

**Notice of Intent to File an Application to Impose and Use a Passenger Facility Charge at Fort Lauderdale-Hollywood International Airport**

Pursuant to 14 CFR Part 158.24, the Broward County Aviation Department (BCAD) hereby provides written notice that it intends to file an application with the Federal Aviation Administration (FAA) to impose and use a passenger facility charge (PFC) at Fort Lauderdale-Hollywood International Airport. The public is invited to comment for a period of 30 days until May 23, 2010. Comments should be submitted in writing or via fax to:

Mr. Douglas Wolfe, Aviation Assistant Director  
Broward County Aviation Department  
100 Aviation Boulevard  
Fort Lauderdale, Florida 33315  
Fax: 954-359-6183

Projects included in this application are listed below. Additional project information is available upon request.

<b>New Project Description</b>	<b>Justification</b>	PFC level	Estimated PFC revenue required	Charge effective date	Charge expiration date
<p><b>Permanent In-Line Baggage System (Design only)</b></p> <p>Design of support facilities to accommodate the installation and operation of the In-Line Explosive Detection System (EDS) to support Transportation Security Administration's (TSA) baggage screening operations and to ensure passenger safety and security. The project will develop a design to a 30% level to support the Broward County Aviation Department's application to the TSA for funding of the construction and installation of the Permanent In-Line Systems in Terminals 2, 3, and 4. (See Attached)</p> <p>The Permanent In-Line Baggage System will replace the current interim baggage screening systems in Terminals 2, 3, and 4. The interim systems were installed in 2006-2007 with the intent that they would be replaced by permanent in-line systems when TSA funding was available. Demand for baggage screening is approaching capacity at some of the interim screening locations. This project will increase capacity and will provide a balance in the level of service of the entire terminal complex.</p>	<p>This first portion of the project will involve Phase I (Planning, Programming and Site Verification) and Phase II (Schematic Design) for the three terminals. The In-Line Baggage Explosive Detection System will enhance terminal and passenger safety and security at the Fort Lauderdale Hollywood Airport.</p>	\$4.50	\$ 5,000,000	12/01/12	11/01/15
<p><b>West Lake Mitigation</b></p> <p>This project consists of the construction activities associated with Segment 1 of the West Lake Park Mitigation Project. This segment contains habitat improvements south of Sheridan Street and east of the interior lake. These improvements include scrape down of the existing spoil islands to create mudflats, channels, tidal pools, and mangrove recruitment areas. Spoil islands that are not scraped down will be removed of all exotic vegetation and planted with native vegetation as an upland hammock. A riprap crib will be installed along the Intracoastal Waterway (ICWW) from Sheridan Street to the Southern extend of the park to provide shoreline protection for existing mangroves.</p> <p>The project will be completed in accordance with the FAA guidance and requirements; requirements of applicable permitting agencies to include the U.S. Army Corp of Engineers, the South Florida</p>	<p>The West Lake Mitigation Project has been identified as an enabling project to the South Runway Expansion program. Segment 1 of this project has been identified to provide wetland mitigation to offset impacts of the development and expansion of runway 9R/27L at Fort Lauderdale-Hollywood International Airport. Segment 1 is anticipated to generate roughly 9.1 mitigation credits to offset impacts to airport wetlands caused by the runway expansion.</p>	\$4.50	\$ 3,700,000	12/01/12	11/01/15

<p>Water Management District and the Broward County Environmental Protection and Growth Management Department.</p>					
<p><b>Runway 9L /27R Rehabilitation</b>  Project includes rehabilitation of Runway 9L-27R Pavement plus taxiway/runway intersections (out to 125 ft. either side of Runway 9L-27R Centerline). Design &amp; construction will be done in accordance with FAA specifications. Runway 9L/27R was milled and overlaid late in 2004. BCAD has put in place a Corrective Action Plan as required by FAA AC 150/5320/12C to restore the grooves, improve the friction numbers and repair the pavement in the vicinity of the intersection with Runway 13/31. The grooves were collapsing and the friction numbers near the touchdown areas were getting low.</p>	<p>The rehabilitation of the runway would ensure that the pavement is kept in good operational condition. The pavement life cycle recommends spending rehabilitation dollars between fair and poor to minimize cost as the condition of the pavement worsens. Maintaining the runway with rehabilitation and improvements, will enhance the safety of the runway while ensuring passenger and community safety. The rehabilitation will also ensure sufficient airfield and terminal facility capacity.</p>	<p>\$4.50</p>	<p>\$ 2,400,000</p>	<p>12/01/12</p>	<p>11/01/15</p>
<p><b>T3 Security Checkpoint Relocation</b>  This project will improve the level of service of the Security Checkpoint at Concourse F and provide major preparatory work for the ultimate relocation of the checkpoint at Concourse E. The project will improve processing capability, operations, security, and throughput. The re-configured security checkpoint will include detailed coordination with Transportation Security Administration and compliance with TSA Checkpoint Guidelines. The project will include the removal and installation of four escalators, modifications to the Concourse F security entry and exit points, the installation of two new restrooms in the Terminal near Concourse F and signage modifications. The scope of this project also includes the addition of one screening lane to the checkpoint at Concourse F, increasing the total to six lanes. Future phases of this project, not included in this request, will complete the reconfiguration of the Checkpoint for Concourse E.</p>	<p>This project supports the evolution of Terminal 3 in the Fort Lauderdale-Hollywood International Airport Master Plan. It will allow for more efficient processing and flow of the travelling public by increasing capacity and reducing congestion.</p>	<p>\$4.50</p>	<p>\$5,000,000</p>	<p>12/01/12</p>	<p>11/01/15</p>

<p><b>ASR-9 Relocation.</b> The existing Fort Lauderdale-Hollywood International Airport (FLL) Airport Surveillance Radar (ASR-9) located on the southwest portion of the airfield will require relocation prior to the expansion of Runway 9R/27L. The facility's current location places it within the Building Restriction Line (BRL) of the new runway and the future intersection of Taxiway P and G.</p> <p>The FAA has completed an ASR-9 relocation analysis and determined that the southeast corner of the Airport Economy Parking Lot (2755 SW 42<sup>nd</sup> Street, Fort Lauderdale, FL 33312), located west of the airfield, would serve as the best alternative location. The Relocation will take place in two overlapping phases provided through two Non-Federal Reimbursable Agreements with the FAA.</p>	<p>According to the Environmental Impact Statement (EIS) Record of Decision (ROD) issued in December, 2008, the relocation of the ASR-9 is deemed to be an enabling Project associated with the new south runway. The dismantling and relocation of the existing ASR-9 must be completed before any significant site preparation for the new runway can proceed.</p>	\$4.50	\$14,384,500	12/01/12	11/01/15
<p><b>Taxiway C East</b> This project includes the design and construction of Taxiway C between Taxiway D and Taxiway T and completes the dual taxiway system on the southern side of the runway 9L-27R. The extension of Taxiway C would improve the flow of arrivals and departures to and from Runway 9L-27R, provide needed flexibility for queuing aircraft and bi-directional traffic and hence enhance the capacity of 9L-27R. The timely construction of the extension of Taxiway C hinges on the relocation of the VOR.</p>	<p>Construction of Taxiway C increases taxiway capacity and reduces congestion by providing additional queuing space for Runway 9L/27R departures which relieves queue related congestion in the airfield system.</p>	\$4.50	\$ 3,750,000	12/01/12	11/01/15
<p><b>Total PFC Revenue</b></p>			<b>\$34,234,500</b>		
<p><b>Amended PFC Project Description</b></p>	<p><b>Justification</b></p>	<p><b>PFC level</b></p>	<p><b>Estimated PFC revenue required</b></p>	<p><b>Charge effective date</b></p>	<p><b>Charge expiration date</b></p>
<p><b>Amendment to PFC #8 Terminal 4 Development</b> The existing building life safety codes have been upgraded to meet current regulatory codes as determined by the Fire Marshall's office. The need for additional funding for this project stems from the following increases in scope:  <ul style="list-style-type: none"> <li>· A new emergency stairwell was required at the south side of the building,</li> <li>· Walls and ceilings were fire rated</li> <li>· An emergency egress was added at checkpoint H and</li> </ul> </p>	<p>As initially submitted in PFC App # 7, this project involved the design and construction of additional FIS and CBP inspection facilities at Terminal 4 to increase the throughput capacity of the existing FIS from 400 to approximately 800 passengers per hour.</p> <p>The scope of the project has since been increased to include a three</p>	\$4.50	\$ 814,500	12/01/12	11/01/15

<p>· The conduit infrastructure for the new Airport Information Management System was installed</p>	<p>level, twenty five (25) foot wide by 120 foot long building modifications to the existing 3-story structure, renovation and expansion to provide needed ticket counter and baggage handling facilities by the addition of 11 ticket counters and associated Airport Ticket Offices (ATO), baggage belts and carousels, and modifications necessary to accommodate the installation of Explosive Detection Systems (EDS). The existing explosive detection screening was being performed in the ticket lobby, causing passengers to queue outside the building. The project relocated explosive baggage screening behind ticket counters and provided a new canopy for the new bag makeup area.</p> <p>A curbside canopy is being constructed to accommodate the new eastern ticket counters to provide protection from the weather elements to patrons at the curbside. A new PA system has been added within the public areas of the new eastside ticket counters. This project included demolition of the Duty Free Shop and the renovation and conversion of the open space with seating and free data and electrical outlets, to accommodate waiting passengers and upgrade of all fire alarm systems. This project also involved the relocation of BCAD offices.</p> <p>The construction for the balance of the work for new ticket counters with associated Airport Ticket Offices (ATO) space, and expanded Customs and Federal Inspection Services areas with a new vertical circulation corridor is in its final stages. The Customs and Border Patrol areas were designed based on 2006 guidelines. The existing heating, ventilation and air conditioning systems including the associated utilities have been upgraded to extend the life expectancy of the building.</p>				
<p><b>Amendment to PFC #9 Noise Mitigation</b> This project was approved as an impose and use project in PFC App #9. This project is to provide for noise mitigation associated with development and extension of the preferred runway alternative and other associated projects at the Fort Lauderdale-Hollywood International Airport. The requested impose and use au-</p>		<p>\$4.50</p>	<p>\$(43,000,000)</p>	<p>12/01/12</p>	<p>11/01/15</p>

<p>thority covers initial sound insulation activities such as window replacement, wall insulation, door insulation and associated work to meet 65DNL in approximately 1,200 units. Pursuant to 14 CFR Part 158, BCAD seeks a decrease in the previously approved amount \$78,000,000 to a new impose and use amount of \$35,000,000.</p>					
<p><b>Amendment to PFC #10 Terminal 4 Gate Replacement</b>  The Terminal 4 Gate Replacement Project is an enabling project to the Runway 9R/27L extension which will include the replacement of gates in Concourse H displaced by the implementation of the runway expansion. The ultimate project consists of the expansion of the existing Concourse H from ten (10) to fourteen (14) aircraft parking positions.  The application amendment modifies the scope to include the expansion and improvement of the existing Screening and Security Checkpoint area, and an enclosure for the future In-Line Baggage Screening System. The total additional PFC eligible outlays are \$16.8 million. \$3.7million of which will be funded by L Bond proceeds and \$13.1 million by the M Bond proceeds.</p>	<p>The FAA has determined that insufficient airfield capacity limits ability of FLL to accommodate projected air transportation demand without exceeding the parameters of acceptable aircraft delay. Specifically, they cited inadequate runway length and airport infrastructure and insufficient gate and terminal facility capacity. FAA concludes that these deficiencies adversely affect their purpose to promote safety, efficiency and capacity at both the regional and national levels.</p>	<p>\$4.50</p>	<p>\$ 9,111,300</p>	<p>12/01/12</p>	<p>11/01/15</p>
<p><b>Terminal Area Apron Description</b>  The project scope is the design and construction of dual taxilanes and aprons, fuel hydrants and utilities, east of Concourse B. The project includes planning, programming and provisions for project management; architectural, engineering and other design related services. The project scope is as follows</p> <ul style="list-style-type: none"> <li>• Taxilane Widening which will create dual taxilanes to accommodate Group III type aircraft</li> <li>• Hardstand</li> <li>• Apron Area</li> <li>• Apron/DualTaxilane /Hardstand</li> </ul> <p>The ineligible costs related to the design and construction of the fuel hydrants are being deducted from the original estimated project and financing costs.</p>		<p>\$4.50</p>	<p>\$ (954,000)</p>	<p>12/01/12</p>	<p>11/01/15</p>
<p><b>Relocate Security Gates</b>  The Gate 100 and Gate 101 will be modified and relocated so that cargo can be transported from the north side facilities to the terminals without needing to pass through a gate. The fencing around the</p>		<p>\$4.50</p>	<p>\$(2,703,000)</p>	<p>12/01/12</p>	<p>11/01/15</p>

<p>Fuel Farm will also be modified to incorporate the Fuel Farm into the AOA area. The relocation of Gate 100 and 101 is required to avoid the current situation where cargo transported from the north side to the terminal area must pass through an unsecure area between Gate 100 and Gate 101. In final configuration, when Gates 100 and 101 are relocated, vehicles can pass from the north side of the airport to the terminal area without exiting and reentering the secured area. The security along the north side of the airport will be enhanced to prevent a security breach. The actual bid amount for construction costs was <b>\$1.7M less</b> than original submitted amounts.</p>					
<p><b>Runway Overlay 9R/27L</b>  Runway 9R-27L was rejuvenated in 2005 to mitigate the FOD issue. The service life of the rejuvenation is 2 to 4 years. By 2009, this Runway became weathered and raveled; the asphalt surface was deteriorating and if left alone would have become a FOD issue. The Grip-Flex Solution used, received FAA approval. The work done was as recommended in Tetra Tech report for a life extension of the Runway for a period of 2 to 4 years. The scope of the project included</p> <ol style="list-style-type: none"> <li>1. Crack seal and longitudinal and major cracks</li> <li>2. Apply Gri-Flex to keel section of Runway</li> <li>3. Apply Slurry Seal to rest of pavement section (52'; 26' on each side of centerline).</li> </ol> <p>This project was completed under budget causing a minor funding reduction of \$0.60M</p>		\$4.50	\$ (954,000)	12/01/12	11/01/15