

June 5, 2013

Re: Louisville Regional Airport Authority's notice for public comment prior to submitting PFC Application number 13-08-C-00-SDF at the Louisville International Airport to the Federal Aviation Administration.

The Louisville Regional Airport Authority (Authority) is posting this public notice as part of the passenger facility charge (PFC) application process under 14 CFR § 158.24 for the Louisville International Airport (Airport). As part of this procedure, the Authority is providing the following information:

PFC LEVEL, ESTIMATED TOTAL PFC REVENUE, PROPOSED CHARGE EFFECTIVE DATE, AND ESTIMATED CHARGE EXPIRATION DATE

The Authority will seek a PFC with the following characteristics:

- PFC level: The Authority will be submitting an application to impose a PFC of \$4.50 at the Airport to fund four projects (described below) at the Airport.
- Estimated Total PFC Revenue (Impose and Use) under this application: \$7,953,144.
- Proposed charge effective date: March 1, 2015¹, (the estimated authorized charge expiration date for approved PFC applications, as amended) or upon expiration of collection of PFCs for currently approved applications, whichever comes first.
- Estimated charge expiration date: April 1, 2016, (or until collected revenues plus interest thereon equal the allowable costs of the approved projects, as permitted by regulation).

These dates are estimated based on PFC collections and expenditures as of December 31, 2012; estimated enplanements for Fiscal Year (FY) 2013 at the Airport; projections of future enplanements assuming one percent annual enplaned passenger growth and 92 percent collectibility on enplaned passengers.

AUTHORITY POINT OF CONTACT

As required under 14 CFR § 158.24, the Authority will be accepting public comments on the proposed PFC Application for thirty days after the June 5, 2013, date of posting this public notice on our Internet Web site. Any comments should be sent to Mr. C.T. "Skip" Miller, Executive Director, Louisville Regional Airport Authority, PO Box 9129, Louisville, KY 40209-0129. If there are any questions regarding this proposed PFC application, Mr. Miller can also be reached at (502) 368-6524.

¹ Current legal expiration for PFCs is April 1, 2017, however, upon approval of Amendment 97-01-C-07-SDF, Total PFC Revenues will be reduced and thus, the legal expiration date will be revised to March 1, 2015.

PROJECT INFORMATION

1. Sound Insulation Program – Phases 3B-7

Description: The Authority initiated a sound-insulation program in 2008. This program provides for sound attenuation treatments in certain residential homes located within the 65 DNL contour at Louisville International Airport. The sound insulation program includes the replacement of windows and doors with acoustical products. It also includes attic insulation and HVAC components as needed to reduce the db levels within the home. This PFC project includes Phases 3B-7 of the overall program which are the final remaining phases eligible for sound insulation along the Preston Highway corridor.

Justification: Sound insulation is necessary to reduce noise impacts resulting from operations at the airport to homes in the 65 DNL contour by reducing internal levels of noise to no more than 45 db. The sound insulation program is an approved measure included in the Authority's Part 150 program.

Project Cost: \$26,500,000

PFC Funding: \$2,650,000

PFC Amount: \$4.50

Start Date: May 2013

Completion Date: September 2015

2. Jet Bridge Acquisition, Rehabilitation and Installation of Pre-Conditioned Air Units

Description: This project consists of the following jet bridge-related projects at Louisville International Airport:

1. Purchase and replacement / rehabilitation of three jet bridges at Gates A-1, A-3 and A-5 that are currently owned by Delta Air Lines. This project allows the Authority to achieve acceptable levels of service for all bridges through rehabilitation or replacement, if necessary, of bridges.
2. Rehabilitation of jet bridges at Gates B4, B6, B7, B9, B11, B15, B16, and B17 including installation of pre-conditioned air (PCA) units and installation of 400 Hz GPU's, as needed. Rehabilitation will include but is not limited to the design, installation, construction, inspection and oversight costs.
3. Purchase new or refurbished jet bridge for Gate B-19. Currently, there is no jet bridge at this gate.
4. Removal of old bridges and installation costs of new jet bridges, if necessary.

Justification: Functioning jet bridges are required for the full utilization of the gates described above. In the past, airline-owned jet bridges have not been maintained to acceptable levels of customer service and safety. Once the Authority owns all jet bridges at the Airport, installs PCA and purchases/installs a jet bridge at Gate B-19, the Authority will be able to maintain all jet bridges at adequate levels of customer service, safety and operation.

Project Cost: \$2,525,000

PFC Funding: \$2,525,000

PFC Amount: \$4.50

Start Date: January 2014

Completion Date: December 2016

3. Runway Safety Area 11-29

Description: The existing runway end safety areas currently do not meet FAA Design Criteria as outlined in FAA AC 150-5300-13A "Airport Design". Upon completion of both phases, this project will meet the needs of the airport and its users as well as bring the safety areas on both ends of Runway 11-29 into compliance with FAA criteria while not decreasing the existing runway takeoff length of 7,250- feet.

This project involves the project management, design and construction engineering services for the Runway 11-29 Safety Area improvements. Design for this project will be split into two Phases.

Major components of Phase 1 includes the design and construction of new 35-foot wide paved shoulders between Taxiways C and D, construction of a 546-foot extension of Runway 29 including its parallel Taxiways F and G, and the replacement of the existing MALSR equipment for Runway 29. Phase 1 construction is scheduled to be completed in 2014.

Phase 2 of the project includes the design and construction of Runway End Safety Area improvements to the approach end of Runway 11 and is scheduled to be completed by December 31, 2015 in advance of the congressional mandate for Airports to fully comply with the FAA's RSA criteria. Major components of Phase 2 include land acquisition for several properties that are located within the 1,000-foot extended RSA for Runway 11, the relocation of segments of Crittenden Drive and the Airport's perimeter security road.

Improvements will include the following: construction of 546-feet of new Runway and Taxiway Pavements, construction of new 35-foot wide paved runway shoulders, replacement of the existing MALSR approach lighting system, pavement removal, drainage improvements, taxiway and runway edge lights, pavement markings, and new PCC and asphalt pavements.

Justification: Runway 11-29 has non-standard runway safety areas. In order to satisfy current FAA Runway Safety Area design criteria while not decreasing available takeoff length of Runway 29, paved runway shoulders need to be constructed at locations where they currently do not exist and Runway 29 needs to be extended by 546 feet to be able to maintain the same available takeoff length for Runway 29.

Per FAA AC 150/5300-13A "Airport Design" all Category D, Group V Runways (Runway 11-29) must have 35-foot wide paved shoulders to be compliant with FAA standards.

The proposed 546-foot extension to Runway 29 will require the starting point for the sloping segment of the MALSR Light Lane to be adjusted in order to meet the requirements of FAA Order No.: JO 6850.2B "Visual Guidance Lighting Systems". This new sloping segment starting point will require adjustments to several of the MALSR Light Station Towers as well.

Project Cost: \$27,500,000

PFC Funding: \$2,750,000

PFC Amount: \$4.50

Start Date: September 2013
Completion Date: December 2015

4. PFC Implementation and Administrative Costs

Description: Includes professional fees for services provided by the Louisville Regional Airport Authority's consultant in developing, implementing, and coordinating the PFC program at the airport.

Justification: Allowable PFC Cost.

Project Cost: \$28,144
PFC Funding: \$28,144
PFC Amount: \$3.00
Start Date: March 2013
Completion Date: December 2013