



**THE EASTERN IOWA AIRPORT**  
CEDAR RAPIDS

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**PASSENGER FACILITY CHARGE**  
**APPLICATION NO. 6**

**May 11, 2015**





**Federal Aviation Administration**  
U. S. Department of Transportation

**PASSENGER FACILITY CHARGE (PFC) APPLICATION**

**1. Application Type** (Check all that apply)

- a. Impose PFC Charges
- b. Use PFC Revenue
- c. Amend PFC No. \_\_\_\_\_

FAA USE ONLY

Date Received \_\_\_\_\_

PFC Number \_\_\_\_\_

**PART I**

**2. Public Agency Name, Address, and Contact Person**

Agency Name Cedar Rapids Airport Commission  
Address 2515 Arthur Collins Parkway S. W.  
City, State, ZIP Cedar Rapids, Iowa 52404-8952  
Contact Person Marty Lenss, C.M.

**3. Airport(s) to Use**  
The Eastern Iowa Airport  
Cedar Rapids, Iowa

**4. Consultation Dates**

- a. Date of Written Notice to Air Carriers:  
**October 27, 2014**
- b. Date of Consultation Meeting with Air Carriers:  
**December 4, 2014**
- c. Date of Public Notice:  
**November 19, 2014**

**PART II**

**5. Charges**

a. Airport to Impose	b. Level	c. Total Estimated PFC Revenue by Level	d. Proposed Effective Date:	e. Estimated Expiration Date:
The Eastern Iowa Airport	<input type="checkbox"/> \$1.00 <input type="checkbox"/> \$2.00 <input type="checkbox"/> \$3.00	Impose	May 1, 2016	October 1, 2025
	<input type="checkbox"/> \$4.00 <input checked="" type="checkbox"/> \$4.50	Use		
		Impose \$24,526,972 Use \$24,526,972		

**PART III**


**6. Attachments** (Check all that Apply)

Attached	Submitted with Application Number	Document
a. <input checked="" type="checkbox"/>	<input type="checkbox"/> _____	Airport Capital Improvement Plan
b. <input checked="" type="checkbox"/>	<input type="checkbox"/> _____	Project Information (Attachment B)
c. <input checked="" type="checkbox"/>	<input type="checkbox"/> _____	Air Carrier Consultation and Public Notice Information
d. <input checked="" type="checkbox"/>	<input type="checkbox"/> _____	Request to Exclude Class(es) of Carriers
e. <input type="checkbox"/>	<input type="checkbox"/> _____	Alternative Uses/Projects
f. <input type="checkbox"/>	<input type="checkbox"/> _____	Competition Plan/Update
g. <input checked="" type="checkbox"/>	<input type="checkbox"/> _____	ALP/Airspace/Environmental
h. <input type="checkbox"/>	<input type="checkbox"/> _____	Notice of Intent Project Information
i. <input checked="" type="checkbox"/>	<input type="checkbox"/> _____	Miscellaneous Supporting Documents

**PART IV**

**7. With respect to this PFC application I hereby certify as follows:**

To the best of my knowledge and belief, all data in this application are true and correct;  
This application has been duly authorized by the governing body of the public agency;  
The public agency will comply with the assurances (Appendix A to Part 158) if the application is approved;  
For those projects for which approval to use PFC revenue is requested, all applicable ALP approvals, airspace determinations, and environmental reviews required by the National Environmental Policy Act have been completed.  
If required, the public agency has submitted a competition plan in accordance with 49 U.S.C. 47106(f); and  
If required by 49 U.S.C. 40117(d)(4), adequate provision for financing the airside needs, including runways, taxiways, aprons, and gates, has been made by the public agency.

a. Typed Name of Authorized Representative Marty Lenss, C.M.	b. Title Airport Director d. E-mail Address m.lenss@eiairport.org	c. Telephone Number 319-731-5711 e. Fax Number 319-362-1670
f. Signature of Authorized Representative 		g. Date Signed May 11, 2015

**Paperwork Reduction Act Statement:** This form is the FAA's primary source for collecting information for the authority to collect PFC revenue for airport development. This information is used to determine the eligibility and justification of airport development projects regarding safety, security, or capacity of the national air transportation system; or which reduce noise or mitigate noise impacts resulting from an airport; or furnish opportunities for enhanced competition between or among air carriers. It is estimated that it will take approximately 5-80 hours to fill out the application depending on the complexity. The use of the form is required to obtain FAA approval of authority to collect PFC revenue (49 U.S.C. 40117(c)). No assurance of confidentiality is necessary or provided. It should be noted that an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection of information is 2120-0557. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW, Washington, DC, 20591, Attn: Information Collections Clearance Officer, AIO-20.





**EXHIBIT A-1****The Eastern Iowa Airport****Cedar Rapids, Iowa****Proposed PFC Application #6 - Eligible Projects****Project Funding**

<b>Project Description</b>	<b>Fiscal Year</b>	<b>Total Project Cost</b>	<b>Federal Funding</b>	<b>State Funding</b>	<b>Commission Funding</b>	<b>Requested PFC Funding</b>
1 Deicing Containment	FY09-FY13	\$4,624,139	\$0	\$0	\$0	\$4,624,139
2 Terminal Renovations	FY09-FY16	\$20,614,237	\$6,743,859	\$1,038,994	\$0	\$12,831,384
3 Replace Passenger Loading Bridges	FY14-FY15	\$4,313,652	\$0	\$0	\$0	\$4,313,652
4 Replace CCTV System - Terminal Building	FY14-FY15	\$346,147	\$0	\$0	\$0	\$346,147
5 Rehabilitate Airfield Pavement	FY01-FY04	\$12,996,252	\$11,701,627	\$0	\$0	\$1,294,625
6 Purchase ARFF Truck	FY11-FY12	\$648,275	\$0	\$0	\$0	\$648,275
7 PFC Application Development	FY15	\$15,000	\$0	\$0	\$0	\$15,000
8 PFC Program Administration	FY16-26	\$453,750	\$0	\$0	\$0	\$453,750
<b>TOTAL</b>		<b>\$44,011,452</b>	<b>\$18,445,486</b>	<b>\$1,038,994</b>	<b>\$0</b>	<b>\$24,526,972</b>

**PFC APPLICATION NUMBER: 6**

**ATTACHMENT B: PROJECT INFORMATION**

- 1. Project Title: Deicing Containment
- 2. Project Number 1
- 3. Use Airport of Project: The Eastern Iowa Airport

- 4. Project Type
  - Impose Only:
  - Concurrent:
  - Use Only:Link to application:

- 5. Level of Collection:
  - \$1.00
  - \$2.00
  - \$3.00
  - \$4.00
  - \$4.50

6. Financing Plan

PFC Funds: Pay-as-you-go \$4,624,139  
Bond Capital \$  
Bond Financing & Interest \$

Subtotal PFC Funds\*: \$4,624,139

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:  
Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):  
Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:  
State Grants \$  
Local Funds \$

Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: \$4,624,139

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:



If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description: The multi-year project consists of two (2) construction phases of large detention basins to capture and contain deicer runoff from airline deicing operations at the terminal apron and air cargo carrier deicing operations at the east and west cargo aprons. Contained deicer runoff is discharged from the detention basins to a public owned treatment works facility. The project major work items included excavation and grading for the deicing basins, installation of 24"- 60" sanitary sewer, installation of subsurface drain tiles, installation of basin liner, lift stations, and sanitary sewer force main.

If applicable for terminal projects,  
Prior to implementation of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

At completion of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Net change due to this project:  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES  
 NO  
 N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approve, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

9. Significant Contribution: Not Applicable

FOR FAA USE

\_\_\_ Air safety. Part 139  Other (explain)

Certification Inspector concur. Yes  No  Date \_\_\_\_\_

\_\_\_ Air security. Part 107  Part 108  Other (explain)

CASFO concur. Yes  No  Date \_\_\_\_\_

\_\_\_ Competition. Competition Plan  Other (explain)

\_\_\_ Congestion. Current  or Anticipated

LOI  FAA BCA  FAA Airport Capacity Enhancement Plan

Other (explain) \_\_\_\_\_

\_\_\_ Noise. 65 LDN  Other (explain) \_\_\_\_\_

\_\_\_ Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency sited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective: Construction of two (2) storm water detention basins collect storm water discharges associated with industrial activity from vehicle maintenance areas, equipment cleaning areas, and deicing/anti-icing areas consisting of the runways, taxiways, and terminal/cargo aprons where activities take place which could introduce pollutants into storm water located at the airport and discharged through six (6) outfalls. Collection and treatment of storm water as defined in the airport's NPDES permit issued by the Iowa Department of Natural Resources Replacement keeps the airport in compliance with the Clean Water Act (33U.S.C.) and open for air carrier operations, which preserves the capacity of the national air transportation system.

FOR FAA USE

- Safety, Preserve [ ] Enhance [ ]
- Security, Preserve [ ] Enhance [ ]
- Capacity, Preserve [ ] Enhance [ ]
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification: The project brings the airport in compliance with containment and discharge of storm water as per Iowa NPDES Permit Number 57-15-1-45 issued pursuant to section 402(b) of the Clean Water Act (33 U.S.C. 1342(b)), Iowa Code section 455B.174, and rule 567-64.13, Iowa Administrative Code.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition

benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

**Project Eligibility:**

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_\_);

Planning eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_\_);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier \_\_\_\_\_, percentage of annual boardings \_\_\_\_\_);

PFC Program Update Letter \_\_\_\_\_

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): June 2009

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

**For FAA Use**

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): Not Applicable

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement: Delta Air Lines submitted a letter dated January 12, 2015 certifying agreement. Frontier Airlines submitted a letter dated April 8, 2015 certifying agreement. All other Carriers considered certifying agreement based upon not submitting a letter certifying disagreement to the project.

List of Carriers Certifying Disagreement: None  
Recap of Disagreements: None  
Public Agency Reasons for Proceeding: Not Applicable

16. List of Comments Received from the Public Notice:

List of Parties Certifying Agreement: United Parcel Service submitted a letter dated March 18, 2015 certifying agreement. FedEx submitted a letter dated March 26, 2015 certifying agreement. Rockwell Collins submitted a letter dated March 17, 2015 certifying agreement. All other Carriers considered certifying agreement based upon not submitting a letter certifying disagreement to the project.

Recap of Disagreements: Not Applicable  
Public Agency Reasons for Proceeding: Not Applicable

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

---

Name	Routing Symbol	Date
Item(s) reviewed.		

---

Name	Routing Symbol	Date
Item(s) reviewed		

**PFC APPLICATION NUMBER: 6**

**ATTACHMENT B: PROJECT INFORMATION**

- 1. Project Title: Terminal Renovations
- 2. Project Number 2
- 3. Use Airport of Project: The Eastern Iowa Airport

- 4. Project Type
  - Impose Only:
  - Concurrent:
  - Use Only:Link to application:

- 5. Level of Collection:
  - \$1.00
  - \$2.00
  - \$3.00
  - \$4.00
  - \$4.50

6. Financing Plan

PFC Funds: Pay-as-you-go \$12,831,384  
Bond Capital \$  
Bond Financing & Interest \$

Subtotal PFC Funds\*: \$12,831,384

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs. See Exhibit A and Exhibit B

Existing AIP Funds:  
Grant #3-19-0012-46-2014 Grant Funds in Project \$3,337,391

Subtotal Existing AIP Funds: \$3,337,391

Anticipated AIP Funds (List Each Year Separately):  
Fiscal Year: FY2015 Entitlement \$3,406,468 Discretionary \$0 Total \$3,406,468  
Grant #3-19-0012-48-2015 (anticipated)

Subtotal Anticipated AIP Funds: \$3,406,468

Other Funds:  
State Grants \$1,038,994



Local Funds \$0

Other (please specify) \$0

Subtotal Other Funds: \$1,038,994

Total Project Cost: \$20,614,237

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: Not Applicable

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description: The Terminal Renovations project consists of the terminal modernization project, which is a multi-year project that renovates the public use areas of the terminal building pre-security. The project will be constructed in two phases that began in 2014 and will be completed in 2016. Terminal renovations also included construction of new public bathrooms in baggage claim area, completed in 2013, and renovation of existing public bathrooms in public use area, completed in 2014, and upgrades of terminal mechanical systems. The terminal mechanical systems renovation consisted of the following: i) HVAC upgrade adding two (2) roof top air handlers to increase the heating and cooling capacity within the terminal building public use areas, completed in 2009; ii) Replacement of Security Key System, completed in 2009; iii) Replacement of three (3) Boilers, to increase the heating and cooling capacity within the terminal building, completed in 2010; iv) Lighting replacement within terminal interior public use areas and terminal building exterior soffit lighting, replacing and retrofitting approximately 700 terminal interior fluorescent light fixtures with energy efficient T8 lighting, replacing 190 exterior metal halide light fixtures with LED fixtures, and installing occupancy sensors within the terminal, completed in 2010; v) Window replacement in Terminal C Concourse, completed in 2010; and vi) Paging System Replacement in the terminal, completed in 2011.

If applicable for terminal projects,  
Prior to implementation of this project,  
Number of ticket counters: 1  
Number of gates: 13  
Number of baggage facilities: 2

At completion of this project,  
Number of ticket counters: 1  
Number of gates: 13  
Number of baggage facilities: 2

Net change due to this project:  
Number of ticket counters: 0

Number of gates: 0  
Number of baggage facilities: 0

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

**FOR FAA USE**

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approve, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution: Not Applicable

**FOR FAA USE**

- Air safety. Part 139  Other (explain)
- Certification Inspector concur. Yes  No  Date \_\_\_\_\_
- Air security. Part 107  Part 108  Other (explain)
- CASFO concur. Yes  No  Date \_\_\_\_\_
- Competition. Competition Plan  Other (explain)
- Congestion. Current  or Anticipated
- LOI  FAA BCA  FAA Airport Capacity Enhancement Plan
-

Other (explain) \_\_\_\_\_  
Noise. 65 LDN [ ] Other (explain) \_\_\_\_\_

Project does not qualify under “significant contribution “ rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

10. Project Objective: The Terminal Renovations project is renovating public use areas including public restrooms pre-security that were original to the terminal building constructed in 1986, which are now outdated and in need of renovation. Construction of new public bathrooms in the baggage claim area resulted from passenger demand due to significant passenger growth during recent years. Renovating terminal mechanical systems replaced outdated mechanical systems original to the terminal constructed in 1986, and have enhanced cooling, heating, lighting, window, and paging systems in the terminal public use areas and adds energy efficiency mechanical systems to the terminal. Passenger traffic flow will be redesigned and expanded and will give additional space in the queuing areas, ticket areas, and public waiting areas. Thus, the project will preserve and enhance safety and capacity of the national air transportation system.

FOR FAA USE

- Safety, Preserve [ ] Enhance [ ]
- Security, Preserve [ ] Enhance [ ]
- Capacity, Preserve [ ] Enhance [ ]
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification: Existing passenger growth of 11.9% in 2012, 5.8% in 2013, and 8.7% in 2014 has led to congestion in the pre-security corridors, public waiting area, and ticket counter queuing area. The congestion will be relieved by redesigning

passenger traffic flow and expanding the queuing area in front of the common use ticket counter by demolishing office space along the interior front of the terminal building and realigning the seating configuration of the public waiting area. Renovation of terminal mechanical systems including the installation of skylights and new lighting fixtures enhances energy efficiency.

**FOR FAA USE**

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

**Project Eligibility:**

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_);

Planning eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier \_\_\_\_\_, percentage of annual boardings \_\_\_\_\_);

PFC Program Update Letter \_\_\_\_\_

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): December 2008  
Estimated Project Completion Date (Month and Year): July 2016

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes  
 No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes  
 No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): Not Applicable

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes  
 No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES  
 NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement: Delta Airlines submitted a letter dated January 12, 2015 certifying agreement. Frontier Airlines submitted a letter dated April 8, 2015 certifying agreement. All other Carriers considered certifying agreement based upon not submitting a letter certifying disagreement to the project.

List of Carriers Certifying Disagreement: None

Recap of Disagreements: None

Public Agency Reasons for Proceeding: Not Applicable

16. List of Comments Received from the Public Notice:

List of Parties Certifying Agreement: United Parcel Service submitted a letter dated March 18, 2015 certifying agreement. FedEx submitted a letter dated March 26, 2015 certifying agreement. Rockwell Collins submitted a letter dated March 17, 2015 certifying agreement. All other Carriers considered certifying agreement based upon not submitting a letter certifying disagreement to the project.

Recap of Disagreements: Not Applicable

Public Agency Reasons for Proceeding: Not Applicable

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

**ADO/RO RECOMMENDATION:**

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

**Application Reviewed by:**

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		



**EXHIBIT A - TERMINAL RENOVATIONS PROJECT LISTING**

<u>Historical Projects</u>	<u>Project Costs</u>	<u>Percent PFC Eligible</u>	<u>PFC Eligible</u>	<u>PFC Revenue</u>	<u>FAA AIP Grants</u>	<u>State Grants</u>	<u>Airport</u>
<b>"Terminal Renovation"</b>							
New Public Restrooms Construction - 2013	\$302,044	100%	\$302,044	\$302,044	\$0	\$0	\$0
Existing Public Restrooms Construction - 2014	\$605,252	100%	\$605,252	\$279,470	\$0	\$325,782	\$0
<b>"Mechanical Systems Upgrades"</b>							
HVAC Upgrade - 2009	\$620,998	100%	\$620,998	\$620,998	\$0	\$0	\$0
Boilers Replacement - 2009	\$457,498	85.2% *	\$389,788	\$136,514	\$0	\$320,984	\$0
Security Key Replacement - 2009	\$26,345	100%	\$26,345	\$26,345	\$0	\$0	\$0
Lighting Replacement -2010	\$248,565	100%	\$248,565	\$166,476	\$0	\$82,089	\$0
Window Replacement - 2010	\$165,416	100%	\$165,416	\$165,416	\$0	\$0	\$0
Paging System Replacement - 2011	\$229,205	100%	\$229,205	\$229,205	\$0	\$0	\$0
<b>Future Projects</b>							
<b>"Terminal Renovation"</b>							
Terminal Renovation - Phase 1 -2014	\$6,499,600	100.0% **	\$6,499,600	\$3,162,209	\$3,337,391	\$0	\$0
Terminal Renovation - Phase 2 -2015	\$11,459,315	97.5% ***	\$11,172,832	\$7,742,708	\$3,406,468	\$310,139	\$0
<b>Total</b>	<b>\$20,614,237</b>		<b>\$20,260,045</b>	<b>\$12,831,384</b>	<b>\$6,743,859</b>	<b>\$1,038,994</b>	<b>\$0</b>

\* PFC eligibility percentage calculation is shown in Exhibit B-1 - Terminal Renovations Space Program

\*\* PFC eligibility approved at 100% as per letter from Donald Harper, FAA as shown in Exhibit B-2

\*\*\* PFC eligibility percentage calculation is shown in Exhibit B-3 - Terminal Renovations Floor Plan Eligibility; and Exhibit B-4 - Terminal Renovations Pre-Security Eligibility

## EXHIBIT B-1 – TERMINAL RENOVATIONS SPACE PROGRAM

This exhibit is based on data and information from the sources indicated and assumptions provided by, or reviewed with and adopted by, Airport management. The achievement of any financial projection may be affected by fluctuating economic conditions and is dependent upon the occurrence of other future events, which cannot be assured. Therefore, the actual results achieved will vary from the projection, and the variations may be material.

	(a) Area In Sq. Ft.	Percent of Total
<b>PFC ELIGIBLE</b>		
"Usable space"		
"Rentable"		
Airline		
Ticket counter + queuing space	1,461	
Ticket offices	4,135	
Queuing space in front of ticket counters	1,030	
Baggage make-up	8,645	
Baggage screening area	3,885	
Secured corridors	2,254	
Operation space at gate	1,350	
Baggage claim	8,207	
Holdroom		
Upper Level	8,198	
Ground level	<u>4,154</u>	
Security check point	1,289	
Tug drives	<u>1,636</u>	
	46,244	38.4%
"Nonrentable"		
Public lobby and other	47,308	
Upper level holdroom corridor	2,822	
Ground level holdroom corridor	1,755	
Baggage claim corridor	<u>4,572</u>	
	56,457	46.9%
<b>PFC ELIGIBLE</b>	<b>102,701</b>	<b>85.2%</b>
<b>PFC INELIGIBLE</b>		
Food and beverage	6,550	
News and gift	780	
Rental car counters and offices	1,216	
Airport offices	2,624	
Miscellaneous	<u>6,620</u>	
<b>PFC INELIGIBLE</b>	<b>17,790</b>	<b>14.8%</b>
 Total "usable" space	 <b>120,491</b>	 <b>100.0%</b>

EXHIBIT B-2 – TERMINAL RENOVATIONS – PHASE 1 ELIGIBILITY



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Central Region  
Iowa, Kansas,  
Missouri, Nebraska

901 Locust  
Kansas City, Missouri 64106  
(816) 329-2600

June 4, 2014

Donald Swanson  
Director of Finance & Administration  
The Eastern Iowa Airport  
2515 Arthur Collins Pwky SW  
Cedar Rapids, IA 52404-8952

Dear Mr. Swanson:

The Eastern Iowa Airport  
AIP No. 3-19-0012-046  
Rehabilitate Terminal  
Concurrence in Award

We concur in the award of contract to Tricon General Construction of Cedar Rapids, IA, for \$4,787,000 for the development proposed by this project. Our concurrence in award of this contract represents a determination for eligibility of costs and should not be construed as a commitment of Federal funds.

You will need to submit a project application for this project. Please note that the application should include all project costs, e.g. design, construction, construction observation and testing.

A preconstruction conference should be scheduled, please be sure to invite the Federal Security Director as well as local FAA Air Traffic Organization (ATO) representatives. Provide us a minimum of ten days advance notice.

If you have any questions contact me at (816) 329-2629, or via email at [donald.w.harper@faa.gov](mailto:donald.w.harper@faa.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Donald W. Harper".

Digitally signed by donald.w.  
harper@faa.gov  
Date: 2014.06.04 14:51:53 -05'00'

Donald W. Harper  
Airport Engineer - IA

## EXHIBIT B-3 – TERMINAL RENOVATIONS FLOOR PLAN ELIGIBILITY

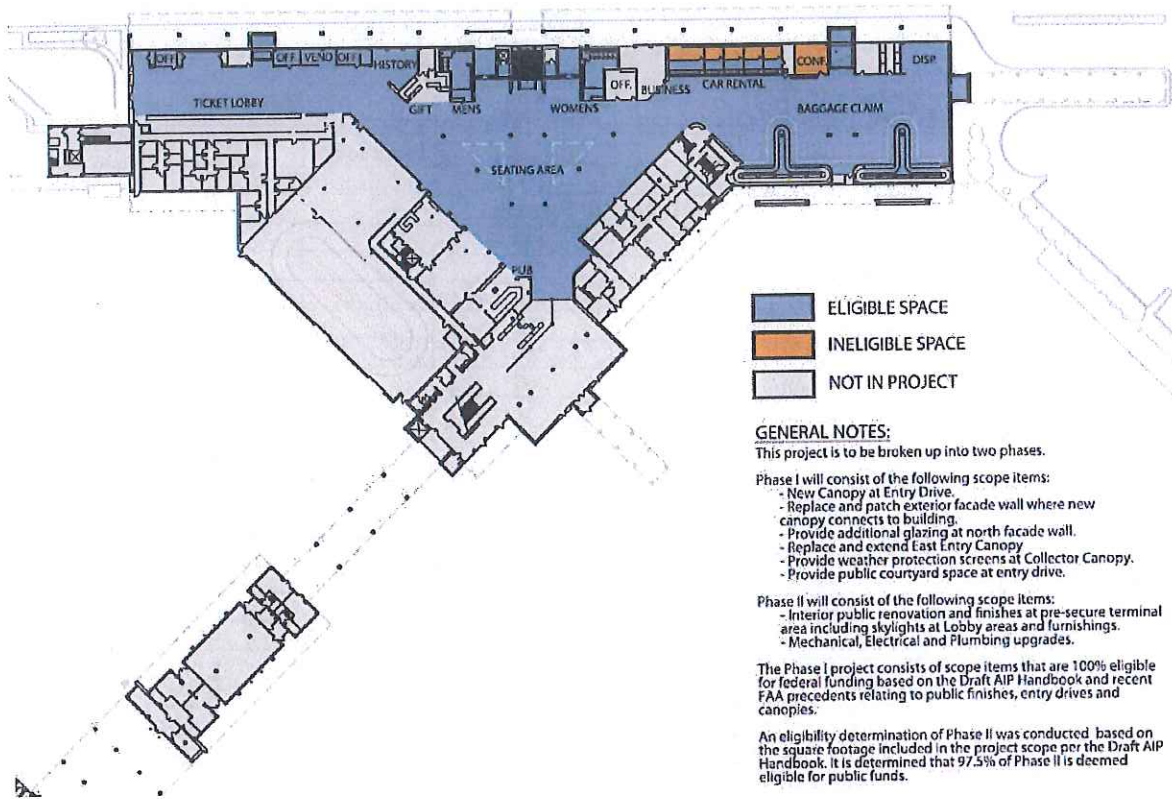


EXHIBIT B-4 – TERMINAL RENOVATIONS PRE-SECURITY ELIGIBILITY

<b>Pre-Secure Terminal Area</b>					
<b>General Information</b>		<b>Area</b>	<b>Eligibility</b>		
<b>Label</b>	<b>Description</b>	<b>Existing</b>	<b>Proration %</b>	<b>Eligible (SF)</b>	<b>Ineligible (SF)</b>
<b>Interior Space</b>					
1	Vestibule	253		253	
2	Wheel Chair Storage	130		130	
3	Closet	30		30	
4	Delivery Service	152		152	
5	Closet	29		29	
6	Seating	256		256	
7	Closet	28		28	
8	Mechanical	76		76	
9	Ticket Lobby/Queue	5,480		5,480	
10	TSA Office	188		188	
11	Vending	245		245	
12	TSA Office	242		242	
13	Gallery	622		622	
16	Vestibule	262		262	
17	Lobby/Seating/Info Booth	17,240		17,240	
19	Vestibule	261		261	
23	Car Rental Counters	760		760	
24	Car Rental Offices	644			644
25	Baggage Claim Area	10,710		10,710	
26	Conference Room	439			439
27	Vestibule	427		427	
28	Display	676		676	
29	Vestibule	188		188	
30	Public Parking Collector Entry	1,925		1,925	
ST-1	Stairs/Escalators	623		623	
<b>Walls and Vertical Chases</b>					
NA	Walls and Vertical Chases	954		954	
<b>Totals:</b>		<b>42,840</b>	<b>-</b>	<b>41,757</b>	<b>1,083</b>
<b>% of Total Floor SF Eligible: 97.5%</b>					

**PFC APPLICATION NUMBER: 6**

**ATTACHMENT B: PROJECT INFORMATION**

1. Project Title: Replace Passenger Boarding Bridges

2. Project Number 3

3. Use Airport of Project: The Eastern Iowa Airport

4. Project Type

Impose Only:

Concurrent:

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$4,313,652

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds\*: \$4,313,652

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:

State Grants \$

Local Funds \$

Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: \$4,313,652

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description: Purchase and installation of six (6) passenger loading bridges. The loading bridges are climate controlled and adjustable to accommodate both large jets and regional jets. The project replaces five (5) loading bridges at Gates C-1, C-2, C-4, C-5, and C-6, adds a new loading bridge at Gate B1, and updates the electronic controls of C-3.

If applicable for terminal projects,  
Prior to implementation of this project,

Number of ticket counters: 1

Number of gates: 13

Number of baggage facilities: 2

At completion of this project,

Number of ticket counters: 1

Number of gates: 13

Number of baggage facilities: 2

Net change due to this project:

Number of ticket counters: 0

Number of gates: 0

Number of baggage facilities: 0

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.



If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

9. Significant Contribution: Not Applicable

FOR FAA USE

Air safety. Part 139  Other (explain)

Certification Inspector concur. Yes  No  Date \_\_\_\_\_

Air security. Part 107  Part 108  Other (explain)

CASFO concur. Yes  No  Date \_\_\_\_\_

Competition. Competition Plan  Other (explain)

Congestion. Current  or Anticipated

LOI  FAA BCA  FAA Airport Capacity Enhancement Plan

Other (explain) \_\_\_\_\_

Noise. 65 LDN  Other (explain) \_\_\_\_\_

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective: Replacement of five (5) passenger loading bridges and installation of one (1) new loading bridge will replace aged, deteriorating loading bridges with new loading bridges that are able to accommodate new aircraft types; and prevent passengers from walking on the airport apron to board aircraft and deplane. In addition, new loading bridges make a significant contribution to reducing congestion that would occur if the holdroom gates had no reliable and usable loading bridges, all of which will preserve and enhance capacity and improve passenger safety at the airport.

FOR FAA USE

- Safety, Preserve [ ] Enhance [ ]
- Security, Preserve [ ] Enhance [ ]
- Capacity, Preserve [ ] Enhance [ ]
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification: Five (5) loading bridges have been installed at Holdroom C replacing existing loading bridges. The five (5) existing loading bridges were installed in the 1980(s) and are beyond their useful lives. One (1) new loading bridge was installed at Holdroom B providing additional capacity, as both Allegiant and Frontier have been ground boarding passengers at the B gates. The new loading bridge will prevent passengers from walking on the ramp during inclement weather to board and deplane, improving passenger safety.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

**Project Eligibility:**

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_\_\_);

Planning eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_\_\_);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier \_\_\_\_\_, percentage of annual boardings \_\_\_\_\_);

PFC Program Update Letter \_\_\_\_\_

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): April 2014

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

**For FAA Use**

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year):

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement: Delta Air Lines submitted a letter dated January 12, 2015 certifying agreement. Frontier Airlines submitted a letter dated April 8, 2015 certifying agreement. All other Carriers considered certifying agreement based upon not submitting a letter certifying disagreement to the project.

List of Carriers Certifying Disagreement: None

Recap of Disagreements: None

Public Agency Reasons for Proceeding: Not Applicable

16. List of Comments Received from the Public Notice:

List of Parties Certifying Agreement. United Parcel Service submitted a letter dated March 18, 2015 certifying agreement. FedEx submitted a letter dated March 26,

2015 certifying agreement. Rockwell Collins submitted a letter dated March 17, 2015 certifying agreement. All other Carriers considered certifying agreement based upon not submitting a letter certifying disagreement to the project.

Recap of Disagreements: Not Applicable

Public Agency Reasons for Proceeding: Not Applicable

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
------	----------------	------

Item(s) reviewed

**PFC APPLICATION NUMBER: 6**

**ATTACHMENT B: PROJECT INFORMATION**

1. Project Title: Replace CCTV Terminal Building

2. Project Number 4

3. Use Airport of Project: The Eastern Iowa Airport

4. Project Type

Impose Only:

Concurrent:

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$346,147

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds\*: \$346,147

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:

State Grants \$

Local Funds \$

Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: \$346,147

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:



If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description: Purchase and installation of replacement CCTV cameras strategically located in the public and secured areas of the terminal building. Project includes four (4) new servers, operating system, communication fiber verification, seventy (70) cameras, and replaces an existing analog video recording system with a digital video recording system with enhanced features.

If applicable for terminal projects,  
Prior to implementation of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

At completion of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Net change due to this project:  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES  
 NO  
 N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

9. Significant Contribution: Not Applicable

FOR FAA USE

Air safety. Part 139  Other (explain)

Certification Inspector concur. Yes  No  Date \_\_\_\_\_

Air security. Part 107  Part 108  Other (explain)

CASFO concur. Yes  No  Date \_\_\_\_\_

Competition. Competition Plan  Other (explain)

Congestion. Current  or Anticipated

LOI  FAA BCA  FAA Airport Capacity Enhancement Plan

Other (explain) \_\_\_\_\_

Noise. 65 LDN  Other (explain) \_\_\_\_\_

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective: Replacement of the existing CCTV system in accordance with the requirements of Title 49 CFR Part 1542 and as contained in the airport's approved security program will preserve and enhance safety.

FOR FAA USE

- Safety, Preserve [ ] Enhance [ ]
- Security, Preserve [ ] Enhance [ ]
- Capacity, Preserve [ ] Enhance [ ]
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification: Existing CCTV System installed in 1992 is beyond its useful life. Due to the system's age, it has become increasingly difficult and expensive to obtain replacement parts for cameras requiring repair and replacement. The project improves passenger safety and security at the Airport and brings online new and emerging technology in the security industry.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_);

Planning eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier \_\_\_\_\_, percentage of annual boardings \_\_\_\_\_);

PFC Program Update Letter \_\_\_\_\_

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): March 2014

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

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year):

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement Delta Air Lines submitted a letter dated January 12, 2015 certifying agreement. Frontier Airlines submitted a letter dated April 8, 2015 certifying agreement. All other Carriers considered certifying agreement based upon not submitting a letter certifying disagreement to the project

List of Carriers Certifying Disagreement: None

Recap of Disagreements: None

Public Agency Reasons for Proceeding: Not Applicable

16. List of Comments Received from the Public Notice:

List of Parties Certifying Agreement: United Parcel Service submitted a letter dated March 18, 2015 certifying agreement. FedEx submitted a letter dated March 26, 2015 certifying agreement. Rockwell Collins submitted a letter dated March 17, 2015 certifying agreement. All other Carriers considered certifying agreement based upon not submitting a letter certifying disagreement to the project.

Recap of Disagreements: Not Applicable

Public Agency Reasons for Proceeding: Not Applicable

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

**PFC APPLICATION NUMBER: 6**

**ATTACHMENT B: PROJECT INFORMATION**

1. Project Title:       Rehabilitate Airfield Pavement
2. Project Number    5
3. Use Airport of Project:    The Eastern Iowa Airport
4. Project Type  
[ ] Impose Only:  
[X] Concurrent:  
[ ] Use Only:  
    Link to application:

5. Level of Collection:
- |            |            |
|------------|------------|
| [ ] \$1.00 | [ ] \$4.00 |
| [ ] \$2.00 | [X] \$4.50 |
| [ ] \$3.00 |            |

6. Financing Plan

PFC Funds: Pay-as-you-go \$1,294,625  
    Bond Capital \$  
    Bond Financing & Interest \$

Subtotal PFC Funds\*: \$1,294,625  
If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:  
    Grant #3-19-0012-44-2012 Grant Funds in Project \$6,546,655  
    Grant #3-19-0012-47-2013 Grant Funds in Project \$5,154,972

Subtotal Existing AIP Funds: \$11,701,627

Anticipated AIP Funds (List Each Year Separately): Not Applicable  
Fiscal Year:   Entitlement \$       Discretionary \$       Total \$

Subtotal Anticipated AIP Funds: \$0

Other Funds:  
State Grants \$0  
Local Funds \$0

Other (please specify) \$0

Subtotal Other Funds: \$0

Total Project Cost: \$12,996,252

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: Not Applicable



If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

**For FAA Use**

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description: Rehabilitation of the concrete pavement on Taxiway C South (provides access from Runway 13/31 to the east t-hangars and terminal apron) and rehabilitation of the concrete on crosswind Runway 13/31 South; and construction of Taxiway E (the primary partial parallel taxiway to Runway 13/31 North). Major construction items include pavement removal (Taxiway C South and Runway 13/31 South), storm sewer, grading, concrete pavement, lighting and pavement marking.

If applicable for terminal projects,  
Prior to implementation of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

At completion of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Net change due to this project:  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

**FOR FAA USE**

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approve, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

9. Significant Contribution: Not Applicable

FOR FAA USE

Air safety. Part 139  Other (explain)

Certification Inspector concur. Yes  No  Date \_\_\_\_\_

Air security. Part 107  Part 108  Other (explain)

CASFO concur. Yes  No  Date \_\_\_\_\_

Competition. Competition Plan  Other (explain)

Congestion. Current  or Anticipated

LOI  FAA BCA  FAA Airport Capacity Enhancement Plan

Other (explain) \_\_\_\_\_

Noise. 65 LDN  Other (explain) \_\_\_\_\_

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective: Rehabilitation of Taxiway C South and Runway 13/31 South pavement were necessary to maintain FAA standards and safe movement areas for aircraft operations as recommended by the then-current 2005 Pavement Management Study. The project makes a significant contribution to reducing current or anticipated congestion by extending the useful life and capacity of Taxiway C South and Runway 13/31 South by improving the structural integrity of the taxiway and runway, which preserves the capacity of the national air transportation system.

Construction of Taxiway E is partial parallel to Runway 13/31 North. The project extends the taxiway approximately 1,200 feet from the approach end of Runway 13 extended parallel to Runway 13/31 until the taxiway connects with Taxiway A. The project enhances safety by providing partial parallel taxiway to Runway 13/31 and requiring aircraft to make 90-degree turns per FAA geometric recommendations described in Advisory Circular (AC) 150/5300-13A, Airport Design. The taxiway improvements also enhance safety by providing additional aircraft and vehicle routes, which reduces the number of aircraft and vehicles using Hot Spot 1 as identified by the FAA Runway Safety Action Team (RSAT) at the intersection of Taxiway A and Runway 13/31 system.

FOR FAA USE

- Safety, Preserve [ ] Enhance [ ]
- Security, Preserve [ ] Enhance [ ]
- Capacity, Preserve [ ] Enhance [ ]
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification: Rehabilitation of Taxiway C South and Runway 13/31 South pavement were necessary to maintain FAA standards, as recommended by the then-current 2005 Pavement Management Study. The pavement condition index (PCI) for Taxiway C South was 40-50, and the PCI for Runway 13/31 South was 80. The pavement base consisted of 50 year old Portland cement concrete in poor condition. The rehabilitated pavement immediately extended the useful life to the taxiway and runway.

Construction of Taxiway E is partial parallel to Runway 13/31 North. The project extends the taxiway approximately 1,200 feet from the approach end of Runway 13 extended parallel to Runway 13/31 until the taxiway connects with Taxiway A. The existing

connector taxiway labeled as Taxiway B has been removed and the existing 90 degree exit taxiway at the approach end of Runway 13 was re-designated E1, and E2 was added to connect Taxiway E to the ramp where Taxiway Bravo was removed. The current Master Plan identified construction of Taxiway E as a high priority short-term need.

**FOR FAA USE**

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

**Project Eligibility:**

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_);

Planning eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier \_\_\_\_\_, percentage of annual boardings \_\_\_\_\_);

PFC Program Update Letter \_\_\_\_\_

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): July 2011  
Estimated Project Completion Date (Month and Year): July 2015

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes  
 No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes  
 No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year): Not Applicable

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes  
 No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES  
 NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement: Delta Airlines submitted a letter dated January 12, 2015 certifying agreement. Frontier Airlines submitted a letter dated April 8, 2015 certifying agreement. All other Carriers considered certifying agreement based upon not submitting a letter certifying disagreement to the project.

List of Carriers Certifying Disagreement: None

Recap of Disagreements: None

Public Agency Reasons for Proceeding: Not Applicable

16. List of Comments Received from the Public Notice:

List of Parties Certifying Agreement: United Parcel Service submitted a letter dated March 18, 2015 certifying agreement. FedEx submitted a letter dated March 26, 2015 certifying agreement. Rockwell Collins submitted a letter dated March 17, 2015 certifying agreement. All other Carriers considered certifying agreement based upon not submitting a letter certifying disagreement to the project.

Recap of Disagreements: Not Applicable

Public Agency Reasons for Proceeding: Not Applicable

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

**ADO/RO RECOMMENDATION:**

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

**Application Reviewed by:**

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

**PFC APPLICATION NUMBER: 6**

**ATTACHMENT B: PROJECT INFORMATION**

- 1. Project Title: Purchase ARFF Truck
- 2. Project Number 6
- 3. Use Airport of Project: The Eastern Iowa Airport

- 4. Project Type
  - Impose Only:
  - Concurrent:
  - Use Only:Link to application:

- 5. Level of Collection:
  - \$1.00
  - \$2.00
  - \$3.00
  - \$4.00
  - \$4.50

6. Financing Plan

PFC Funds: Pay-as-you-go \$648,275  
Bond Capital \$  
Bond Financing & Interest \$

Subtotal PFC Funds\*: \$648,275

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:  
Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):  
Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:  
State Grants \$  
Local Funds \$



Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: \$648,275

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description: Acquisition of a new modern Class 5 Airport Rescue and Firefighting (ARFF) Truck, a 2011 Rosenbauer 6 X 6 Panther 3000 with agent capacities of 3,000 usable gallons of water, 3% Aqueous Film Forming Foam (AFFF) Concentrate to support 4 times the usable water quantity and 500 pounds of dry chemical. Acquisition of a new ARFF Truck was originally approved in PFC Application 06-04-C-00-CID on March 23, 2006. The airport requested and received quotes for a new ARFF Truck in 2007; however, the quotes greatly exceeded the airport's budget and were rejected. Consequently, purchase of a new ARFF Truck was delayed and removed from PFC Application 06-04-00-CID by amendment approved on September 19, 2007.

If applicable for terminal projects,  
Prior to implementation of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

At completion of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Net change due to this project:  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES  
 NO  
 N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

9. Significant Contribution: Not Applicable

FOR FAA USE

\_\_\_ Air safety. Part 139  Other (explain)

Certification Inspector concur. Yes  No  Date \_\_\_\_\_

\_\_\_ Air security. Part 107  Part 108  Other (explain)

CASFO concur. Yes  No  Date \_\_\_\_\_

\_\_\_ Competition. Competition Plan  Other (explain)

\_\_\_ Congestion. Current  or Anticipated

LOI  FAA BCA  FAA Airport Capacity Enhancement Plan

Other (explain) \_\_\_\_\_

\_\_\_ Noise. 65 LDN  Other (explain) \_\_\_\_\_

\_\_\_ Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective: The new ARFF vehicle has augmented ARFF response capabilities and replaced an existing ARFF truck that had reached the end of its useful life; and due to the new ARFF vehicle state of the art technology in aircraft rescue and firefighting, safety of aircraft emergency operations will be enhanced at the airport and FAR part 139 requirements will be met.

FOR FAA USE

- Safety, Preserve [ ] Enhance [ ]
- Security, Preserve [ ] Enhance [ ]
- Capacity, Preserve [ ] Enhance [ ]
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification: The new ARFF truck, a 2011 Rosenbauer 6x6 Panther 3000 replaces an existing 1994 Oshkosh T1500 ARFF truck that had reached the end of its useful life. The new ARFF truck has been designed to provide improved stability, stronger front suspension for off-road conditions, and rollover protection, all of which enhances operational safety and efficiencies when responding to airfield incidents. The ARFF truck is required during air carrier operations to meet the Airport's Index requirements of Part 139. The Airport's current schedule and size of air carrier aircraft operations determines the Airport's Index, which currently is Index B. The Airport purchased the larger 3,000 gallon ARFF truck based upon air carrier demands at the time of purchase and anticipated growth in the airline's use of larger aircraft. The airport has experienced tremendous growth in total passenger volume. Fiscal year 2014 the airport experienced a record breaking year in total passengers served! Fiscal 2015 airport passenger volumes continue to grow. Passenger growth is a strong indicator of aircraft type changes and an increase in the gauge of aircraft equipment. Allegiant's continued increase in the number of cities served from the airport, is another indicator the Airport will need to meet Index C requirements during the useful life of the new Rosenbauer ARFF truck. Allegiant's variable schedule pattern requires Index C during certain times

of the year. In addition, daily aircraft operations at CID include MD80 series, B737-800, B757, and A300. Recent conversations with a local cargo carrier indicate a B767 may be added into the fleet mix within the near term. The Airport is currently providing Index C coverage during commercial charter operations that occur regularly. The State of Iowa is always in the spot light during every Presidential election and many standing Presidents and Presidential campaign aircraft visit the Eastern Iowa Airport. Furthermore, many of these charter operations are high profile collegiate sports teams and Honor Flights flying our veterans to Washington D.C. Letters of support from the air carriers, air cargo carriers, and corporate operators are attached hereto as Exhibit A. Using local dollars under the PFC program that is backed by the users of the Eastern Iowa Airport reflects a fiscally prudent approach in strengthening the safety/emergency response of the airport.

#### FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

#### Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_);

Planning eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier \_\_\_\_\_, percentage of annual boardings \_\_\_\_\_);

PFC Program Update Letter \_\_\_\_\_

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): April 2010  
Estimated Project Completion Date (Month and Year): March 2011

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year):

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement: Delta Air Lines submitted a letter dated January 12, 2015 certifying agreement. Frontier Airlines submitted a letter dated April 8, 2015 certifying agreement. All other Carriers considered certifying agreement based upon not submitting a letter certifying disagreement to the project.

List of Carriers Certifying Disagreement: None

Recap of Disagreements: None

Public Agency Reasons for Proceeding: Not Applicable

16. List of Comments Received from the Public Notice:

List of Parties Certifying Agreement: United Parcel Service submitted a letter dated March 18, 2015 certifying agreement. FedEx submitted a letter dated March 26, 2015 certifying agreement. Rockwell Collins submitted a letter dated March 17, 2015 certifying agreement. All other Carriers considered certifying agreement based upon not submitting a letter certifying disagreement to the project.

Recap of Disagreements: Not Applicable

Public Agency Reasons for Proceeding: Not Applicable

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

**ADO/RO RECOMMENDATION:**

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

**Application Reviewed by:**

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		





Frontier Airlines, Inc.  
7001 Tower Road  
Denver, Colorado 80249

April 8, 2015

Ms. Sheila Bridges  
FAA-Central Region  
Airports Division, ACE 600  
Room 364  
901 Locust  
Kansas City, MO 64106

Re: Support for CID PFC Application 6

Dear Ms. Bridges:

Please accept this letter in support of PFC Application 6 (six) submitted by The Eastern Iowa Airport which includes the acquisition of a 2011 Rousenbaur 6X6 Panther 3000 Index C Aircraft Rescue and Firefighting (ARFF) vehicle.

As an aircraft operator at The Eastern Iowa Airport, we are confident in the level of safety and dependability that this ARFF vehicle provides to the airport and the airlines' operations. While the airport currently is classified as an Index B airport based on the fleet of commercial aircraft operating here, there are many other daily operations which exceed Index B requirements and make the Index C vehicle a necessity. Regular charter operations of Boeing 737, Boeing 757, and MD80 aircraft operate from The Eastern Iowa Airport throughout the year. Although these aircraft are not counted under the requirements used to determine the airport's Index, the life and safety of the passengers on board these aircraft are just as valuable and important as the life and safety of those arriving and departing on board commercial passenger airline operators.

In addition to the charter operations which regularly rely on the availability of Index C ARFF coverage, the airport regularly hosts high priority flights such as Air Force One during Presidential Visits to Iowa. The ability to provide adequate coverage for the Air Force One B747 is crucial, especially in the hectic Iowa political environment.

Given the anticipated life span of the newly acquired ARFF vehicle, we believe it is crucial to have a vehicle available for support of airport operations that can match the growth and development of both the Airport and the Eastern Iowa economic region. Along with the rapid growth and development of the area, the airport has seen phenomenal growth. Over the last year, enplanements at The Eastern Iowa Airport have increased by over 11% setting an all-time total passenger record of 1.1 million passengers. It is essential that the Airport's infrastructure, including the ARFF equipment, be matched to the Airport's growth.

Ms. Sheila Bridges

April 8, 2014

Page 2 of 2

Finally, using PFC dollars allows the vehicle to be purchased with local funds while preserving lower overall cost to airport operations.

Thank you for your time, consideration, and support.

Respectfully

A handwritten signature in black ink, appearing to read "Kathleen Barrett", written in a cursive style.

Kathleen Barrett

Director, Airport Planning

Cc: Gene Cossey, The Eastern Iowa Airport  
Dallas Belt, Manager, Airport Planning, Frontier Airlines  
Darrin Hughes, Area Manager, Customer Service, Frontier Airlines

**EXHIBIT A  
CONTINUED**

1400 N. Hurstbourne Parkway  
Louisville, KY 40223  
502.329.3000 Tel

March 18, 2015



Sheila Bridges  
FAA-Central Region  
Airports Division, ACE 600  
Room 364  
901 Locust  
Kansas City, MO 64106

Dear Ms. Bridges:

Please accept this letter in support of PFC Application 6 (six) submitted by The Eastern Iowa Airport which includes the acquisition of a 2011 Rousenbaur 6X6 Panther 3000 Index C Aircraft Rescue and Firefighting (ARFF) vehicle.

As an operator of an Airbus A-300 at The Eastern Iowa Airport, UPS is confident in the level of safety and dependability this ARFF vehicle provides to the airport and our operations. While the airport currently is classified as an Index B airport based on the fleet of commercial aircraft operating here, there are many other daily operations which exceed Index B requirements and make the Index C vehicle a necessity. Along with our daily operation there are also regular charter operations of Boeing 737, Boeing 757, and MD80 aircraft that operate from The Eastern Iowa Airport throughout the year. Although these aircraft are not counted under the requirements used to determine the airport's Index, the life and safety of the passengers on board these aircraft are just as valuable and important as the life and safety of those arriving and departing on board commercial air carriers.

Given the anticipated life span of the newly acquired ARFF vehicle, I believe it is crucial to have a vehicle in operation which can match the growth and development of both the Airport and the Eastern Iowa economic region. Along with the rapid growth and development of the area, the airport has seen phenomenal growth. Over the last year, enplanements at The Eastern Iowa Airport have increased by over 11% setting an all-time total passenger record of 1.1 million passengers. It is invaluable that the Airport's infrastructure, including the ARFF equipment, be matched to the Airport's growth.

Finally, using PFC dollars allows the vehicle to be purchased with local funds while preserving lower overall cost to airport operations.

Thank you for your time, consideration, and support.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Hoffmann", with a stylized flourish extending to the right.

Kevin Hoffmann  
UPS Airport Properties



March 26, 2015

Sheila Bridges  
FAA-Central Region  
Airports Division, ACE 600  
Room 364  
901 Locust  
Kansas City, Missouri 64106

Dear Ms. Bridges:

The purpose of this letter is to offer support for PFC Application Six (6) submitted by The Eastern Iowa Airport (CID). This application includes the acquisition of a 2011 Rousenbaur 6X6 Panther 3000 Index C Aircraft Rescue and Firefighting (ARFF) vehicle.

As the major cargo air carrier operating at CID, we are confident in the level of safety and dependability that the current ARFF personnel and vehicles provide to the airport and to our operations. While the airport currently is classified as an Index B airport based on the fleet of commercial aircraft operating there, all FedEx operations are scheduled with the Boeing 757-200 aircraft. Having the increased capability of the new ARFF vehicle provides an added degree of capability and safety. The new equipment also gives CID greater flexibility should we or any other air carrier decides to change the fleet mix or operations.

Thank you for your consideration. Please feel free to contact me if you have questions.

Sincerely,



Kenneth Gwyn  
Sr. Airport Properties Representative

C: Blaine Peters; Delta Airlines

EXHIBIT A  
CONTINUED



  
**John Kelchen**  
Director  
Rockwell Collins Flight Operations  
2815 Lippisch Place SW,  
Cedar Rapids, IA 52404  
Tel 319.295.5221

March 17, 2015

Sheila Bridges  
FAA-Central Region  
Airports Division, ACE 600  
Room 364  
901 Locust  
Kansas City, MO 64106

Dear Ms. Bridges:

Please accept this letter in support of PFC Application Six (6) submitted by The Eastern Iowa Airport which includes the acquisition of a 2011 Rousenbaur 6X6 Panther 3000 Index C Aircraft Rescue and Firefighting (ARFF) vehicle.

Rockwell Collins has been operating at the Eastern Iowa Airport (CID) for over 60-years. A safe and secure airfield is of interest to Rockwell Collins. We understand ARFF coverage is based upon commercial aircraft operations however; insurance rates impacting our company are also based upon ARFF coverage. In addition, we understand the ARFF vehicle will be one of two primary response vehicles. It makes tremendous sense to have redundancy in ARFF vehicles.

As a long time tenant at CID we routinely see large aircraft operating at the airport. These aircraft include; B737-800, MD80s, B757, and A300. Furthermore, the airport regularly hosts high profile flights such as, Air Force One during Presidential visits to Iowa, Presidential candidate flights, and a variety of University sport teams. Each of these operators relies on adequate ARFF coverage.

Given the anticipated life span of the newly acquired ARFF vehicle, we believe it is crucial to have a vehicle in operation which can match the growth and development of both the Airport and the Eastern Iowa economic region. Along with the rapid growth and development of the area, the airport has seen phenomenal growth. Over the last year, enplanements at The Eastern Iowa Airport have increased by over 11% setting an all-time total passenger record of 1.1 million passengers. It is invaluable that the Airport's infrastructure, including the ARFF equipment, be matched to the Airport's continued growth.

Finally, using local PFC dollars and not FAA grant money to purchase the ARFF vehicle, in our opinion, only strengthens the airport's application.

Thank you for your time, consideration, and support of CID's PFC Application #6.

Sincerely,

A handwritten signature in black ink, appearing to read "John D. Kelchen".

**PFC APPLICATION NUMBER: 6**

**ATTACHMENT B: PROJECT INFORMATION**

- 1. Project Title: PFC Application Development
- 2. Project Number 7
- 3. Use Airport of Project: The Eastern Iowa Airport
- 4. Project Type
  - Impose Only:
  - Concurrent:
  - Use Only:Link to application:

- 5. Level of Collection:
  - \$1.00  \$4.00
  - \$2.00  \$4.50
  - \$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$15,000  
Bond Capital \$  
Bond Financing & Interest \$

Subtotal PFC Funds\*:\$15,000

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year:	Entitlement \$	Discretionary \$	Total \$
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Subtotal Anticipated AIP Funds: \$

Other Funds:

State Grants \$

Local Funds \$

Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: \$15,000

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: Not Applicable

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

**For FAA Use**

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description: The project includes the Commission's expense of developing a PFC capital improvement program (CIP) and funding plan, conducting airline consultation meeting, preparing drafts and final versions of a new PFC application coordination of the application with the FAA, and other tasks required for the Commission's PFC program.

If applicable for terminal projects,  
Prior to implementation of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

At completion of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Net change due to this project:  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

**FOR FAA USE**

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.



If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

9. Significant Contribution: Not Applicable

FOR FAA USE

Air safety. Part 139  Other (explain)

Certification Inspector concur. Yes  No  Date \_\_\_\_\_

Air security. Part 107  Part 108  Other (explain)

CASFO concur. Yes  No  Date \_\_\_\_\_

Competition. Competition Plan  Other (explain)

Congestion. Current  or Anticipated

LOI  FAA BCA  FAA Airport Capacity Enhancement Plan

Other (explain) \_\_\_\_\_

Noise. 65 LDN  Other (explain) \_\_\_\_\_

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective: The project includes funding the Commission's cost of preparation and administration of the PFC program with PFC revenues to help the Airport keep operating costs down, increases the Airport's overall funding capacity, and enables the Airport to keep airline costs as low as possible. Keeping PFC application development expenses out of the airline rate base promotes enhanced competition among air carriers as lower airport expenditures may attract additional air service at the airport.

FOR FAA USE

- Safety, Preserve [ ] Enhance [ ]
- Security, Preserve [ ] Enhance [ ]
- Capacity, Preserve [ ] Enhance [ ]
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification: As defined in 14 CFR Part 158.13(b) PFC allowable costs include the reasonable and necessary cost of carrying out an approved project, including costs incurred prior to and subsequent to the approval to impose and use PFC revenue. The Commission requests authority to impose and use PFC revenues to replace funds that have been and/or will be advanced to pay the costs of the development of this PFC Application, including payment to the dedicated time and incidental expenses of the Commission's employees.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

**Project Eligibility:**

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_\_\_);

Planning eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_\_\_);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier \_\_\_\_\_, percentage of annual boardings \_\_\_\_\_);

PFC Program Update Letter \_\_\_\_\_

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year):      October 2014

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

**For FAA Use**

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year):

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement Delta Air Lines submitted a letter dated January 12, 2015 certifying agreement. Frontier Airlines submitted a letter dated April 8, 2015 certifying agreement. All other Carriers considered certifying agreement based upon not submitting a letter certifying disagreement to the project.

List of Carriers Certifying Disagreement: None

Recap of Disagreements: None

Public Agency Reasons for Proceeding: Not Applicable

16. List of Comments Received from the Public Notice:

List of Parties Certifying Agreement: United Parcel Service submitted a letter dated March 18, 2015 certifying agreement. FedEx submitted a letter dated March 26, 2015 certifying agreement. Rockwell Collins submitted a letter dated March 17, 2015 certifying agreement. All other Carriers considered certifying agreement based upon not submitting a letter certifying disagreement to the project.

Recap of Disagreements: Not Applicable  
Public Agency Reasons for Proceeding: Not Applicable

**For FAA Use**

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

**ADO/RO Recommendation:**

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

**ADO/RO RECOMMENDATION:**

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

**Application Reviewed by:**

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

**PFC APPLICATION NUMBER: 6**

**ATTACHMENT B: PROJECT INFORMATION**

- 1. Project Title: PFC Program Administration
- 2. Project Number 8
- 3. Use Airport of Project: The Eastern Iowa Airport
- 4. Project Type
  - Impose Only:
  - Concurrent:
  - Use Only:Link to application:

- 5. Level of Collection:
  - \$1.00  \$4.00
  - \$2.00  \$4.50
  - \$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$453,750  
Bond Capital \$  
Bond Financing & Interest \$

Subtotal PFC Funds\*:\$453,750

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:

State Grants \$

Local Funds \$

Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: \$453,750

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan: Not Applicable

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description: It is estimated the Commission will incur an annual expense of approximately \$47,750 during each of the over nine years of this Application, in which PFC revenue is estimated to be used to pay for PFC eligible projects. Costs expected to be incurred by the Commission include the preparation of the appropriate documentation for reporting and record keeping as require in 14 CFR Part 158.63(a) of the PFC regulations, general administrative overhead, and employee costs and/or consulting fees associated with the continued management of the PFC Program.

If applicable for terminal projects,  
Prior to implementation of this project,

Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

At completion of this project,  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Net change due to this project:  
Number of ticket counters:  
Number of gates:  
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES  
 NO  
 N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.



If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

9. Significant Contribution: Not Applicable

FOR FAA USE

Air safety. Part 139  Other (explain)

Certification Inspector concur. Yes  No  Date \_\_\_\_\_

Air security. Part 107  Part 108  Other (explain)

CASFO concur. Yes  No  Date \_\_\_\_\_

Competition. Competition Plan  Other (explain)

Congestion. Current  or Anticipated

LOI  FAA BCA  FAA Airport Capacity Enhancement Plan

Other (explain) \_\_\_\_\_

Noise. 65 LDN  Other (explain) \_\_\_\_\_

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective: The project includes the Commission's expense of preparing the appropriate documentation for reporting and recordkeeping, general administrative overhead, and ongoing management of the PFC Program, which keeps these expenses out of the airline rate base that promotes enhanced competition among air carriers as lower airport rates and charges to the airlines may attract additional air service at the airport.

FOR FAA USE

- Safety, Preserve [ ] Enhance [ ]
- Security, Preserve [ ] Enhance [ ]
- Capacity, Preserve [ ] Enhance [ ]
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification: As defined in 14 CFR Part 158.13(b) PFC allowable costs include the reasonable and necessary cost of carrying out an approved project, including costs incurred subsequent to the approval to impose and use PFC revenue. The Commission requests authority to impose and use PFC revenues to replace funds that have been and/or will be advanced to pay the costs of managing its PFC Program, including payment to the dedicated time and incidental expenses of the Commission's employees.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

**Project Eligibility:**

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_\_\_);

Planning eligible under AIP criteria (paragraph \_\_\_ of Order 5100.38\_ or PGL \_\_\_\_\_);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier \_\_\_\_\_, percentage of annual boardings \_\_\_\_\_);

PFC Program Update Letter \_\_\_\_\_

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): April 2016  
Estimated Project Completion Date (Month and Year): October 2025

**For FAA Use**

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year):

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement Delta Air Lines submitted a letter dated January 12, 2015 certifying agreement. Frontier Airlines submitted a letter dated April 8, 2015 certifying agreement. All other Carriers considered certifying agreement based upon not submitting a letter certifying disagreement to the project.

List of Carriers Certifying Disagreement: None

Recap of Disagreements: None

Public Agency Reasons for Proceeding: Not Applicable

16. List of Comments Received from the Public Notice: None

List of Parties Certifying Agreement: United Parcel Service submitted a letter dated March 18, 2015 certifying agreement. FedEx submitted a letter dated March 26,

2015 certifying agreement. Rockwell Collins submitted a letter dated March 17, 2015 certifying agreement. All other Carriers considered certifying agreement based upon not submitting a letter certifying disagreement to the project.

Recap of Disagreements: Not Applicable

Public Agency Reasons for Proceeding: Not Applicable

**For FAA Use**

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

**ADO/RO Recommendation:**

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

**ADO/RO RECOMMENDATION:**

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

**Application Reviewed by:**

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
------	----------------	------

Item(s) reviewed

## **ATTACHMENT C**

### **AIR CARRIER CONSULTATION SUMMARY AND PUBLIC NOTICE INFORMATION**

The Airport issued on October 27, 2014 a notice of intent to impose and use Passenger Facility Charges (PFC) consisting of eight (8) projects, and informing the airlines of a consultation meeting scheduled to be held on December 4, 2014. ExpressJet Airlines, Inc. submitted written acknowledgement of the meeting dated November 12, 2014. The Airport sent via email to the airlines having a significant business interest at the Airport supplemental information on December 4, 2014, which included a statement that the airlines would have 30 days from the date of the consultation meeting to submit any objections in writing to the proposed projects; and, if no response was received within 30 days, it would be considered a certification of agreement. The airline consultation meeting was held on December 4, 2014. Blaine Peters, Regional Director, Corporate Real Estate, Delta Air Lines participated in the meeting via a teleconference call. Airport personnel attending the meeting were Don Swanson, Director of Finance and Administration, Kathy Bell, Deputy Director of Finance and Administration, and Gene Cossey, Director of Operations. Mr. Swanson summarized descriptions and benefits of the 8 impose and use PFC projects. Mr. Peters asked if all of the projects listed in the applications were completed. Mr. Swanson responded that PFC Project 1 – Deicing Containment and PFC Project 6 – Purchase ARFF Truck were complete; and PFC Project 2 – Terminal Renovation, PFC Project 3 – Replace Passenger Loading Bridges, PFC Project 4 – Replace CCTV System, and PFC Project 5 – Rehabilitate Airfield Pavement were all underway and nearly complete. No other significant questions were addressed

and the meeting was concluded. Mr. Peters, Delta Air Lines, submitted a letter dated January 12, 2015 certifying agreement with all eight (8) PFC projects. Copies of the Airport's notices, letters, consultation meeting hand out concerning PFC Application #6, letter from Blaine K. Peters, Delta Air Lines, Inc., and letter from Luis Monteiro, ExpressJet Airlines, Inc. are attached and made a part of Attachment C.



# ATTACHMENT C-1

## PUBLIC NOTICE INFORMATION

NOTICE OF INTENT TO IMPOSE PFC & USE PFC REVENUE APPLICATION #6; NOTICE TO AMEND PFC APPLICATIONS #06-04-C-00-CID & #09-05-C-00-CID - Message (HTML)

From: Kathy Bell  
To: [List of recipients]  
Cc: [List of recipients]  
Subject: NOTICE OF INTENT TO IMPOSE PFC & USE PFC REVENUE APPLICATION #6; NOTICE TO AMEND PFC APPLICATIONS #06-04-C-00-CID & #09-05-C-00-CID

Dear PFC Administrator,

Pursuant to FAR 158.23, the attached notices (see attachments), are hereby given that the Cedar Rapids Airport Commission, operator of The Eastern Iowa Airport (CID):

1. intends to impose and use Passenger Facility Charges under a new PFC Application No. 6, and
2. amend PFC Application 06-04-C-00-CID and PFC Application 09-05-C-00-CID.

The will be your company's invitation to attend a consultation meeting in Cedar Rapids, Office of the Airport Director, The Eastern Iowa Airport, 2515 Arthur Collins Parkway SW, Cedar Rapids, Iowa 52404-8952, on Thursday, December 4, 2014, at 2:30 PM CST. In addition, detailed project descriptions and benefits will be mailed to you prior to the meeting and will be accessible on The Eastern Iowa Airport website [www.eiaairport.org](http://www.eiaairport.org)

If you are no longer the correct contact, please feel free to forward this invitation to any interested party and send PFC contact updates to [AR@crairport.org](mailto:AR@crairport.org).

Thank you.

**Kathy Bell** | Deputy Director, Finance & Administration |  
The Eastern Iowa Airport (CID) |  
2515 Arthur Collins Pkwy SW | Cedar Rapids, IA 52404 |  
Office 319.731.5714 | Fax 319.362.1670 | Cell 319.551-2535 |  
[k.bell@crairport.org](mailto:k.bell@crairport.org) | [www.eiaairport.org](http://www.eiaairport.org) |

The information transmitted is intended only for the name recipient to which it is addressed and may contain confidential and/or privileged material. Any disclosure, dissemination, or action based on the contents of this message is prohibited. If you received this in error, please contact the sender and delete the material from any computer.

NOTICE OF INTENT TO IMPOSE PFC & USE PFC REVENUE APPLICATION #6; NOTICE TO AMEND PFC APPLICATIONS #06-04-C-00-CID & #09-05-C-00-CID - Message (HTML)

From: Kathy Bell  
To: [List of recipients]  
Cc: [List of recipients]  
Subject: NOTICE OF INTENT TO IMPOSE PFC & USE PFC REVENUE APPLICATION #6; NOTICE TO AMEND PFC APPLICATIONS #06-04-C-00-CID & #09-05-C-00-CID

Dear PFC Administrator,

Pursuant to FAR 158.23, the attached notices (see attachments), are hereby given that the Cedar Rapids Airport Commission, operator of The Eastern Iowa Airport (CID):

1. intends to impose and use Passenger Facility Charges under a new PFC Application No. 6, and
2. amend PFC Application 06-04-C-00-CID and PFC Application 09-05-C-00-CID.

The will be your company's invitation to attend a consultation meeting in Cedar Rapids, Office of the Airport Director, The Eastern Iowa Airport, 2515 Arthur Collins Parkway SW, Cedar Rapids, Iowa 52404-8952, on Thursday, December 4, 2014, at 2:30 PM CST. In addition, detailed project descriptions and benefits will be mailed to you prior to the meeting and will be accessible on The Eastern Iowa Airport website [www.eiaairport.org](http://www.eiaairport.org)

If you are no longer the correct contact, please feel free to forward this invitation to any interested party and send PFC contact updates to [AR@crairport.org](mailto:AR@crairport.org).

Thank you.

**Kathy Bell** | Deputy Director, Finance & Administration |  
The Eastern Iowa Airport (CID) |  
2515 Arthur Collins Pkwy SW | Cedar Rapids, IA 52404 |  
Office 319.731.5714 | Fax 319.362.1670 | Cell 319.551-2535 |  
[k.bell@crairport.org](mailto:k.bell@crairport.org) | [www.eiaairport.org](http://www.eiaairport.org) |

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ATTACHMENT C-1  
Sample Notice



THE EASTERN IOWA AIRPORT  
CEDAR RAPIDS

October 28, 2014

Mindy Leu  
Allegiant Air, Inc.  
8360 S Durango Dr  
Las Vegas, NV 89113-4444

RE: NOTICE OF INTENT TO IMPOSE PASSENGER FACILITY CHARGE (PFC) AND USE PFC REVENUE; PFC APPLICATION NUMBER 6 AT THE EASTERN IOWA AIRPORT

Dear PFC Administrator:

Pursuant to FAR 158.23, Notice is hereby given that the Cedar Rapids Airport Commission, operator of The Eastern Iowa Airport, intends to impose and use Passenger Facility Charges. Said PFC Charge is to be imposed and PFC revenue used for the following projects:

1. Deicing Containment. Estimated costs: \$4,624,139; 100% PFC Revenues.
2. Terminal Renovations. Estimated costs: \$19,586,748; 32% or \$6,363,136 FAA AIP Funding; 2% or \$392,228 State Funding; 66% or \$12,831,384 PFC Revenues.
3. Replace Passenger Loading Bridges. Estimated costs: \$4,313,652; 100% PFC Revenues.
4. Replace CCTV System – Terminal Building. Estimated costs: \$346,147; 100% PFC Revenues.
5. Rehabilitate Airfield Pavement. Estimated costs: \$12,996,252; 90% or \$11,701,454 FAA AIP Funding; 10% or \$1,294,625 PFC Revenues.
6. Purchase ARFF Truck. Estimated costs: \$648,275; 100% PFC Revenues.
7. PFC Application Development. Estimated costs: \$15,000; 100% PFC Revenues.
8. PFC Program Administration. Estimated costs: \$453,750; 100% PFC Revenues.

The PFC to be collected is proposed to be \$4.50 per passenger.

The proposed charge effective date is April 1, 2016.

The estimated charge expiration date is to be October 1, 2025.

Total estimated project cost: \$42,983,963.

Total estimated PFC revenue: \$24,527,145.

# ATTACHMENT C-1

## PUBLIC NOTICE INFORMATION

http://www.eiaairport.org/about-the-airport/pfc/ Passenger Facility C...

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THE EASTERN IOWA AIRPORT

### Passenger Facility Charge Program

**AIR CARRIER CONSULTATION MEETING –THURSDAY, DECEMBER 4, 2014 @ 2:30 PM CST**

Office of the Airport Director  
The Eastern Iowa Airport  
2515 Arthur Collins Pkwy SW  
Cedar Rapids, IA 52404

**To participate by Conference Bridge:**  
Dial: 319-731-5727  
Security code: 3131#  
Room number: 123#

**NOTICE OF INTENT TO IMPOSE PASSENGER FACILITY CHARGE (PFC) AND USE PFC REVENUE;  
PFC APPLICATION NUMBER 6 AT THE EASTERN IOWA AIRPORT**

Pursuant to FAR 158.23, Notice is hereby given that the Cedar Rapids Airport Commission, operator of The Eastern Iowa Airport, intends to impose and use Passenger Facility Charges. Said PFC Charge is to be imposed and PFC revenue.

- [Air Carrier Notice](#)
- [Public Notice – CID PFC Application No. 6](#)

**NOTICE OF INTENT TO AMEND PASSENGER FACILITY CHARGE (PFC)  
APPLICATION 06-04-C-00-CID AND APPLICATION 09-05-C-00-CID**

Pursuant to FAR 158.23, Notice is hereby given that the Cedar Rapids Airport Commission (Commission), operator of The Eastern Iowa Airport, intends to amend PFC Application 06-04-C-00-CID and PFC Application 09-05-C-00-CID at the Airport (PFC Amendments) which were approved by the Federal Aviation Administration (FAA) to fund certain PFC-eligible Airport Improvements.

- [Air Carrier Notice](#)
- [Public Notice – CID PFC Amendment on Application No. 4 & 5](#)

The Eastern Iowa Airport

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**NOTICE OF INTENT TO IMPOSE PASSENGER FACILITY CHARGE (PFC) AND USE PFC REVENUE;  
PFC APPLICATION NUMBER 6 AT THE EASTERN IOWA AIRPORT**

Pursuant to FAR 158.23, Notice is hereby given that the Cedar Rapids Airport Commission, operator of The Eastern Iowa Airport, intends to impose and use Passenger Facility Charges. Said PFC Charge is to be imposed and PFC revenue.

- [Air Carrier Notice](#)
- [Public Notice – CID PFC Application No. 6](#)

**NOTICE OF INTENT TO AMEND PASSENGER FACILITY CHARGE (PFC)  
APPLICATION 06-04-C-00-CID AND APPLICATION 09-05-C-00-CID**

Pursuant to FAR 158.23, Notice is hereby given that the Cedar Rapids Airport Commission (Commission), operator of The Eastern Iowa Airport, intends to amend PFC Application 06-04-C-00-CID and PFC Application 09-05-C-00-CID at the Airport (PFC Amendments) which were approved by the Federal Aviation Administration (FAA) to fund certain PFC-eligible Airport Improvements.

Word count: 178 Draft saved at 1:26:09 pm. Last edited by Kathy Bell on December 3, 2014 at 2:52 pm

WordPress SEO by Yoast

Revisions

- Kathy Bell, 6 days ago (1 December, 2014 @ 14:49:39) [Autosave]
- Kathy Bell, 6 days ago (1 December, 2014 @ 14:49:33)
- Kathy Bell, 6 days ago (1 December, 2014 @ 14:23:15)
- Kathy Bell, 6 days ago (1 December, 2014 @ 14:22:39)
- Kathy Bell, 6 days ago (1 December, 2014 @ 14:22:05)
- Kathy Bell, 6 days ago (1 December, 2014 @ 14:19:47)
- Kathy Bell, 6 days ago (1 December, 2014 @ 14:19:18)
- Kathy Bell, 2 weeks ago (24 November, 2014 @ 15:58:24)
- Kathy Bell, 2 weeks ago (24 November, 2014 @ 15:54:08)
- Kathy Bell, 3 weeks ago (20 November, 2014 @ 10:05:27)

## ATTACHMENT C-1

### **Notice of Intent and Opportunity for Public Comment Regarding the Cedar Rapids Airport Commission's Intent to File with the Federal Aviation Administration a Sixth PFC Application for Authority to Impose Passenger Facility Charges (PFC) and Use PFC Revenue**

Pursuant to 14 CFR Part 158.24, the Cedar Rapids Airport Commission (Commission), operator of The Eastern Iowa Airport (Airport), hereby provides public notice of the Commission's intention to file a request to file an application to impose and use Passenger Facility Charges (PFC) at the Airport (PFC Application No. 6) to fund, in whole or in part certain PFC-eligible Airport improvements and equipment purchases.

The Commission intends to fund eight (8) PFC-eligible Projects with PFC revenues. The Commission will apply for authority to Impose and Use PFC revenue for the eight (8) projects.

The following sets forth the projects to be included in PFC Application No. 6, including a description and justification of the projects and the estimated total PFC revenue the Commission will use for each project.

#### **PFC Application No. 6 – Project Descriptions and Justifications**

##### **PFC PROJECT 1**

**Deicing Containment.** Estimated costs: \$4,624,139; 100% PFC Revenues.

**Description:** The multi-year project consists of two construction phases of large detention basins to capture and contain deicer runoff from airline deicing operations at the terminal apron and air cargo carrier deicing operations at the west cargo apron. Contained deicer runoff is discharged from the detention basins to a public owned treatment works facility. The project major work items included excavation and grading for the deicing basins, installation of 24"- 60" sanitary sewer, installation of subsurface drain tiles, installation of basin liner, lift stations, and sanitary sewer force main.

**Benefits:** The project brings the airport in compliance with containment and discharge of storm water as per Iowa NPDES Permit Number 57-15-1-45 issued pursuant to section 402(b) of the Clean Water Act (33 U.S.C. 1342(b)), Iowa Code section 455B.174, and rule 567-64.13, Iowa Administrative Code.

##### **PFC PROJECT 2**

**Terminal Renovations.** Estimated costs: \$19,698,860; 32% or \$6,363,136 FAA AIP Funding; 2% or \$392,228 State Funding, 1% or \$112,112 Commission Funding, 65% or \$12,831,384 PFC Revenues.

**Description:** The Terminal Renovations project is a multi-year project that renovates the public use areas of the terminal building pre-security including construction of new public bathrooms in baggage claim area, completed in 2013 and renovation of existing public bathrooms in public use area, completed in 2014, and upgrades of terminal mechanical systems. The terminal mechanical systems renovation consisted of the following: i) HVAC upgrade adding two (2) roof top air handlers to increase the heating and cooling capacity within the terminal building, completed in



2009; ii) Replacement of Security Key System, completed in 2009; iii) Replacement of three (3) Boilers, completed in 2010; iv) Lighting replacement within terminal interior public use areas and terminal building exterior soffit lighting, replacing and retrofitting approximately 700 terminal interior fluorescent light fixtures with energy efficient T8 lighting, replacing 190 exterior metal halide light fixtures with LED fixtures, and installing occupancy sensors within the terminal, completed in 2010; v) Window replacement in Terminal C Concourse, completed in 2010; and vi) Paging System Replacement in the terminal, completed in 2011.

**Benefits:** The Terminal Renovations project is renovating public use areas including public restrooms pre-security that are original to the terminal constructed in 1986, which are now outdated and in need of renovation. Construction of new public bathrooms in the baggage claim area resulted from passenger demand due to passenger growth during recent years. Renovating terminal mechanical systems replaced outdated mechanical systems original to the terminal constructed in 1986, and have enhanced cooling, heating, lighting, window, and paging systems in the terminal public use areas and adds energy efficiency mechanical systems to the terminal.

### **PFC PROJECT 3**

**Replace Passenger Loading Bridges.** Estimated costs: \$4,313,652; 100% PFC Revenues.

**Description:** Purchase and installation of six (6) passenger loading bridges. The loading bridges are climate controlled and adjustable to accommodate both large and regional jets.

**Benefits:** Five (5) loading bridges have been installed at Holdroom C replacing existing loading bridges. The five (5) existing loading bridges were installed in the 1980(s) and are beyond their useful lives. One (1) new loading bridge will be installed at Holdroom B providing additional capacity, as both Allegiant and Frontier have been ground boarding passengers at the B gates. The new loading bridge will prevent up to 166 passengers per flight from walking on the ramp during inclement weather to board and deplane. The new bridges will preserve and enhance capacity and improve passenger safety at the Airport.

### **PFC PROJECT 4**

**Replace CCTV System – Terminal Building.** Estimated costs: \$346,147; 100% PFC Revenues.

**Description:** Purchase and installation of replacement CCTV cameras strategically located in the public and secured areas of the terminal building. Project includes four (4) new servers, operating system, communication fiber verification, and seventy (70) cameras.

**Benefits:** Existing CCTV System installed in 1992 is beyond its useful life. The project improves passenger safety at the Airport and brings online new and emerging technology in the security industry.

### **PFC PROJECT 5**

**Rehabilitate Airfield Pavement.** Estimated costs: \$12,996,252; 90% or \$11,701,454 FAA AIP Funding, 10% or \$1,294,625 PFC Revenues.

**Description:** Rehabilitation of the concrete pavement on Taxiway C South (provides access from Runway 13/31 to the east t-hangars and terminal apron) and rehabilitation of the concrete on crosswind Runway 13/31 South; and construction of Taxiway E (the primary partial parallel taxiway to Runway 13/31 North). Major construction items include pavement removal (Taxiway

C South and Runway 13/31 South), storm sewer, grading, concrete pavement, lighting and pavement marking.

**Benefits:** Repairs to Taxiway C South and Runway 13/31 South pavement were necessary to maintain FAA standards, as recommended by the then-current 2005 Pavement Management Study. The pavement condition index (PCI) for Taxiway C South was 40-50, and the PCI for Runway 13/31 South was 80. The pavement base consisted of 50 year old Portland cement concrete in poor condition. The rehabilitated pavement immediately restored service life to the taxiway and runway. Construction of Taxiway E is partial parallel to Runway 13/31 North. The project extends the taxiway approximately 1,200 feet from the approach end of Runway 13 extended parallel to Runway 13/31 until the taxiway connects with Taxiway A. The existing connector taxiway labeled as Taxiway B has been removed and the existing 90 degree exit taxiway at the approach end of Runway 13 was re-designated E1, and E2 was added to connect Taxiway E to the ramp where Taxiway Bravo was removed. The current Master Plan identified construction of Taxiway E as a high priority short-term need. The project enhanced safety by providing partial parallel taxiway to Runway 13/31 and requiring aircraft to make 90-degree turns per FAA geometric recommendations described in Advisory Circular (AC) 150/5300-13A, Airport Design. The improvements also enhance safety by providing additional aircraft and vehicle routes, which reduces the number of aircraft and vehicles using Hot Spot 1 as identified by the FAA Runway Safety Action Team (RSAT) at the intersection of Taxiway A and Runway 13/31.

#### **PFC PROJECT 6**

**Purchase ARFF Truck.** Estimated costs: \$648,275; 100% PFC Revenues.

**Description:** Acquisition of a new modern Class 5 Airport Rescue and Firefighting (ARFF) Truck with agent capacities of 3,000 usable gallons of water, 3% Aqueous Film Forming Foam (AFFF) Concentrate to support 4 times the usable water quantity and 500 pounds of dry chemical. The new ARFF vehicle has augmented ARFF response capabilities and replaced an existing ARFF truck that had reached the end of its useful life.

**Benefits:** The new ARFF truck, a 2011 Rosenbauer 6x6 Panther 3000 replaces an existing 1994 Oshkosh T1500 ARFF truck that had reached the end of its useful life. The new ARFF truck has been designed to provide improved stability, stronger front suspension for off-road conditions, and rollover protection, all of which will enhance operational safety and efficiencies when responding to airfield incidents. The ARFF truck is required during air carrier operations to meet the Airport's Index requirements of Part 139. The Airport's current schedule and size of air carrier aircraft operations determines the Airport's Index, which currently is Index B, of which an ARFF truck with agent capacities of 1,500 usable gallons of water meets Index B. However, the Airport purchased the larger 3,000 gallon ARFF truck based upon air carrier demands at the time of the purchase and anticipated growth in the airline's use of larger aircraft. Currently, Allegiant scheduled aircraft of MD80 and B737-800 aircraft at the Airport would require Index C if its daily average of arrivals were five (5) or greater. Based upon Allegiant's increase in the number of cities served from the airport, it is anticipated that the Airport will need to meet Index C requirements during the useful life of the new Rosenbauer ARFF truck. In addition, the Airport is currently providing Index C coverage during charter operations resulting from NCAA football bowl season.

**Additional Information:** Replacement of the ARFF truck was originally approved in PFC Application 06-04-C-00-CID on March 23, 2006. The airport requested and received quotes for a new ARFF truck in 2007; however, the quotes greatly exceeded the airport's budget and were rejected. Consequently, purchase of a new ARFF truck was delayed and removed from PFC Application 06-04-00-CID by amendment approved on September 19, 2007.

## **PFC PROJECT 7**

**PFC Application Development.** Estimated costs: \$15,000; 100% PFC Revenues.

**Description:** The project includes the Commission's expense of developing a PFC capital improvement program (CIP) and funding plan, conducting airline consultation meetings, preparing drafts and final versions of a new PFC application, coordination of the application with the FAA and other tasks required for the Commission's PFC program.

**Benefits:** As defined in 14 CFR Part 158.3, PFC allowable cost includes the reasonable and necessary cost of carrying out an approved project, including costs incurred prior to and subsequent to the approval to impose and use a PFC. The Commission requests authority to impose and use PFC revenues to replace funds that have been and/or will be advanced to pay the costs of the development of this PFC Application, including payments to the dedicated time and incidental expenses of the Commission's employees.

## **PFC PROJECT 8**

**PFC Program Administration.** Estimated costs: \$453,750; 100% PFC Revenues.

**Description:** It is estimated that the Commission will incur an annual expense of approximately \$47,750 during each year of the nine years and six months which PFCs are estimated to be used to pay for PFC eligible projects following a successful Notice of Intent with the FAA. Costs expected to be incurred by the Commission include the preparation of the appropriate documentation for reporting and record keeping as required in 14 CFR Part 158.63(a) of the PFC Regulation and general administrative overhead and consulting fees associated with the continued management of the PFC Program.

**Benefits:** This project meets the requirements for FAA approval by being included in the Airport's allowable costs of carrying out an approved project. 14 CFR 158.3 defines allowable costs as "...the reasonable and necessary cost of carrying out an approved project including costs incurred prior to and subsequent to the approval to impose a PFC..."

### **PFC Application No. 6 – Financial Information**

The Commission requests authority to impose and use PFC revenue to replace funds that have been and/or will be advanced to pay the costs of the development of this PFC Application, including payments to and the dedicated time, travel and incidental expense of the Commission's employees.

Each of the projects included in the Commission's proposed PFC Application No. 6 is necessary to complete the Airport's ongoing capital development needs. Each proposed project provides, to varying degrees, for the continued enhancement of safety, security, capacity and competition at the Airport and the national air transportation system as required by 14 CFR Part 158.15.

**The PFC to be collected is proposed to be \$4.50 per passenger.**

**The proposed effective date is April 1, 2016.**

**The estimated charge expiration date is to be October 1, 2025.**

**Total estimated project cost: \$43,096,075.**



**Total estimated PFC revenue: \$24,526,972.**

A consultation meeting on the PFC projects will be held in the Office of the Airport Director, The Eastern Iowa Airport, 2515 Arthur Collins Parkway SW, Cedar Rapids, Iowa 52404-8952, on Thursday, December 4, 2014, at 2:30 PM CST. In addition, detailed project descriptions and benefits is available for public inspection during normal business hours of 8:00 AM to 4:30 PM weekdays at The Eastern Iowa Airport's Office of the Airport Director for thirty days following the first date of this public notice. The Commission will accept comments about the projects and supporting documents 30 days from the first date of this public notification. The following information is provided to the public for inspecting and mailing comments:

Donald D. Swanson, C.M.  
Interim Airport Director  
The Eastern Iowa Airport  
2515 Arthur Collins Parkway SW  
Cedar Rapids, Iowa 52404-8952  
(319) 362-3131 Fax (319) 362-1670



**THE EASTERN IOWA AIRPORT**  
CEDAR RAPIDS

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**PASSENGER FACILITY CHARGE**

**PROJECT DESCRIPTIONS AND BENEFITS**

**APPLICATION NO. 6**

**DECEMBER 4, 2014**

# **PASSENGER FACILITY CHARGE**

## **PROJECT DESCRIPTIONS AND BENEFITS**

### **APPLICATION NO. 6**

#### **FOR THE EASTERN IOWA AIRPORT CEDAR RAPIDS, IOWA**

**AIRLINE CONSULTATION MEETING  
DECEMBER 4, 2014  
2:30 P.M.**

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**Notice of Intent and Opportunity for Public Comment  
Regarding the Cedar Rapids Airport Commission's  
Intent to File with the Federal Aviation Administration a  
Sixth PFC Application for Authority to Impose Passenger  
Facility Charges (PFC) and Use PFC Revenue**

Pursuant to 14 CFR Part 158.24, the Cedar Rapids Airport Commission (Commission), operator of The Eastern Iowa Airport (Airport), hereby provides public notice of the Commission's intention to file a request to file an application to impose and use Passenger Facility Charges (PFC) at the Airport (PFC Application No. 6) to fund, in whole or in part certain PFC-eligible Airport improvements and equipment purchases.

The Commission intends to fund eight (8) PFC-eligible Projects with PFC revenues. The Commission will apply for authority to Impose and Use PFC revenue for the eight (8) projects.

The following sets forth the projects to be included in PFC Application No. 6, including a description and justification of the projects and the estimated total PFC revenue the Commission will use for each project.

**PFC APPLICATION NO. 6 – PROJECT DESCRIPTIONS AND JUSTIFICATION**

**PFC PROJECT 1 – DEICING CONTAINMENT**

**Estimated costs:** \$4,624,139; 100% PFC Revenues.

**Description:** The multi-year project consists of two construction phases of large detention basins to capture and contain deicer runoff from airline deicing operations at the terminal apron and air cargo carrier deicing operations at the west cargo apron. Contained deicer runoff is discharged from the detention basins to a public owned treatment works facility. The project major work items included excavation and grading for the deicing basins, installation of 24"- 60" sanitary sewer, installation of subsurface drain tiles, installation of basin liner, lift stations, and sanitary sewer force main.

**Benefits:** The project brings the airport in compliance with containment and discharge of storm water as per Iowa NPDES Permit Number 57-15-1-45 issued pursuant to section 402(b) of the Clean Water Act (33 U.S.C. 1342(b)), Iowa Code section 455B.174, and rule 567-64.13, Iowa Administrative Code.

**PFC PROJECT 2 – TERMINAL RENOVATIONS**

**Estimated costs:** \$19,698,860; 32% or \$6,363,136 FAA AIP Funding; 2% or \$392,228 State Funding, 1% or \$112,112 Commission Funding, 65% or \$12,831,384 PFC Revenues.

**Description:** The Terminal Renovations project is a multi-year project that renovates the public use areas of the terminal building pre-security including construction of new public bathrooms in baggage claim area, completed in 2013 and renovation of existing public bathrooms in public use area, completed in 2014, and upgrades of terminal mechanical systems. The terminal mechanical systems renovation consisted of the following: i) HVAC upgrade adding two (2) roof top air handlers to increase the heating and cooling capacity within the terminal building, completed in 2009; ii) Replacement of Security Key

System, completed in 2009; iii) Replacement of three (3) Boilers, completed in 2010; iv) Lighting replacement within terminal interior public use areas and terminal building exterior soffit lighting, replacing and retrofitting approximately 700 terminal interior fluorescent light fixtures with energy efficient T8 lighting, replacing 190 exterior metal halide light fixtures with LED fixtures, and installing occupancy sensors within the terminal, completed in 2010; v) Window replacement in Terminal C Concourse, completed in 2010; and vi) Paging System Replacement in the terminal, completed in 2011.

**Benefits:** The Terminal Renovations project is renovating public use areas including public restrooms pre-security that are original to the terminal constructed in 1986, which are now outdated and in need of renovation. Construction of new public bathrooms in the baggage claim area resulted from passenger demand due to passenger growth during recent years. Renovating terminal mechanical systems replaced outdated mechanical systems original to the terminal constructed in 1986, and have enhanced cooling, heating, lighting, window, and paging systems in the terminal public use areas and adds energy efficiency mechanical systems to the terminal.

### **PFC PROJECT 3 – REPLACE PASSENGER LOADING BRIDGES**

**Estimated costs:** \$4,313,652; 100% PFC Revenues.

**Description:** Purchase and installation of six (6) passenger loading bridges. The loading bridges are climate controlled and adjustable to accommodate both large and regional jets.

**Benefits:** Five (5) loading bridges have been installed at Holdroom C replacing existing loading bridges. The five (5) existing loading bridges were installed in the 1980(s) and are beyond their useful lives. One (1) new loading bridge will be installed at Holdroom B providing additional capacity, as both Allegiant and Frontier have been ground boarding passengers at the B gates. The new loading bridge will prevent up to 166 passengers per flight from walking on the ramp during inclement weather to board and deplane. The new bridges will preserve and enhance capacity and improve passenger safety at the Airport.

### **PFC PROJECT 4 – REPLACE CCTV TERMINAL BUILDING**

**Estimated costs:** \$346,147; 100% PFC Revenues.

**Description:** Purchase and installation of replacement CCTV cameras strategically located in the public and secured areas of the terminal building. Project includes four (4) new servers, operating system, communication fiber verification, and seventy (70) cameras.

**Benefits:** Existing CCTV System installed in 1992 is beyond its useful life. The project improves passenger safety at the Airport and brings online new and emerging technology in the security industry.

### **PFC PROJECT 5 – REHABILITATE AIRFIELD PAVEMENT**

**Estimated costs:** \$12,996,252; 90% or \$11,701,454 FAA AIP Funding, 10% or \$1,294,625 PFC Revenues.

**Description:** Rehabilitation of the concrete pavement on Taxiway C South (provides access from Runway 13/31 to the east t-hangars and terminal apron) and rehabilitation of the concrete on crosswind Runway 13/31 South; and construction of Taxiway E (the primary partial parallel taxiway to Runway

13/31 North). Major construction items include pavement removal (Taxiway C South and Runway 13/31 South), storm sewer, grading, concrete pavement, lighting and pavement marking.

**Benefits:** Repairs to Taxiway C South and Runway 13/31 South pavement were necessary to maintain FAA standards, as recommended by the then-current 2005 Pavement Management Study. The pavement condition index (PCI) for Taxiway C South was 40-50, and the PCI for Runway 13/31 South was 80. The pavement base consisted of 50 year old Portland cement concrete in poor condition. The rehabilitated pavement immediately restored service life to the taxiway and runway. Construction of Taxiway E is partial parallel to Runway 13/31 North. The project extends the taxiway approximately 1,200 feet from the approach end of Runway 13 extended parallel to Runway 13/31 until the taxiway connects with Taxiway A. The existing connector taxiway labeled as Taxiway B has been removed and the existing 90 degree exit taxiway at the approach end of Runway 13 was re-designated E1, and E2 was added to connect Taxiway E to the ramp where Taxiway Bravo was removed. The current Master Plan identified construction of Taxiway E as a high priority short-term need. The project enhanced safety by providing partial parallel taxiway to Runway 13/31 and requiring aircraft to make 90-degree turns per FAA geometric recommendations described in Advisory Circular (AC) 150/5300-13A, Airport Design. The improvements also enhance safety by providing additional aircraft and vehicle routes, which reduces the number of aircraft and vehicles using Hot Spot 1 as identified by the FAA Runway Safety Action Team (RSAT) at the intersection of Taxiway A and Runway 13/31.

#### **PFC PROJECT 6 – PURCHASE ARFF TRUCK**

**Estimated costs:** \$648,275; 100% PFC Revenues.

**Description:** Acquisition of a new modern Class 5 Airport Rescue and Firefighting (ARFF) Truck with agent capacities of 3,000 usable gallons of water, 3% Aqueous Film Forming Foam (AFFF) Concentrate to support 4 times the usable water quantity and 500 pounds of dry chemical. The new ARFF vehicle has augmented ARFF response capabilities and replaced an existing ARFF truck that had reached the end of its useful life.

**Benefits:** The new ARFF truck, a 2011 Rosenbauer 6x6 Panther 3000 replaces an existing 1994 Oshkosh T1500 ARFF truck that had reached the end of its useful life. The new ARFF truck has been designed to provide improved stability, stronger front suspension for off-road conditions, and rollover protection, all of which will enhance operational safety and efficiencies when responding to airfield incidents. The ARFF truck is required during air carrier operations to meet the Airport's Index requirements of Part 139. The Airport's current schedule and size of air carrier aircraft operations determines the Airport's Index, which currently is Index B, of which an ARFF truck with agent capacities of 1,500 usable gallons of water meets Index B. However, the Airport purchased the larger 3,000 gallon ARFF truck based upon air carrier demands at the time of the purchase and anticipated growth in the airline's use of larger aircraft. Currently, Allegiant scheduled aircraft of MD80 and B737-800 aircraft at the Airport would require Index C if its daily average of arrivals were five (5) or greater. Based upon Allegiant's increase in the number of cities served from the airport, it is anticipated that the Airport will need to meet Index C requirements during the useful life of the new Rosenbauer ARFF truck. In addition, the Airport is currently providing Index C coverage during charter operations resulting from NCAA football bowl season.

**Additional Information:** Replacement of the ARFF truck was originally approved in PFC Application 06-04-C-00-CID on March 23, 2006. The airport requested and received quotes for a new ARFF truck in 2007; however, the quotes greatly exceeded the airport's budget and were rejected. Consequently, purchase of a new ARFF truck was delayed and removed from PFC Application 06-04-00-CID by amendment approved on September 19, 2007.

## **PFC PROJECT 7 – PFC APPLICATION DEVELOPMENT**

**Estimated costs:** \$15,000; 100% PFC Revenues.

**Description:** The project includes the Commission’s expense of developing a PFC capital improvement program (CIP) and funding plan, conducting airline consultation meetings, preparing drafts and final versions of a new PFC application, coordination of the application with the FAA and other tasks required for the Commission’s PFC program.

**Benefits:** As defined in 14 CFR Part 158.3, PFC allowable cost includes the reasonable and necessary cost of carrying out an approved project, including costs incurred prior to and subsequent to the approval to impose and use a PFC. The Commission requests authority to impose and use PFC revenues to replace funds that have been and/or will be advanced to pay the costs of the development of this PFC Application, including payments to the dedicated time and incidental expenses of the Commission’s employees.

## **PFC PROJECT 8 – PFC PROGRAM ADMINISTRATION**

**Estimated costs:** \$453,750; 100% PFC Revenues.

**Description:** It is estimated that the Commission will incur an annual expense of approximately \$47,750 during each year of the nine years and six months which PFCs are estimated to be used to pay for PFC eligible projects following a successful Notice of Intent with the FAA. Costs expected to be incurred by the Commission include the preparation of the appropriate documentation for reporting and record keeping as required in 14 CFR Part 158.63(a) of the PFC Regulation and general administrative overhead and consulting fees associated with the continued management of the PFC Program.

**Benefits:** This project meets the requirements for FAA approval by being included in the Airport’s allowable costs of carrying out an approved project. 14 CFR 158.3 defines allowable costs as “...the reasonable and necessary cost of carrying out an approved project including costs incurred prior to and subsequent to the approval to impose a PFC...”

### **PFC Application No. 6 – Financial Information**

- **The PFC to be collected is proposed to be \$4.50 per passenger.**
- **The proposed effective date is April 1, 2016.**
- **The estimated charge expiration date is to be October 1, 2025.**
- **Total estimated project cost: \$43,096,075.**
- **Total estimated PFC revenue: \$24,526,972.**

The Commission requests authority to impose and use PFC revenue to replace funds that have been and/or will be advanced to pay the costs of the development of this PFC Application, including payments to and the dedicated time, travel and incidental expense of the Commission’s employees.

Each of the projects included in the Commission’s proposed PFC Application No. 6 is necessary to complete the Airport’s ongoing capital development needs. Each proposed project provides, to varying

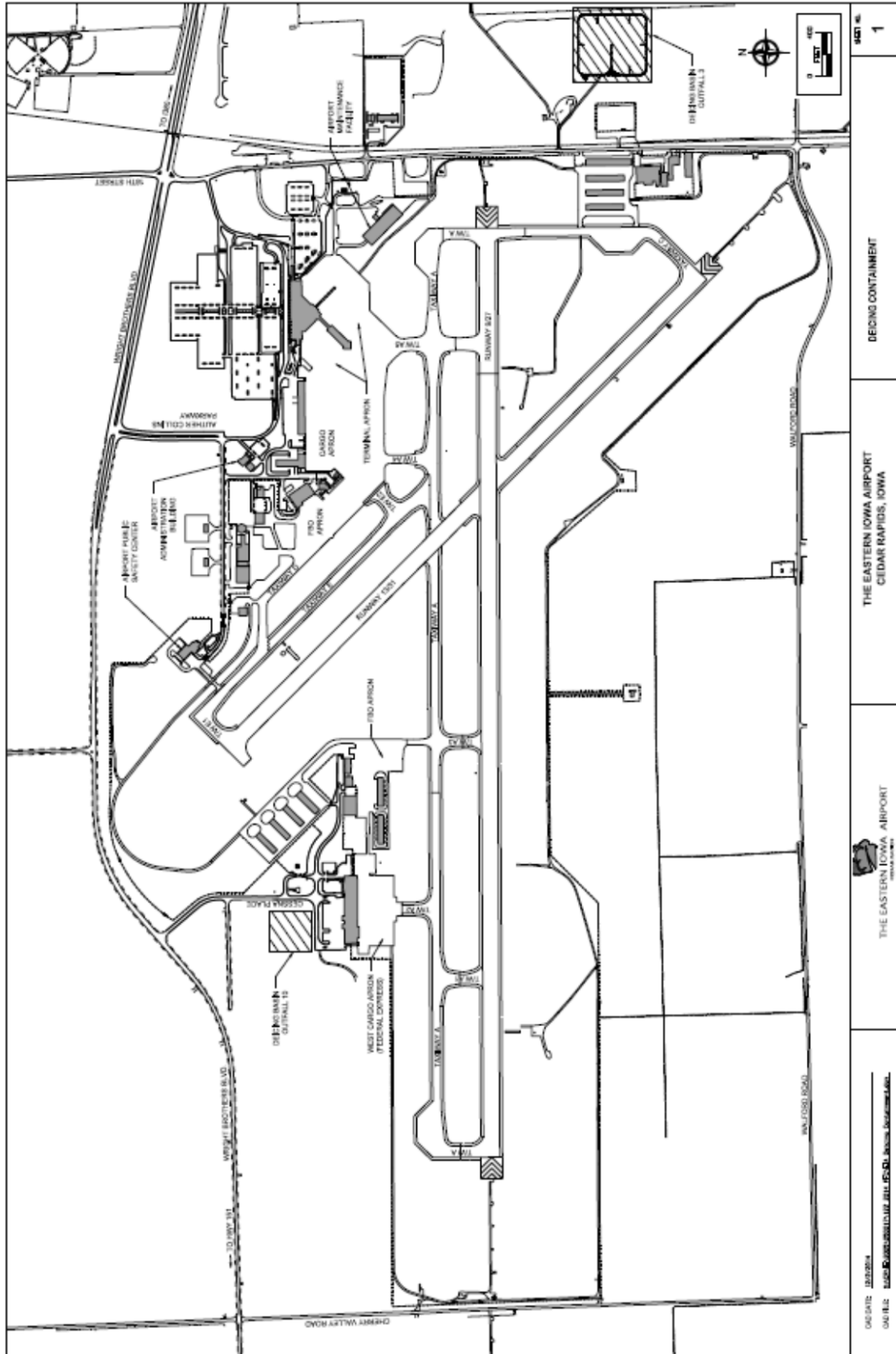


degrees, for the continued enhancement of safety, security, capacity and competition at the Airport and the national air transportation system as required by 14 CFR Part 158.15.

A consultation meeting on the PFC projects will be held in the Office of the Airport Director, The Eastern Iowa Airport, 2515 Arthur Collins Parkway SW, Cedar Rapids, Iowa 52404-8952, on Thursday, December 4, 2014, at 2:30 PM CST. In addition, detailed project descriptions and benefits is available for public inspection during normal business hours of 8:00 AM to 4:30 PM weekdays at The Eastern Iowa Airport's Office of the Airport Director for thirty days following the first date of this public notice. The Commission will accept comments about the projects and supporting documents 30 days from the first date of this public notification. The following information is provided to the public for inspecting and mailing comments:

Donald D. Swanson, C.M.  
Interim Airport Director  
The Eastern Iowa Airport  
2515 Arthur Collins Parkway SW  
Cedar Rapids, Iowa 52404-8952  
(319) 362-3131 Fax (319) 362-1670

# EXHIBIT A – DEICING CONTAINMENT



**EXHIBIT B-1 – TERMINAL RENOVATIONS SPACE PROGRAM**

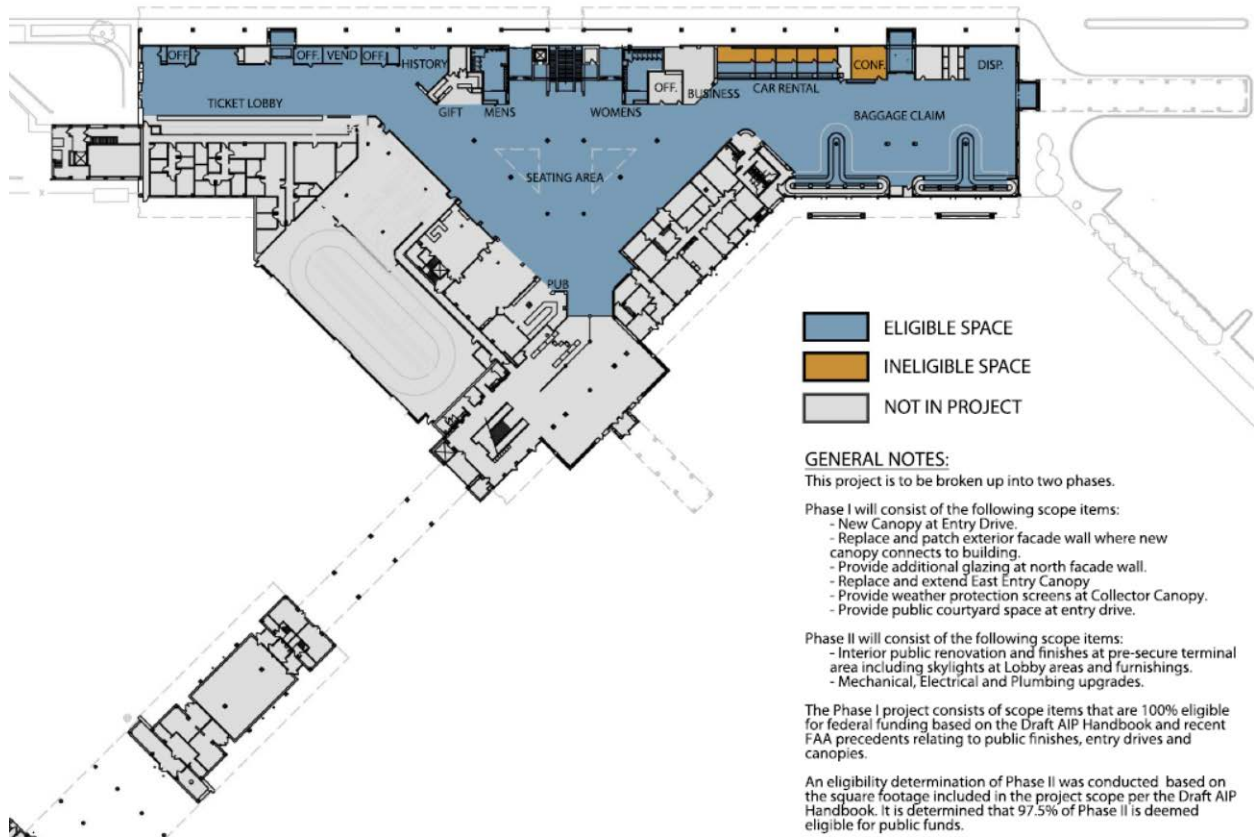
This exhibit is based on data and information from the sources indicated and assumptions provided by, or reviewed with and adopted by, Airport management. The achievement of any financial projection may be affected by fluctuating economic conditions and is dependent upon the occurrence of other future events, which cannot be assured. Therefore, the actual results achieved will vary from the projection, and the variations may be material.

	<u>(a) Area In Sq. Ft.</u>	<u>Percent of Total</u>
<b>PFC ELIGIBLE</b>		
"Usable space"		
"Rentable"		
Airline		
Ticket counter + queuing space	1,461	
Ticket offices	4,135	
Queuing space in front of ticket counters	1,030	
Baggage make-up	8,645	
Baggage screening area	3,885	
Secured corridors	2,254	
Operation space at gate	1,350	
Baggage claim	8,207	
Holdroom		
Upper Level	8,198	
Ground level	<u>4,154</u>	
Security check point	1,289	
Tug drives	<u>1,636</u>	
	46,244	38.4%
"Nonrentable"		
Public lobby and other	47,308	
Upper level holdroom corridor	2,822	
Ground level holdroom corridor	1,755	
Baggage claim corridor	<u>4,572</u>	
	56,457	46.9%
<b>PFC ELIGIBLE</b>	<b>102,701</b>	<b>85.2%</b>
<b>PFC INELIGIBLE</b>		
Food and beverage	6,550	
News and gift	780	
Rental car counters and offices	1,216	
Airport offices	2,624	
Miscellaneous	<u>6,620</u>	
<b>PFC INELIGIBLE</b>	<b>17,790</b>	<b>14.8%</b>
 Total "usable" space	 <u>120,491</u>	 <u>100.0%</u>

**EXHIBIT B-2 – TERMINAL RENOVATIONS PROJECT LISTING**

<b><u>Historical Projects</u></b>	<b><u>PFC Revenue</u></b>
<b>"Terminal Renovation"</b>	
New Public Restrooms Construction - 2013	\$302,044
Existing Public Restrooms Construction - 2014	\$605,252
<b>"Mechanical Systems Upgrades"</b>	
HVAC Upgrade - 2009	\$620,998
Boilers Replacement - 2009	\$136,514
Security Key Replacement - 2009	\$26,345
Lighting Replacement - 2010	\$166,476
Window Replacement - 2010	\$165,416
Paging System Replacement - 2011	\$229,205
<b><u>Future Projects</u></b>	
<b>"Terminal Renovation"</b>	
Terminal Renovation - Phase 1 - 2014	\$2,836,601
Terminal Renovation - Phase 2 - 2015	\$7,742,708
<b>Total</b>	<b>\$12,831,557</b>

## EXHIBIT B-3 – TERMINAL RENOVATIONS FLOOR PLAN ELIGIBILITY



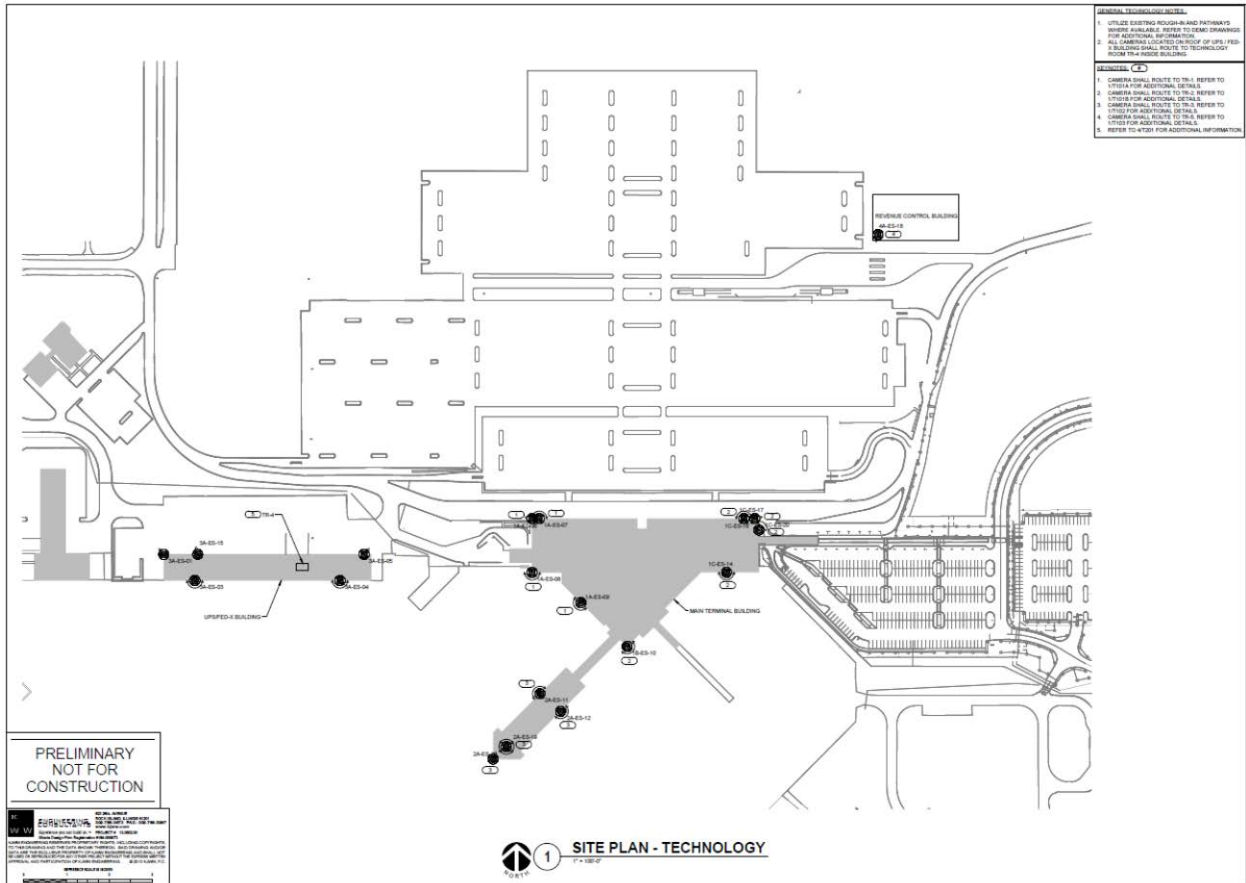
**EXHIBIT B-4 – TERMINAL RENOVATIONS PRE-SECURITY ELIGIBILITY**

<b>Pre-Secure Terminal Area</b>					
<b>General Information</b>		<b>Area</b>	<b>Eligibility</b>		
<b>Label</b>	<b>Description</b>	<b>Existing</b>	<b>Proration %</b>	<b>Eligible (SF)</b>	<b>Ineligible (SF)</b>
<b>Interior Space</b>					
1	Vestibule	253		253	
2	Wheel Chair Storage	130		130	
3	Closet	30		30	
4	Delivery Service	152		152	
5	Closet	29		29	
6	Seating	256		256	
7	Closet	28		28	
8	Mechanical	76		76	
9	Ticket Lobby/Queue	5,480		5,480	
10	TSA Office	188		188	
11	Vending	245		245	
12	TSA Office	242		242	
13	Gallery	622		622	
16	Vestibule	262		262	
17	Lobby/Seating/Info Booth	17,240		17,240	
19	Vestibule	261		261	
23	Car Rental Counters	760		760	
24	Car Rental Offices	644			644
25	Baggage Claim Area	10,710		10,710	
26	Conference Room	439			439
27	Vestibule	427		427	
28	Display	676		676	
29	Vestibule	188		188	
30	Public Parking Collector Entry	1,925		1,925	
ST-1	Stairs/Escalators	623		623	
<b>Walls and Vertical Chases</b>					
NA	Walls and Vertical Chases	954		954	
<b>Totals:</b>		<b>42,840</b>	<b>-</b>	<b>41,757</b>	<b>1,083</b>
<b>% of Total Floor SF Eligible: 97.5%</b>					

**EXHIBIT C – REPLACE PASSENGER LOADING BRIDGES**

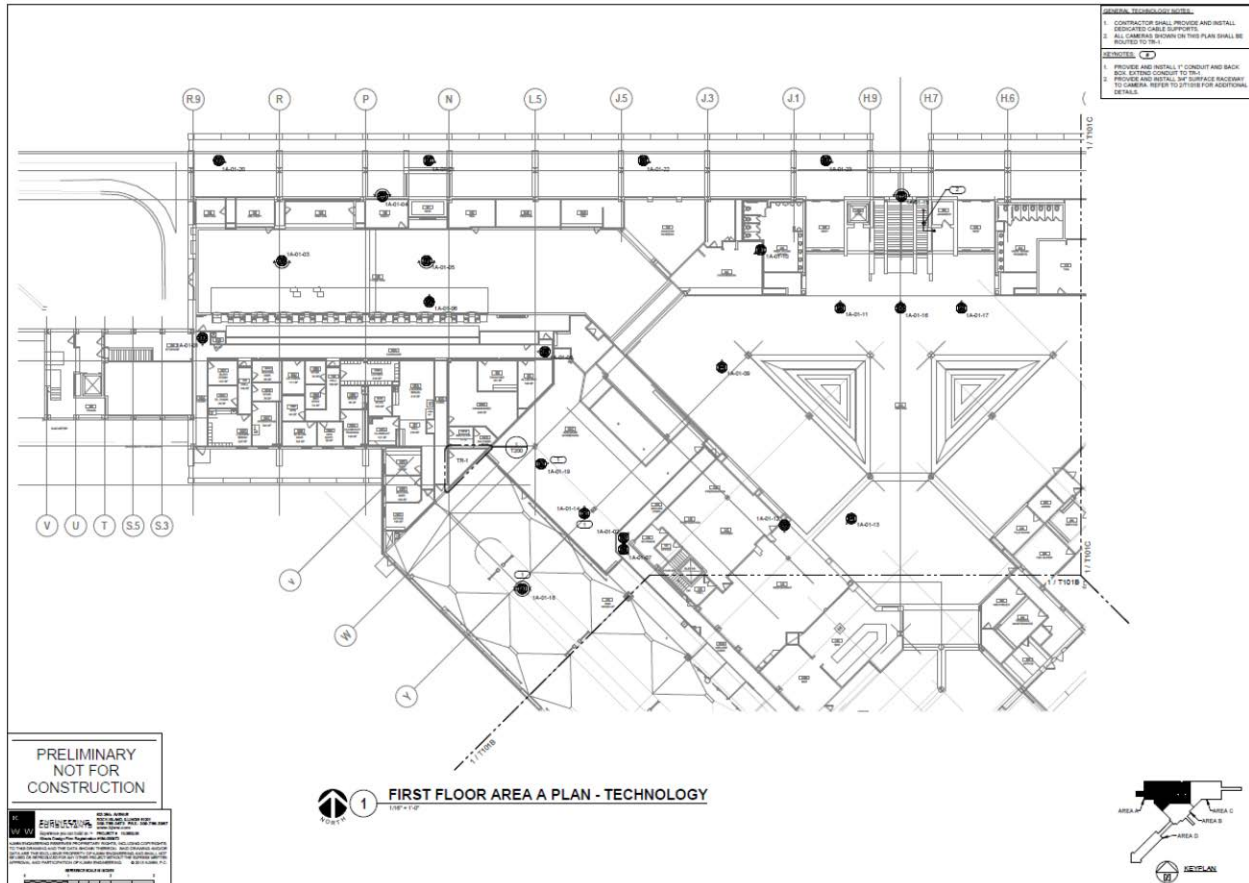


# EXHIBIT D-1 – REPLACE CCTV SITE PLAN

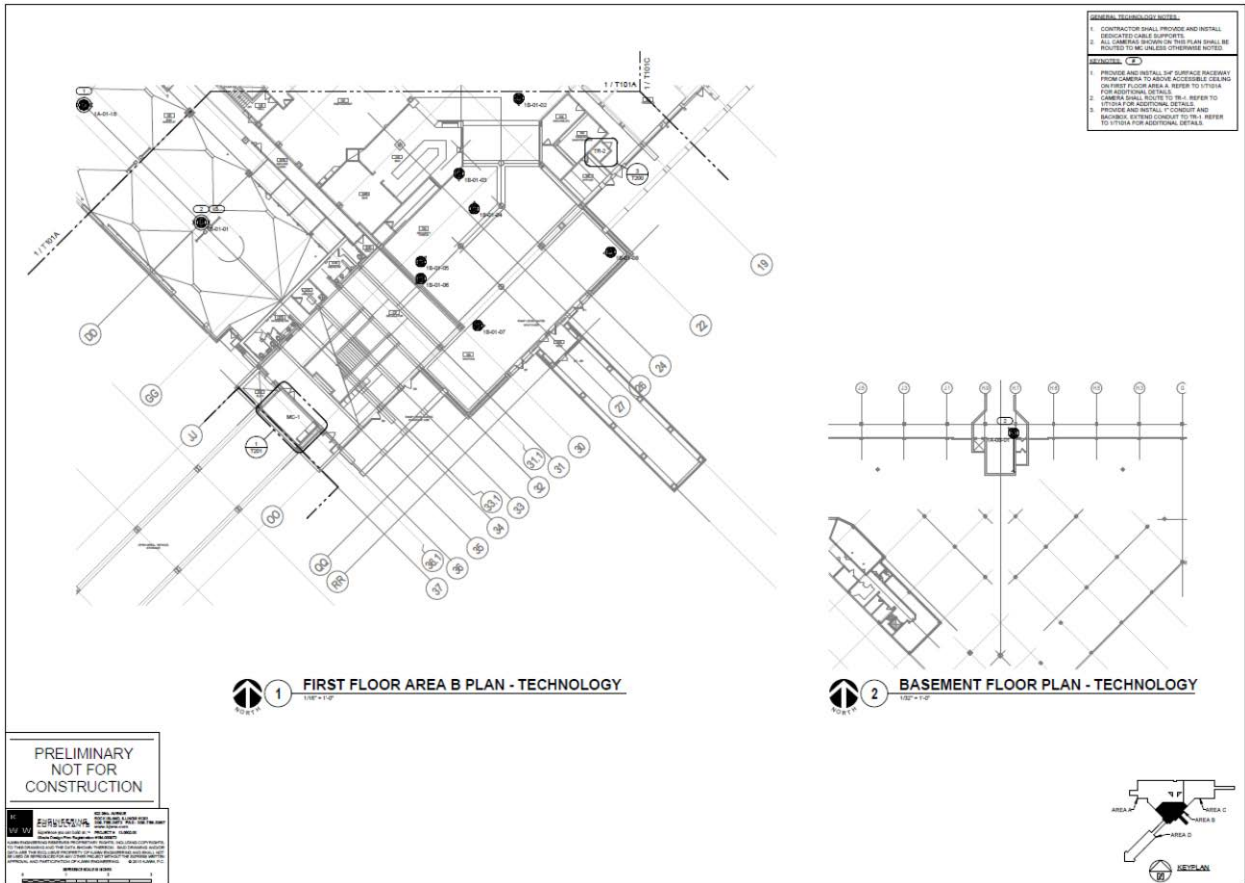




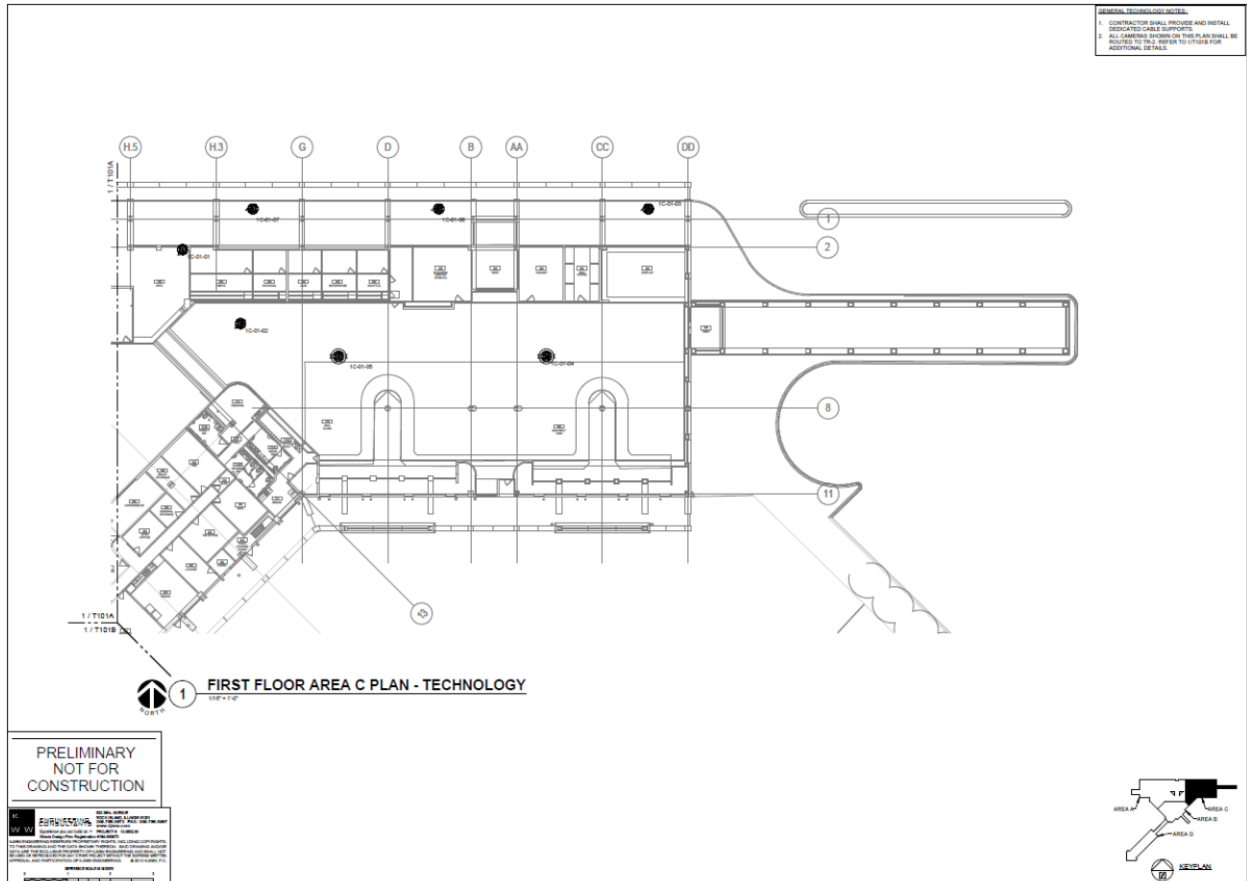
# EXHIBIT D-2 – REPLACE CCTV FIRST FLOOR PLAN AREA A



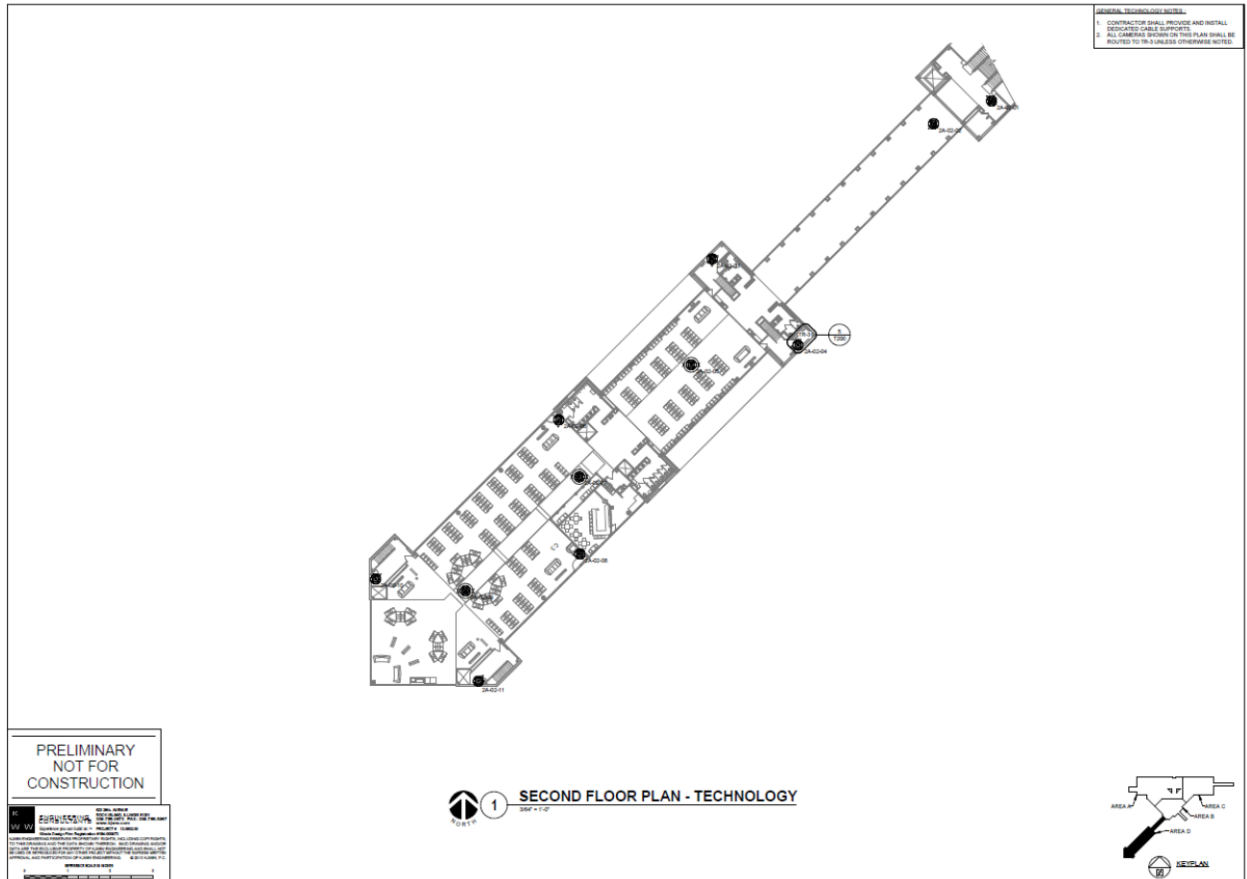
# EXHIBIT D-3 – REPLACE CCTV FIRST FLOOR PLAN AREA B



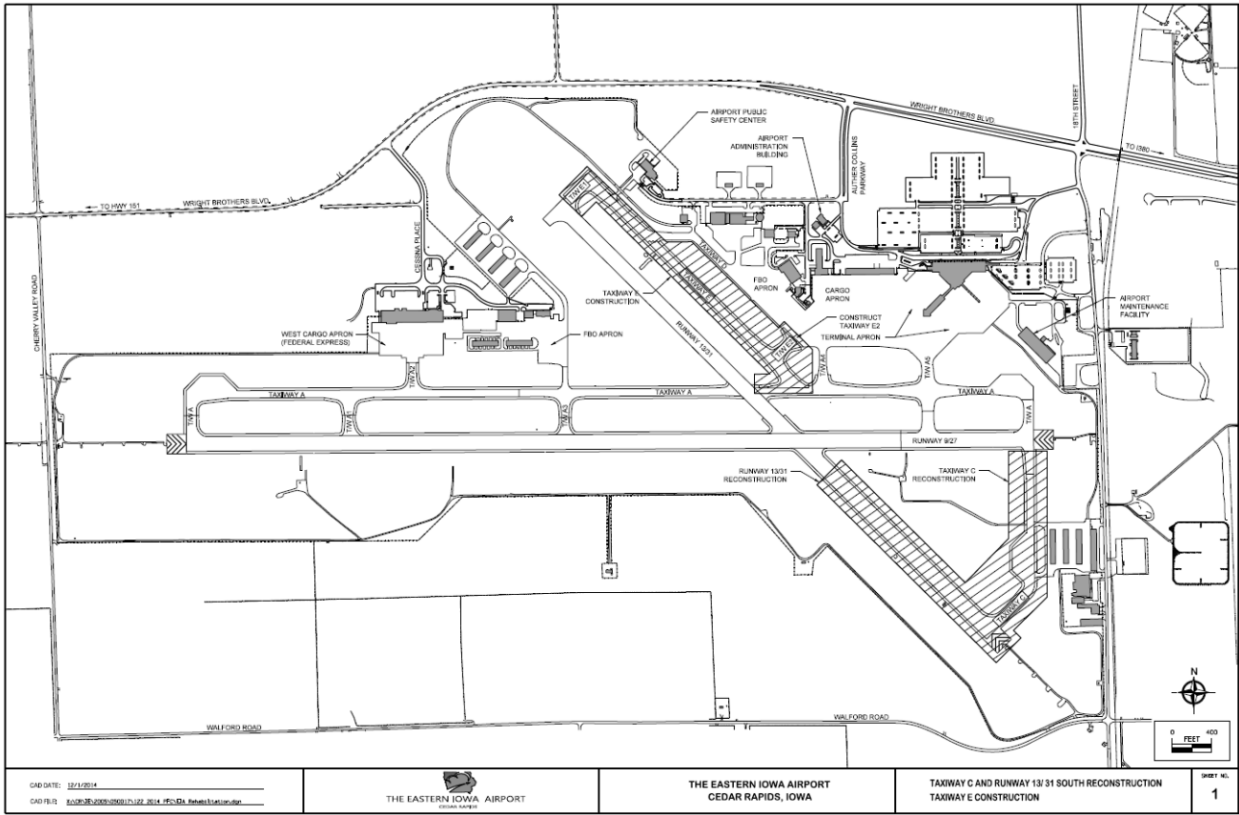
# EXHIBIT D-4 – REPLACE CCTV FIRST FLOOR PLAN AREA C



# EXHIBIT D-5 – REPLACE CCTV SECOND FLOOR PLAN



# EXHIBIT E – REHABILITATE AIRFIELD PAVEMENT



**EXHIBIT F – PFC APPLICATION NO. 6 ELIGIBLE PROJECT FUNDING**

#	Project Description	Fiscal Year	Total Project Cost	Federal Funding	State Funding	Commission Funding	Requested PFC Funding
1.	Deicing Containment	FY09-FY13	\$4,624,139	\$0	\$0	\$0	\$4,624,139
2.	Terminal Renovations	FY09-FY16	\$19,586,748	\$6,363,136	\$392,228	\$0	\$12,831,384
3.	Replace Passenger Loading Bridges	FY14-FY15	\$4,313,652	\$0	\$0	\$0	\$4,313,652
4.	Replace CCTV System - Terminal Building	FY14-FY15	\$346,147	\$0	\$0	\$0	\$346,147
5.	Rehabilitate Airfield Pavement	FY01-FY04	\$12,996,252	\$11,701,627	\$0	\$0	\$1,294,625
6.	Purchase ARFF Truck	FY11-FY12	\$648,275	\$0	\$0	\$0	\$648,275
7.	PFC Application Development	FY15	\$15,000	\$0	\$0	\$0	\$15,000
8.	PFC Program Administration	FY16-26	\$453,750	\$0	\$0	\$0	\$453,750
<b>TOTAL</b>			<b>\$42,983,963</b>	<b>\$18,064,763</b>	<b>\$392,228</b>	<b>\$0</b>	<b>\$24,526,972</b>

## EXHIBIT G – FIVE YEAR CAPITAL IMPROVEMENT PLAN

The Eastern Iowa Airport Capital Project Summary Five Year Capital Improvement Program		Balance FY 14	Cur. Budget FY 15	Cur. +1 FY 16	Cur. +2 FY 17	Cur. +3 FY 18	Cur. +4 FY 19	Cur. +5 FY20+Beyond	TOTALS	
<b>PROJECT RESOURCES</b>		<b>REVENUE SOURCE ABBREVIATIONS</b>								
FAA AIP Grants - Entitlement Funds	FAA-E	\$2,250,000	\$3,975,857	\$6,340,000	\$3,025,000	\$3,239,000	\$2,475,000	\$4,014,000	\$25,318,857	
FAA AIP Grants - Discretionary Funds	FAA-D	\$0	\$1,971,080	\$0	\$0	\$5,131,000	\$0	\$2,178,095	9,280,175	
FAA F & E Grants	FAA-F&E	-	-	-	-	-	-	-	4,119,200	
TSA In-line Bag Grant	TSA	-	-	-	-	-	-	-	-	
Passenger Facility Charge (PFC)	PFC	2,045,250	2,117,700	2,120,877	2,125,118	2,129,156	2,133,779	2,137,833	14,809,713	
State Grants (GSV)	SG	385,000	472,500	385,000	385,000	385,000	385,000	685,000	3,082,500	
Operating Revenue	OR	5,769,447	5,622,469	5,706,796	5,792,398	5,879,284	5,967,473	6,056,985	40,794,842	
Unrestricted Cash On Hand	UCOH	39,306,711							39,306,711	
<b>TOTAL RESOURCES</b>		<b>\$49,756,408</b>	<b>\$14,169,596</b>	<b>\$14,552,672</b>	<b>\$11,327,516</b>	<b>\$16,763,440</b>	<b>\$10,961,252</b>	<b>\$19,191,114</b>	<b>\$136,711,998</b>	
<b>PROJECT EXPENDITURES</b>										
515086 Construct Taxiway E (YR 1)	FAA-E, D, PFC	2,500,000								
515195 Renovate Terminal Bldg - Public Restrooms	PFC, SG - \$325,782	647,844								
515234 Ground Transport Pkg Lot Imp - Phase 1	CFC, OR	2,643,902								
515206 Construct Pavement Repairs - RCF - Phase 1	CFC, OR	80,000								
515232 Airfield Imp - Pavement Joints Replacement	SG - 70%	131,665								
515192X Reconstruct Roof (S&A) - \$179,000, (S&AA) - \$19,000	OR, SG - \$311,190	488,151								
515226 Renovate Terminal Bldg Public Lobby (YR 1)	FAA-E, PFC	700,000								
515046 Construct (2) Two Loading Bridges	PFC	1,396,666								
515235 CCTV System Upgrade - Terminal Bldg	PFC	250,000								
515231 Install Security Fence - West Cargo Apron Area	PFC	25,000								
515252 LT Imp Pkg&Cell Lot/TermSty (YR 1)	OR	125,000								
515207 Conduct ARC Flash Study - Terminal Bldg	OR	100,000								
515110 Farmland Conservation (Tract D-1, D-2, D-3, D-4)	OR	25,000								
515224 Develop Safety Management Systems (SMS)	OR	100,000								
554000 Acquire Miscellaneous Capital Equipment	OR	234,200								
515086 Construct Taxiway E (YR 2)	FAA-E, D, PFC		3,220,471							
515226 Renovate Terminal Bldg Public Lobby (YR 2)	FAA-E, PFC, SG		7,387,000							
515046 Construct (3) Three Loading Bridge	PFC		2,054,999							
515077 Pavement Marking Improvement Project	SG - 70%		125,000							
515232 Airfield Imp - Pavement Joints Replacement	SG - 70%		100,000							
515252 LT Imp Pkg&Cell Lot/TermSty (YR 2)	OR		275,000							
515206 Construct Pavement Repairs - RCF - Phase 2	CFC, OR		80,000							
515198 Replace RCF North Bay Car Wash Unit	CFC, OR		125,000							
515234 Ground Transport Pkg Lot Imp - Phase 2	PFC, OR		700,000							
515254 Airport Circulation Rd - Functional Design Phase	OR		100,000							
515238 Reconstruct Public Parking Lot A	OR		900,000							
515255 Public Parking Imp - Lots F,G,H, + 1 Joint Seal/Patching	OR		750,000							
515110 Farmland Conservation	OR		34,760							
554000 Acquire Miscellaneous Capital Equipment	OR, PFC		106,000							
515226 Renovate Terminal Bldg Public Lobby (YR 3)	FAA-E			3,000,000						
515136 Terminal Security Checkpoint & Holdroom B Imp (YR 1)	FAA-E, PFC, SG, OR			8,018,250						
515016 Construct Terminal Apron Expansion	FAA-E, PFC			350,000						
515232 Airfield Imp - Pavement Joints Replacement	SG - 70%			100,000						
515148 Reconstruct Terminal Roof	PFC			545,600						
515206 Construct Pavement Repairs - RCF - Phase 3	CFC, OR			250,000						
515255 Reconstruct Public Parking Lot B	OR			700,000						
515235 Rehab Admin/Cell Phone Pkg Lot	OR			250,000						
515245 Construct Drainage Basin Repairs - RCF	CFC, OR			50,000						
515246 Construct Fuel Island Repairs - RCF	CFC, OR			50,000						
515110 Farmland Conservation	OR			25,000						
554000 Acquire Misc Capital Equipment	PFC, OR			1,001,000						
515136 Terminal Security Checkpoint & Holdroom B Imp (YR 2)	FAA-E, PFC, OR				12,681,750					
515232 Airfield Imp - Pavement Joints Replacement	SG - 70%				100,000					
515247 Construct Pavement Repairs - RCF - Phase 4	CFC, OR				1,000,000					
515247 Rehabilitation (O&B) - RCF	CFC, OR				30,000					
515021 Replace Terminal Bldg Heat Pumps (20 units)	SG				240,000					
515254 Airport Circulation Rd - Phase 1 Construction	OR				2,000,000					
515258 Reconstruct Public Parking Lot C	OR				1,500,000					
515257 Cessna Place & Beech Way - Joint Seal/Patching	OR				500,000					
515197 Replace Airway Facilities Bldg, Admn., Cargo HVAC	SG				75,000					
515110 Farmland Conservation	OR				25,000					
554000 Acquire Misc Capital Equipment + (SRE Blower)	OR				180,000					
515226 Reconstruct RW 13/31 PH 2 (North of RW 5/27)	FAA-E, D, PFC					4,200,000				
515227 Construct TW B & E1 Connector to TW D	FAA-D, PFC					5,100,000				
515232 Airfield Imp - Pavement Joints Replacement	SG - 70%					100,000				
515254 Airport Circulation Rd - Phase 2 Construction	OR					5,000,000				
515259 Reconstruct Public Parking Lot D	OR					1,100,000				
515239 Reconstruct Lippish Place	OR					1,500,000				
515253 Replace RCF South Bay Car Wash Unit	CFC, OR					125,000				
515021 Replace Terminal Bldg Heat Pumps (30 units)	SG, OR					360,000				
554000 Acquire Misc Capital Equipment	OR					318,000				
515233 Rehabilitate TK D + TX A-4 Intersection	FAA-E, FAA-D, PFC						1,750,000			
515251 Construct Taxiway D	FAA-D, PFC						1,000,000			
515232 Airfield Imp - Pavement Joints Replacement	SG - 70%						100,000			
515176 Reconstruct Cargo Bldg Roof	SG, OR						425,000			
515254 Airport Circulation Rd - Phase 3 Construction	OR						2,000,000			
515260 Reconstruct Public Parking Lot E	OR						1,900,000			
515261 Shepard Court - Joint Seal/Patching	OR						200,000			
554000 Acquire Misc Capital Equipment	OR						270,000			
515254 Airport Circulation Rd - Phase 4 Construction	OR							2,500,000		
515033 Construct TW F Northwest Connector	FAA-E, PFC							2,980,106		
515214 Construct Cargo Apron & Reconstruct	FAA-E, D, PFC							3,900,000		
515125 Install CAT II on RW 9	FAA-F&E							1,799,800		
515109 Install CAT II on RW 27	FAA-F&E							2,319,400		
515232 Airfield Imp - Pavement Joints Replacement	SG - 70%							100,000		
515216 Replace Terminal Baggage Security Doors	SG - 100%							25,000		
515199 Replace (1) Automated Car Wash Unit	CFC, OR							125,000		
515217 Rehabilitate East T-hangers	SG - 100%							75,000		
515131 Construct 2 N/W T Bldgs	SG - \$315,000, OR							1,500,000		
515177 GIS Mapping Facilities, Utilities, Water Line Study	OR							185,000		
515218 Construct Bldg Addition - FAA A/F	SG - 100%							200,000		
515110 Farmland conservation	OR							25,000		
515070 Land Acquisition	OR							775,000		
554000 Acquire Misc Capital Equipment	OR							186,500		
<b>TOTAL CAPITAL IMPROVEMENTS + PURCHASES</b>		<b>\$9,447,428</b>	<b>\$15,998,230</b>	<b>\$14,339,860</b>	<b>\$18,331,750</b>	<b>\$17,803,000</b>	<b>\$7,645,000</b>	<b>\$16,695,806</b>	<b>\$100,261,064</b>	
<b>NET CAPITAL FUND</b>		<b>\$40,308,980</b>	<b>(\$1,838,634)</b>	<b>\$2,122,822</b>	<b>(\$7,004,234)</b>	<b>(\$1,039,960)</b>	<b>\$3,316,252</b>	<b>\$2,496,308</b>		
<b>CAPITAL FUND BALANCE</b>		<b>\$40,308,980</b>	<b>\$38,470,346</b>	<b>\$38,683,168</b>	<b>\$31,678,934</b>	<b>\$30,639,374</b>	<b>\$33,955,626</b>	<b>\$33,134,682</b>		
<b>MINIMUM RESERVES</b>		<b>5,378,306</b>	<b>6,181,326</b>	<b>5,665,282</b>	<b>7,705,000</b>	<b>6,362,057</b>	<b>5,475,071</b>	<b>6,873,901</b>		
<b>PROJECTED BALANCE</b>		<b>\$34,930,674</b>	<b>\$32,289,020</b>	<b>\$33,117,886</b>	<b>\$23,973,935</b>	<b>\$24,277,317</b>	<b>\$28,480,554</b>	<b>\$26,260,780</b>		



**AIRLINE CONSULTATION MEETING**  
**PFC APPLICATION NO 6 & PFC APPLICATION AMENDING APPLICATION 4 & 5**  
**Thursday, December 4, 2014 ~ 2:30 PM**

	<b>NAME</b>	<b>COMPANY</b>	<b>FAX</b>	<b>E-MAIL</b>
<b>1</b>	Don Swanson	The Eastern Iowa Airport	319-362-1670	d.swanson@crairport.org
<b>2</b>	Kathy Bell	The Eastern Iowa Airport	319-362-1670	k.bell@crairport.org
<b>3</b>	Gene Cossey	The Eastern Iowa Airport	319-362-1670	g.cossey@crairport.org
<b>4</b>	Blaine Peters (Conference Call)	Delta		
<b>5</b>				
<b>6</b>				
<b>7</b>				
<b>8</b>				
<b>9</b>				
<b>10</b>				
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<b>16</b>				
<b>17</b>				
<b>18</b>				



ATTACHMENT C-4



**Blaine K. Peters**  
Regional Director  
Corporate Real Estate

**Delta Air Lines, Inc.**  
1030 Delta Blvd  
Dept 877 Office 4SW8  
Atlanta, GA 30354 - 1989  
T +1 404-715-6515  
C +1 612-805-4656  
Blaine.Peters@Delta.com

January 12, 2015

Ms. Kathy Bell  
Deputy Director of Finance  
The Eastern Iowa Airport  
2515 Arthur Collins Parkway SW  
Cedar rapids, IA 52404

**Subject: Airline Response to the Notice from the Cedar rapids – Eastern Iowa Airport to Impose and Use a PFC under Application 6. This letter constitutes Delta Air Lines, Inc. Certification of Agreement/Disagreement pursuant to Federal Aviation Regulation Title 14, C.F.R. 158 § 158.23 (c)(2).**

Dear Ms. Bell

Pursuant to the provisions of Federal Aviation Regulation Title 14, C.F.R. 158, §158.23 (c)(2), Delta Air Lines, Inc. hereby submits its written Certification of Agreement or Disagreement with regards to the Cedar Rapids Airport's proposed PFC application, as described in the "Notice of Intent to Impose Passenger Facility Charges" of July 21st and as discussed at the Airlines' consultation meeting on August 26th.

By statute, PFC-eligible projects are those that preserve or enhance the safety, security, or capacity of an airport; reduce airport noise or mitigate airport noise impacts; or augment compensation among air carriers. Moreover, Delta's interpretation of Part 158 is that PFC-funded projects are to be restricted to those programs for which a near term and justifiable need can be demonstrated. Projects that do not meet these criteria should be eliminated from the proposed PFC application and deferred until such time as their need can be better demonstrated and substantiated.

As an additional funding source for eligible airport projects, PFCS are to be utilized to fund the local share after other available funding sources, such as Airport Improvement Program (AIP) funds, have been exhausted.

Delta's Certification of the proposed PFC program at the Cedar Rapids Airport is guided by this policy interpretation and therefore we cannot recommend for approval those projects which are based upon long term projections of growth or projects that do not meet the statutory requirements.

Delta hereby submits its written Certification of Agreement or Disagreement with respect to the applications set forth below.

<b>Project 1</b>	<b>Deicing Containment</b>
Amount	\$4,621,139
Application	6
Certification	Agreement
Comments	100% PFC

<b>Project 2</b>	<b>Terminal Renovations</b>
Amount	\$19,698,860
Application	6
Certification	Agreement
Comments	65% PFC

<b>Project 3</b>	<b>Passenger Loading Bridges</b>
Amount	\$4,313,652
Application	6
Certification	Agreement
Comments	100% PFC

<b>Project 4</b>	<b>CCTV</b>
Amount	\$346,147
Application	6
Certification	Agreement
Comments	100% PFC

<b>Project 5</b>	<b>Rehabilitate Airfield Pavement</b>
Amount	\$12,996,252
Application	6
Certification	Agreement
Comments	10% PFC

<b>Project 6</b>	<b>ARFF Truck</b>
Amount	\$648,275
Application	6
Certification	Agreement
Comments	100% PFC

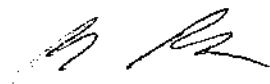
<b>Project 7</b>	<b>PFC Application Development</b>
Amount	\$15,000
Application	6
Certification	Agreement
Comments	100% PFC

<b>Project 8</b>	<b>PFC Administration</b>
Amount	\$453,750
Application	6
Certification	Agreement
Comments	100% PFC

In the event elements of a proposed project are modified by the Cedar Rapids Airport prior to the filing of the PFC application, Delta requests that it be notified of the changes. In addition, please provide Delta with a copy of the Cedar Rapids Airport's PFC application as submitted to the FAA.

Delta appreciates the opportunity to review and comment on Cedar Rapid's proposed PFC application, as well as your further consideration of our comments. We look forward to a continued strong relationship with Cedar Rapids Airport and its staff as we work toward our shared interests of sustainable growth combined with a realistic airport capital plan that serves the needs of the community, the airlines and the traveling public.

Sincerely,

A handwritten signature in black ink, appearing to read 'Blaine Peters', with a stylized flourish at the end.

Blaine Peters  
Regional Director  
Corporate Real Estate

CC: [PFCInfo@Airlines.Org](mailto:PFCInfo@Airlines.Org)



November 12<sup>th</sup>, 2014

Mr. Donald D. Swanson C.M.  
Interim Airport Director  
The Eastern Iowa Airport  
2515 Arthur Collins Parkway SW  
Cedar Rapids, Iowa 52404-8952

RE: Notice of Intent to Impose Passenger Facility Charge (PFC) and Use PFC Revenue;  
PFC Application Number 6 at The Eastern Iowa Airport

Dear Mr. Swanson:

As required by 14 C.F.R. 158.23 ( c ) please consider this letter as written notice that ExpressJet Airlines has received your letter advising of the consultation meeting for Notice of Intent to Impose Passenger Facility Charge (PFC) and Use PFC Revenue; PFC Application Number 6 at The Eastern Iowa Airport on December 4<sup>th</sup>, 2014. Please be advised that ExpressJet Airlines will not be in attendance at the meeting, however a representative from United Airlines and Delta Air Lines will be in attendance to represent ExpressJet Airlines' interests.

Should you have any questions or need additional information, please do not hesitate to contact my office at (404) 856-1327

Sincerely,

A handwritten signature in blue ink, appearing to read "Luis Monteiro".

Luis Monteiro  
Manager Properties & Airport Affairs  
ExpressJet Airlines, Inc.

11-14-14A08:24 RCVD

# **ATTACHMENT D**

## **REQUEST TO EXCLUDE CLASS OF AIR CARRIERS**

The proposed exempt classes of carriers are Air Taxi/Commercial Operators filing FAA

Form 1800-31. Known air taxi carriers are as follows:

<b><u>Carrier Name:</u></b>	<b><u>Annual Enplanements:</u></b>
Jet Solutions LLC.	9
Monticello Aviation, Inc.	6
Nejets Aviation, Inc.	309
Tulip City Air Service, Inc.	8
Ultimate Jetcharters LLC	<u>225</u>
Total	557

The Airport and Air Taxi/Commercial Operator's cost of collection of a PFC from this class of carriers most likely would exceed any financial benefits of collection.

# **ATTACHMENT E**

## **ALTERNATIVE USES/PROJECTS**

Not Applicable

# **ATTACHMENT F**

## **COMPETITION PLAN/UPDATE**

Not Applicable

**ATTACHMENT G: AIRPORT LAYOUT PLAN (ALP), AIRSPACE, AND ENVIRONMENTAL FINDINGS**

ALL PROJECTS FOR WHICH IMPOSE AND USE OR USE AUTHORITY IS REQUESTED IN THE APPLICATION MUST BE LISTED UNDER EACH TYPE OF FINDING BELOW.

\*\*\*\*FOR FAA USE\*\*\*\*\*  
PFC Application Number:  
\*\*\*\*\*

I. ALP Findings

1. Current ALP approval date: June 5, 2014

List proposed project(s) shown on this ALP:

- PFC Project 1 – Deicing Containment
- PFC Project 2 – Terminal Renovations
- PFC Project 3 – Replace Passenger Loading Bridges
- PFC Project 5 – Rehabilitate Airfield Pavement

2. List proposed project(s) not required to be shown on an ALP:

- PFC Project 4 – Replace CCTV System – Terminal Building
- PFC Project 6 – Purchase ARFF Truck
- PFC Project 7 – PFC Application Development
- PFC Project 8 – PFC Program Administration

\*\*\*\*FOR FAA USE\*\*\*\*\*  
Public agency information confirmed? YES [ ] PARTIALLY [ ] NO [ ]  
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconurrence below.  
\*\*\*\*\*

II. Airspace Findings

1. FAA Airspace finding date: March 26, 2010; May 15, 2014; and February 5, 2015 (repeat as necessary)

List proposed project(s) covered by this finding:

- PFC Project 2 – Terminal Renovations

2. FAA Airspace finding date: May 20, 2014 (repeat as necessary)  
List proposed project(s) covered by this finding:

- PFC Project 3 – Replace Passenger Loading Bridges

3. FAA Airspace finding date: June 20, 2012, May 5, 2014, and May 9, 2014 (repeat as necessary)

List proposed project(s) covered by this finding:

- PFC Project 5 – Rehabilitate Airfield Pavement



4. List proposed project(s) not required to have an airspace determination

- PFC Project 1 – Deicing Containment
- PFC Project 4 – Replace CCTV System – Terminal Building
- PFC Project 6 – Purchase ARFF Truck
- PFC Project 7 – PFC Application Development
- PFC Project 8 – PFC Program Administration

\*\*\*\*\*FOR FAA USE\*\*\*\*\*

Public agency information confirmed? YES [ ] PARTIALLY [ ] NO [ ]

For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrency below.

\*\*\*\*\*

III. Environmental Findings

1. List proposed project(s) which are categorically excluded from the requirement for formal environmental review:

- PFC Project 1 – Deicing Containment
- PFC Project 2 – Terminal Renovations
- PFC Project 3 – Replace Passenger Loading Bridges
- PFC Project 4 – Replace CCTV System – Terminal Building
- PFC Project 5 – Rehabilitate Airfield Pavement
- PFC Project 6 – Purchase ARFF Truck
- PFC Project 7 – PFC Application Development
- PFC Project 8 – PFC Program Administration

2. Date of FAA Finding of No Significant Impact: Not Applicable  
(repeat as necessary)

List proposed project(s) covered by this finding:

3. Date of FAA environmental record of decision: Not Applicable  
(repeat as necessary)

List proposed project(s) covered by this finding:

\*\*\*\*\*FOR FAA USE\*\*\*\*\*

Public agency information confirmed? YES [ ] PARTIALLY [ ] NO [ ]

For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrency below.

\*\*\*\*\*

Application Reviewed by:

Name	Routing Symbol	Date
------	----------------	------

# **ATTACHMENT H**

## **NOTICE OF INTENT PROJECT INFORMATION**

Not Applicable

## **ATTACHMENT I**

The Capital Project Summary submitted as Attachment A outlines the airport's five year capital improvement program (CIP). The program lists \$53,787,577 in capital improvement projects that qualify for Federal funding. Discretionary funding from the FAA AIP program of \$9,280,175 will be needed to construct certain projects, all of which are airfield projects. The CIP indicates that the Cedar Rapids Airport Commission has committed its FAA AIP passenger entitlement funds to terminal improvement projects in FY14, FY15, FY16, and FY17. The Commission has committed its FAA AIP entitlement funds to airfield improvement projects in FY18, FY19, and FY20.

## **ATTACHMENT I - 1**

In accordance with Federal Aviation Regulation PART 158.24, Notice and opportunity for public comment, the Cedar Rapids Airport Commission advertised on the Airport Commission's website at [www.eairport.org](http://www.eairport.org), its notice to impose and use a Passenger Facility Charge. United Parcel Service submitted a letter dated March 18, 2015 certifying agreement. FedEx submitted a letter dated March 26, 2015 certifying agreement. Rockwell Collins submitted a letter dated March 17, 2015 certifying agreement.

## **ATTACHMENT I - 2**

In accordance with Federal Aviation Regulation PART 158.25, Applications, the Cedar Rapids Airport Commission certifies that it will comply with the assurances set for in Appendix A to Federal Aviation Regulation PART 158.