construction management services, and bond financing as required for the relocation of a new Aircraft Rescue and Firefighting (ARFF) station. The new station will be approximately 15,803 square feet in area including four double-loaded apparatus bays (approximately 6,808 square feet in area), which will provide obstacle free access from all interior and exterior station points to the apparatus bays, as stated in FAA Advisory Circular 150/5210-15A, Aircraft Rescue and Firefighting Station Building Design. The new station will also include apparatus bay storage areas for storage of fire equipment and emergency medical services, hazardous decontamination area, an airport emergency command center, administration offices, training area, and living quarters for firefighters. The scope of work includes installation of utility infrastructure associated with the ARFF station such as water, sewer, electrical, and communication lines and construction of a new concrete apron (approximately 29,682 square feet), a new concrete parking area (approximately 9,227 square feet) surrounding the ARFF station, and a new asphalt concrete access road (approximately 10,938 square feet) from the ARFF station to the airfield.

Project Justification:

The original ARFF station was built in 1966 with modifications in 1978 and 1994. The existing ARFF station has outlived its useful life. Also, the dimension of the stall bay door openings on the existing station are not in compliance with the FAA Advisory Circular 150/5210-15A design standards. The stall bay door openings on the existing station are 13-feet high and the parking height clearance from the top of the ARFF vehicles to the stall bay doors are less than 1-foot. The stall bay door openings should be 16-feet high and the parking height clearance from the top of the ARFF vehicles to the stall bay doors should be at least 5-feet as required in the FAA Advisory Circular 150/5210-15A. In addition, the location of the existing ARFF station is deficient for access of multiple vehicles in a quick response event on the airfield due to the distance from the taxiway and the narrow access roads.

This project will provide an updated and fully functional ARFF station in accordance to the FAA Advisory Circular 150/5210-15A standards. Also, the new ARFF station will be located closer to the parallel taxiway than the existing ARFF station providing improved access for multiple vehicles in an emergency event on the airfield.

PFC Level of Collection: $4.50

Approved PFC Project Amount: $11,748,693

Proposed Changes in this Amendment: None.

Amendment Justification: None.

Amended PFC Project Amount: No change.

11. ITO Access Control & CCTV System, located at ITO (No Change)

Project Description:

This project will provide for construction and construction management services necessary for the installation of an integrated Access Control System (ACS) and Video Monitoring System (VMS) as replacement to the outdated security equipment at ITO. The ACS components will include proximity card readers with the capacity for biometric operation and Personal Identification Number (PIN) that covers all terminal access points which lead to the terminal sterile areas and other airport operation areas. The VMS component will include Closed Circuit Television (CCTV) system with a digital video recording system with enhanced features to replace the existing analog video recording system. The VMS will be installed at all terminal sterile access points and other airport operation areas. The scope of work includes installation of approximately 125 card readers, 175 cameras, 10 viewing workstations, badging system, alarm monitoring system, field control panels, computer hardware, software, locking devices, and wiring.

Project Justification:

The existing security 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. In addition, the existing security systems do not meet the increased airport security requirements in accordance with Title 49 CFR Part 1542, Airport Security, such as biometric access control.

Along with 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, and review playback of security breaches.

From a letter dated July 8, 2013 issued by the Transportation Security Administration (TSA), the Federal Security Director concurred that this project will improve security measures to meet the requirements of Title 49 CFR Part 1542 for ITO.

PFC Level of Collection: $4.50

Approved PFC Project Amount: $2,760,000

Proposed Changes in this Amendment: None.

Amendment Justification: None.

Amended PFC Project Amount: No change.

12. New ARFF Facility at KOA, located at KOA (No Change)

Project Description:

This project will provide for reimbursement of the costs associated with the design services, construction, construction management services, and bond financing as required for the relocation of a new ARFF station. The new station will be approximately 17,727 square feet in area including five double-loaded apparatus bays (approximately 8,464 square feet in area), which will provide obstacle free access from all interior and exterior station points to the apparatus bays, as stated in FAA Advisory Circular 150/5210-15A, ARFF Station Building Design. The new station will also include apparatus bay storage areas for storage of fire equipment and emergency medical services, hazardous decontamination area, an airport emergency command center, administration offices, training area, and living quarters for firefighters. The scope of work includes installation of utility infrastructure associated with the ARFF station such as water, sewer, electrical, and communication lines, reconstruction of a concrete apron (approximately 54,694 square feet) surrounding the ARFF station, and construction of a new asphalt concrete apron (approximately 21,137 square feet), a new concrete parking area (approximately 9,486 square feet) surrounding the ARFF station, and a new connecting road (approximately 3,923 square feet) from the ARFF station to the airfield. This project also includes realignment of the access road that currently runs through the site of the new ARFF station, relocation of the Airport Operations Area (AOA) fence, and installation of additional vehicle and personnel access gates.

Project Justification:

The original ARFF station was built in 1971 with modifications in 1981 and 1996. A temporary ARFF vehicle structure was built in 2009. The existing station is inadequate for housing firefighting personnel. The existing ARFF station has insufficient and deteriorating dormitory, plumbing, kitchen facilities, restrooms, and office spaces. Also, the existing ARFF station is inadequate for housing new ARFF vehicles. The dimension of the stall bay door openings on the existing station are not in compliance with the FAA Advisory Circular 150/5210-15A design standards. The stall bay door openings on the existing station are 13-feet high and the parking height clearance from the top of the ARFF vehicles to the stall bay doors are less than 1-foot. The stall bay door openings should be 16-feet high and the parking height clearance from the top of the ARFF vehicles to the stall bay doors should be at least 5-feet as required in the FAA Advisory Circular 150/5210-15A. In addition, the location of the existing ARFF station does not provide any room for expansion due to its close proximity to the terminal area and aircraft parking area.

This project will provide an updated and fully functional ARFF station needed for protection of the ARFF equipment and ARFF personnel in accordance to the FAA Advisory Circular 150/5210-15A standards. Also, the new ARFF station will be located

closer to the parallel taxiway than the existing ARFF station providing improved access and line of sight to the runways, taxiways, and terminal building.

PFC Level of Collection: $4.50

Approved PFC Project Amount: $6,565,486

Proposed Changes in this Amendment: None.

Amendment Justification: None.

Amended PFC Project Amount: No change.

13. KOA Access Control & CCTV System, located at KOA (No Change)

Project Description:

This project will provide for construction and construction management services necessary for the installation of an integrated ACS and VMS as replacement to the outdated security equipment at ITO. The ACS components will include proximity card readers with the capacity for biometric operation and PIN that covers all terminal access points which lead to the terminal sterile areas and other airport operation areas. The VMS component will include a CCTV system with a digital video recording system with enhanced features to replace the existing analog video recording system. The VMS will be installed at all terminal sterile access points and other airport operation areas. The scope of work includes installation of approximately 75 card readers, 100 cameras, 10 viewing workstations, badging system, alarm monitoring system, field control panels, computer hardware, software, locking devices, and wiring.

Project Justification:

The existing security 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. In addition, the existing security systems do not meet the increased airport security requirements in accordance to Title 49 CFR Part 1542, Airport Security, such as biometric access control.

Along with 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, and review playback of security breaches.

From a letter dated July 8, 2013 issued by the Transportation Security Administration (TSA), the Federal Security Director concurred that this project will improve security measures to meet the requirements of Title 49 CFR Part 1542 for KOA.

PFC Level of Collection: $4.50

Approved PFC Project Amount: $5,899,000

Proposed Changes in this Amendment: None.

Amendment Justification: None.

Amended PFC Project Amount: No change.

14. Stand Alone PFC Administrative Cost, located at HNL (No Change)

Project Description:

This project will provide for reimbursement of the allowable costs associated with the preparation of this PFC application and associated amendments and accounting requirements. The work includes providing quarterly reports, auditing of projects in this application, consultants' fees, and preparing reports over the life of this PFC application by airport staff.

Project Justification:

This project is necessary to administer the PFC program for the duration of the PFC collection and expenditure for projects in this application.

PFC Level of Collection: $3.00

Approved PFC Project Amount: $700,000

Proposed Changes in this Amendment: None.

Amendment Justification: None.

Amended PFC Project Amount: No change.

15. Land Acquisition – Impose Only, located at OGG (No Change)

Project Description:

This project will provide for the reimbursement of the costs associated with the acquisition of approximately 78 acres of agriculture zoned land adjacent to OGG. The property is located on the northeastern side of OGG, in the Wailuku District of Maui. The property consists of 15 lots in E Paepae Ka Puko'a Subdivision along with easement rights. The State purchased the land in August 2012 in fee simple from private owners.

Project Justification:

The acquired property is adjacent to the departure end of the existing Runway 5-23. A portion of the property is within the Runway Protection Zone (RPZ) and the Runway Obstacle-Free Area (OFA) of Runway 5-23. The remaining portion of the property would be used as a buffer to mitigate airport encroachment from incompatible land uses.

This project is necessary to enhance the safety of aircraft operations by allowing OGG to maintain the required RPZ and the OFA of Runway 5-23 in accordance with the current FAA standards and to prevent incompatible land use and for future airport development according to 1993 Kahului Airport Master Plan.

PFC Level of Collection: $3.00

Approved PFC Project Amount: $14,725,000

Proposed Changes in this Amendment: None.

Amendment Justification: None.

Amended PFC Project Amount: 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.

Additional information concerning the PFC Application and these projects is available on the DOT Airports website at:

www.hawaii.gov/dot/airports/doing-business/passenger-facility-charge-pfc-program

Written comments on the proposed actions contained in this notice will be accepted by the State until **Wednesday, January 9, 2019 at 4:00 pm**.

To submit comments or request additional information, please contact: Mr. Shu Ki Tsang, PFC Administrator at State of Hawaii, Department of Transportation, Airports Division, 400 Rodgers Boulevard, Suite 700, Honolulu, Hawaii 96819; via email at airengineering@hawaii.gov ; via facsimile: (808) 838-8751.

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