

PUBLIC NOTICE
Passenger Facility Charge #6 Amendment Application
San Francisco International Airport

July 29, 2016

INTRODUCTION

Pursuant to 14 CFR Part 158.24, the San Francisco International Airport (“Airport”) is posting this public notice as part of the proposed action to be taken on the Airport’s Passenger Facility Charge (“PFC”) program described below:

- Submit a PFC #6 Amendment Application (“PFC #6”)

In accordance with 14 CFR Part 158.24 the following information is provided in this public notice:

- Description and justification of projects
- PFC level for each project
- Estimated total PFC revenue to be used for each project
- Proposed charge effective date and expiration date
- Estimated total PFC revenue for the application
- Contact name and information for the person to whom comments should be sent

As required in 14 CFR Part 158.24 the Airport will be accepting public comments on the proposed action contained in the attached document up to forty-five (45) days after the July 29, 2016 posting of this public notice.

Any comments should be sent to the Airport’s Capital Finance Director, Mr. Kevin Kone, at P.O. Box 8097, San Francisco, CA 94128. If there are questions regarding this proposed action in this public notice, please send via email to Ms. Sarah Weller at Sarah.Weller@flysfo.com.

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

The Airport intends to file an amendment to the approved PFC #6 application with the Federal Aviation Administration (“FAA”) to add approximately \$70,000,000 in PFC-eligible costs to the approved collection authority of \$141,075,864 for a new total authorized collection amount of approximately \$211,075,864 and to establish an additional class of air carriers not required to collect PFCs. The proposed amendment to PFC #6 application will allow the Airport to continue to impose a PFC at the \$4.50 level and to use the PFC revenue to reimburse the Airport for PFC-eligible principal and interest on bonds issued for the Airport’s share of costs for designing and constructing the Airport’s Runway Safety Area (“RSA”) Program and for replacing and/or refurbishing ten (10) passenger boarding bridges in Terminal 3, Boarding Area E.

Summary of SFO PFC Approvals:

FAA Application Reference	Existing Use Authority	Collection Period ^(a)	Status
01-01-C-00-SFO	\$0	N/A	Deleted
02-02-C-00-SFO	\$224,034,821	10/01/2001 to 11/01/2005	Closed
03-03-C-00-SFO	\$539,107,697	11/01/2005 to 01/01/2016	Active Approved by the FAA
03-03-C-01-SFO	\$70,000,000	01/01/2016 to 01/01/2017	Active Approved by the FAA
11-05-C-00-SFO	\$741,744,636	01/01/2017 to 10/01/2024	Active Approved by the FAA
13-06-C-00-SFO	\$141,075,864	10/01/2024 to 03/01/2026	Active Approved by the FAA
Total Authority:	\$1,715,963,018		

Summary of Approved PFC #6 Application and Proposed Amendment

Project Name	Approved PFC #6 Application			Proposed Amendment Estimated Additional Costs				Proposed Total
	Project Cost	Bond Financing & Interest	Total	Additional Project Cost	Bond Financing & Interest	Total	% Increase	
RSA Southfield Drainage Improvements	\$4,528,138	\$5,226,375	\$9,754,513	\$0	\$3,489,055	\$3,489,055	36%	\$13,243,568
RSA Southfield Substation BR Relocation	\$1,006,944	\$1,163,983	\$2,170,927	\$0	\$723,889	\$723,889	33%	\$2,894,816
RSA Runway 10R Paving and Lighting	\$4,509,724	\$5,206,483	\$9,716,207	\$0	\$3,473,369	\$3,473,369	36%	\$13,189,576
RSA Runway 28L & 28R Paving and Lighting	\$3,525,894	\$4,074,675	\$7,600,569	\$0	\$2,711,200	\$2,711,200	36%	\$10,311,769
RSA Runway 19L&19R and 1L&1R Paving and Lighting	\$31,745,921	\$36,610,338	\$68,356,259	\$16,509,469	\$17,432,811	\$33,942,280	50%	\$102,298,539
RSA EMAS Design	\$420,000	\$496,283	\$916,283	\$0	\$137,327	\$137,327	15%	\$1,053,610
RSA EMAS Material Procurement	\$11,216,151	\$12,933,158	\$24,149,309	\$0	\$3,896,809	\$3,896,809	16%	\$28,046,118
RSA Environmental Assessment and Schematic Design	\$475,506	\$551,008	\$1,026,514	\$0	\$167,426	\$167,426	16%	\$1,193,940
RSA Wetland Mitigation Program	\$2,310,000	\$2,666,079	\$4,976,079	\$3,498,343	\$5,577,736	\$9,076,079	182%	\$14,052,158
Passenger Boarding Bridges Replacement	\$5,757,000	\$6,652,204	\$12,409,204	\$5,245,663	\$7,136,903	\$12,382,566	100%	\$24,791,770
Total	\$65,495,278	\$75,580,586	\$141,075,864	\$25,253,475	\$44,746,525	\$70,000,000	50%	\$211,075,864

Summary of Proposed PFC Level, Effective Date, Expiration Date, and Total Revenue:

	PFC #6 Application Amendment
PFC Level (per eligible enplaned passenger)	\$4.50
Proposed Charge Effective Date	October 1, 2024
Estimated Charge Expiration Date	December 1, 2026
Estimated Total PFC Revenue (a)	\$211.1 Million

(a) Net of air carrier collection fee at the current \$0.11 per PFC. Includes estimated interest earned.

PROPOSED PFC #6 PROJECTS DESCRIPTION AND JUSTIFICATION

Please Note: The following *Description of the Project* and *Explanation of the Need for the Project* remain unchanged from the Approved PFC #6 Application. The information is for reference only.

RSA Southfield Drainage Improvement (Design & Construction)

Description of the Project

This project is part of the Airport's RSA Program Phase 1. This project provides for the design and construction of improvements to the South Field's drainage system required for future RSA developments, which have been mandated by Congress. Modifications and improvements under this project include upgrading Storm Drain Pump Station-1 (SDPS-1) with new pumps, a new wet well, and associated electrical infrastructure; raising and replacing the existing cast iron outfall pipes from the station above high tide levels with new PVC pipes; and installing new catch basins, manholes, reinforced concrete pipe (RCP) and other related infrastructure modifications to collect, convey, and store the storm water flow from the South Field to the station. This project also includes backfilling the South Detention Basin, the South Oxidation Pond, and adjacent canals; demolishing or filling existing culverts and associated utilities underneath the ends of Runways 1L and 1R and an abandoned fuel line near Taxiway "A"; and installing new utilities required by the project.

Explanation of the Need for the Project

This project implements modifications to the South Field's drainage system necessary to allow for subsequent improvements to be made to the runway safety areas of Runways 1R-19L and 1L-19R to comply with the new safety requirements mandated by Congress and the FAA. In addition to allowing for future RSA development this project improves the surface drainage in the south field area, thereby reducing the risk of flooding of the runways and terminals, and makes improvements to "first flush" characteristics improving storm water quality control.

RSA Southfield Substation 'BR' (Design & Construction)

Description of the Project

This project is part of the Airport's RSA Program Phase 1. This project provides for the relocation of South Field's electrical substation 'BR' and associated switching center outside of the taxiway object free areas at the ends of Runways 1L and 1R required for future RSA developments, which have been mandated by Congress. This project will also include the demolition and removal of the existing substation and switching center, the construction, furnishing and installation of a new substation building and switchgear, and the installation of new 15kV cables, manholes, duct banks and associated equipment. The project includes improvements to the reliability of power to the airfield lighting and NAVAIDS. Also included in this project are modifications to an existing parking lot including paving, striping, lighting and fencing affected by the relocation.

Explanation of the Need for the Project

This project involves the relocation of a main line electrical distribution substation to allow for subsequent improvements to be made to the runway safety areas in the South Field of Runways 1R-19L and 1L-19R to comply with the new safety requirements mandated by Congress and the FAA. The relocation of the existing substation is required to accommodate the future realignment of Taxiways "A", "A1", and "L" as a result of the new runway safety area requirements mandated by Congress.

RSA Runway 10R-28L Paving & Lighting (Design & Construction)

Description of the Project

This project is part of the Airport's RSA Program Phase I. This project provides for the design and construction of a new runway section at the 10R end of Runway 10R-28L and associated work in order to comply with the new safety area dimensional requirements at each runway end as mandated by Congress. The addition of this new runway section will shift the threshold 781 feet. This project will also include the construction of a new entry taxiway for Runway 10R, the paving of the safety areas around and behind the 10R end, and improvements to the surrounding utility and electrical systems. Electrical modifications will include the installation of runway and taxiway lights, entry, exit and location signs, runway distance remaining ("RDR") signs, and other electrical equipment required by the new alignments. This project also provides for the design and construction of the infrastructure required for the installation of the Runway Status Lights ("RWSL") to be installed by the FAA. Specifically, infrastructure work will cover, but not limited to, the Take-off/Hold Lights ("THLs") and Runway Entrance Lights ("RELS") to be installed along the 10R centerline and portions of Taxiway "Q" and "K" centerlines respectively. Elements of the RWSL infrastructure include, but are not limited to, base cans, conduits, handholds, manholes, pads, duct banks to tie the system together and to control the building pads for each runway pair.

This project also provides for the modifications to the FAA NAVAID equipment including the relocation of the 28L localizer antennae and shelter and the 10R Precision Approach Path Indicator ("PAPI") system and associated infrastructure.

Explanation of the Need for the Project

This project implements improvements to the 10R end of Runway 10R-28L to comply with the new safety requirements mandated by Congress and the FAA. In addition, the project improves aircraft movement for take-off at the Runways 10L and 10R ends.

RSA Runway 10L-28R&28L Paving & Lighting (Design & Construction)

Description of the Project

This project is part of the Airport's RSA Program Phase I. This project provides for the design and construction of new runway sections at the 28R & 28L ends of Runways 10L-28R and 10R-28L and associated work in order to comply with the new safety area dimensional requirements mandated by Congress. The addition of these new runway sections will shift the thresholds 300 feet each. New striping will be installed on both runways as a result of the threshold displacement. This project will also provide for the necessary adjustments to the FAA NAVAID equipment associated with the modifications to Runways 10L-28R and 10R-28L. Such adjustments will include, but are not limited to, the demolition and/or relocation of the existing glideslope infrastructure, the removal of an existing underground fuel tank, and the installation of piles and modifications to the 28L and 28R trestle structures to accommodate the installation of new Medium-intensity Approach Lighting System with Runway Alignment Indicator Lights ("MALSR") and Approach Lighting System with Sequence Flashing Lights ("ALSF"). This project also includes drainage and grading of low areas in front of the glideslope between the runways to bring the safety areas affected into compliance with runway area drainage and grading standards.

This project will also include the paving of the safety areas around and behind the 28R & 28L ends of Runways 10L-28R and 10R-28L, associated airfield marking, and improvements to the surrounding utility and electrical systems. Electrical modifications will include the modifications to the runway and taxiway centerline and edge lights, the installation of new touchdown zone (“TDZ”) and runway distance remaining (“RDR”) signs and associated paving. This project also provides for the design and construction of the infrastructure required for the installation of the Runway Status Lights (“RWSL”) to be installed by the FAA. Specifically, infrastructure work will cover the Take-off/Hold Lights (“THLs”) and Runway Entrance Lights (“RELS”) to be installed along the 28L, 10L and 28R centerline and portions of Taxiway “R”, “D”, “T”, “E”, “L”, “P”, “N”, “F” and “C” centerline, respectively. The RWSL infrastructure will also cover the installation of the connecting ductbank for the 10-28s and to the control building pads.

Elements of the RWSL infrastructure include, but are not limited to, base cans, conduits, handholds, manholes, pads, duct banks to tie the system together and to control the building pads for each runway pair.

Explanation of the Need for the Project

This project makes improvement to the 28R and 28L ends of the Runways 10L-28R and 10R-28L necessary to comply with the new safety requirements mandated by Congress and the FAA. In addition, upgrades to FAA NAVAIDS and airfield lighting will improve the usability of the runways.

RSA Runway 19L&19R Paving & Lighting (Design & Construction)

Description of the Project

This project is part of the Airport’s RSA Program Phase II. This project provides for the design and construction of the modifications required to relocate the thresholds and raise the existing overrun pavement to meet the new grades required for the installation of the Engineered Material Arresting System (“EMAS”) at the 19L and 19R ends of Runway 19L-28R and 19R-28L. Installation of EMAS at these locations will be accomplished under this project. Associated with the pavement work is the removal and relocation of center line and edge lights, distance remaining signs, striping and pavement markings. These modifications will cause the Runways and Taxiways “E” and “L” to become disconnected. As a result, this project will also provide for the reconfiguration and relocation of both Taxiways “E” and “L” and associated taxiway modifications including the construction of the relocated interconnecting Taxiway “E” required to meet the new thresholds of Runways 19R and 19L. The future unused portions of Taxiways “E” and “L” will be abandoned in place and the project will provide for the removal of the markings, signage, electrical equipment, fixtures, wires and other associated items.

This project also provides for the modifications to the FAA NAVAID equipment including the relocation of the 19L glideslope and associated structure and utilities, 19L Runway Visual Range (“RVR”) system, and 19R and 19L Precision Approach Path Indicator (PAPI) systems. This project will also provide for the design and construction of piles and associated work to expand the existing pier and trestle system on Runway 19L to accommodate the installation of new Medium-intensity Approach Lighting System with Sequenced Flashing lights (“MALSF”). Modifications to the Airfield Lighting Control Monitor System necessary to accommodate the new lighting installation will also be part of this project.

This project also provides for the design and construction of the infrastructure required for the installation of the RWSL to be installed by the FAA. Specifically, infrastructure work will cover the Runway Entrance Lights (“RELS”) to be installed on portions of Taxiway “L” and “C” centerlines. The RWSL infrastructure will also cover the installation of the connecting ductbank for the 1-19s from the north of Runway 10-28 to the control building pads. Elements of the RWSL infrastructure include, but are not limited to, base cans, conduits, handholds, manholes, pads, duct banks to tie the system together and control the building pads for each runway pair.

Explanation of the Need for the Project

The project makes improvements to the 19L and 19R ends of Runway 1R-19L and 1L-19R necessary to comply with the new safety requirements mandated by Congress and the FAA. The work includes the installation of EMAS to achieve the level of safety required by Congress and the FAA because natural or man-made obstacles and environmental constraints preclude the implementation of conventional techniques for improving runway safety. In addition, the project upgrades the FAA NAVAIDS and the airfield lighting for improved runway usage.

RSA Runway 1L&1R Paving & Lighting (Design & Construction)

Description of the Project

This project is part of the Airport's RSA Program Phase II. This project provides for the relocation of the thresholds at the ends of Runways 1L and 1R to accommodate the new RSA and associated EMAS. This project also provides for the necessary modifications to the existing 1R pavement and the construction of new pavements in unpaved areas in front of 1L. Installation of EMAS at these locations will be accomplished under this project. Associated with the pavement work is the removal and relocation of center line and edge lights, distance remaining signs, striping and pavement markings. Connecting Taxiways "A" and "A1" as well as parallel Taxiways "B" and "L" will be impacted by the new runway safety areas. As a result, this project will also provide for the reconfiguration and relocation of Taxiways "A", "A1", "B", and "L" and associated taxiway modifications including the construction of the relocated interconnecting Taxiway "M" required to meet the new thresholds of Runways 1R and 1L. The future unused portions of these taxiways will be abandoned in place and the project will provide for the removal of the markings, signage, electrical equipment, fixtures, wires, and other associated items.

This project also provides for the modifications to the FAA NAVAID equipment including the relocation of 1R and 1L PAPI system and associated infrastructure. Modifications to the Airfield Lighting Control Monitor System necessary to accommodate the new lighting installation will also be part of this project.

This project also provides for the design and construction of the infrastructure required for the installation of the RWSL to be installed by the FAA. Specifically, infrastructure work will cover the Take-off/Hold Lights ("THLs") and Runway Entrance Lights ("RELs") to be installed along the 1R and 1L centerlines and portions of Taxiway "M", "H", "G", "F1", and "F" centerlines, respectively. The RWSL infrastructure will also cover the installation of the connecting ductbank for Runways 1-19s to the junction handhole south of Runway 10-28. Elements of the RWSL infrastructure include, but are not limited to, base cans, conduits, handholds, manholes, pads, duct banks to tie the system together and control the building pads for each runway pair.

Also included in this project is the design and construction of a 250 feet long section of vinyl seawall and the relocation of a portion of the Vehicle Service Road along the west end of Taxiway "L".

Explanation of the Need for the Project

The project makes improvements to the 1L and 1R ends of Runway 1R-19L and 1L-19R necessary to comply with the new safety requirements mandated by Congress and the FAA. The work includes the installation of EMAS to achieve the level of safety required by Congress and the FAA because natural or man-made obstacles and environmental constraints preclude the implementation of conventional techniques for improving runway safety. In addition, the project upgrades the FAA NAVAIDS and the airfield lighting for improved runway usage.

RSA EMAS Design

Description of the Project

This project is part of the Airport's RSA Program Phase II. This project will provide for the planning, design of a soft-ground arrestor system in the safety area of each end of Runways 1R-19L and 1L-19R in accordance with FAA Advisory Circular ("AC") 150/5220-22A, Engineered Material Arresting System ("EMAS"). This system provides a safety enhancement at the ends of these runways where it has been determined that the construction of a standard runway safety area is impracticable. This system is designed to quickly stop aircraft that overrun the end of a runway.

Explanation of the Need for the Project

This project provides for the design of EMAS for the two Runways 1-19 projects for improved level of safety in compliance with the Congressional mandate. Recognizing the difficulties associated with achieving a standard safety area at each end of the Runways 1-19, the FAA under Advisory Circular 150/5220-22B allows for the use of an EMAS to meet runway safety area standards if the airport is unable to accommodate safety area standards due to existing conditions that cannot be overcome due to natural or man-made obstacles and environmental constraints without impacting the current or planned fleet mix at the airport.

RSA EMAS Procurement

Description of the Project

This project is part of the Airport's RSA Program Phase II. This project will provide for the fabrication and transportation of a soft-ground arrestor system in the safety area of each end of Runways 1R-19L and 1L-19R in accordance with FAA Advisory Circular ("AC") 150/5220-22A, Engineered Material Arresting System ("EMAS"). This system provides a safety enhancement at the ends of these runways where it has been determined that the construction of a standard runway safety area is impracticable. This system is designed to quickly stop aircraft that overrun the end of a runway.

Explanation of the Need for the Project

This project provides for the fabrication and transportation of EMAS for the two Runways 1-19 projects for improved level of safety in compliance with the Congressional mandate. Recognizing the difficulties associated with achieving a standard safety area at each end of the Runways 1-19, the FAA under Advisory Circular 150/5220-22B allows for the use of an EMAS to meet runway safety area standards if the airport is unable to accommodate safety area standards due to existing conditions that cannot be overcome due to natural or man-made obstacles and environmental constraints without impacting the current or planned fleet mix at the airport.

RSA Environmental Analysis and Schematic Design

Description of the Project

This project is part of the Airport's RSA Program Phase I. This project provides for the reimbursement of eligible project expenditures interim funded by local funds incurred by SFO in preparing an Environmental Assessment ("EA") and Schematic Design in accordance with the requirements of Section 102(2)(c) of the National Environmental Policy Act of 1969 ("NEPA") and Section 509(b)(5) of the Airport and Airway Improvement Act of 1982, as amended required to assess potential environmental impacts related to the implementation of the Airport's RSA program. Also included in this project is the preparation of a Mitigated Negative Declaration and Initial Study ("MND/IS") pursuant to the California Code of Regulations, Chapter 3 of Title 14 and Chapter 31 of the San Francisco Administrative Code.

Explanation of the Need for the Project

This project provides for the development and preparation of the EA document required for FAA's approval of the RSA Program and to obtain both federal and state environmental permits to allow for the RSA work to proceed.

RSA Mitigation

Description of the Project

This project will provide for the implementation of a wetland mitigation program to address the impacts to 3.72 acres of jurisdictional areas resulting of the Airport's RSA program implementation.

Explanation of the Need for the Project

This project provides the mechanism to provide for the mitigation measures mandated by the EA as part of the permitting and approval process.

Passenger Boarding Bridges Project

Description of the Project

In the spring of 2011, American Airlines vacated their gates and facilities at Terminal 3, Boarding Area E (BAE), moving their entire operation to the newly renovated Terminal 2. The City and County of San Francisco plans to renovate BAE and move United Air Lines and Air Canada to the new gates after the renovation. BAE was comprised of nine (9) gates, including three (3) apron drive passenger boarding bridges (PBBs) and six (6), obsolete fixed pedestal PBBs. This project provides for the replacement and/or refurbishment of a total of ten (10) PBBs at Terminal 3, BAE including one (1) additional gate added during the renovation of BAE. Under this project, the Airport's plans include replacing the six fixed PBBs with new apron drive bridges. The three existing apron drive units will be refurbished and reused on the new concourse.

Explanation of the Need for the Project

The three (3) apron drive PBBs on BAE were installed over 20 years ago. A condition assessment report dated May 2012 reveals that despite their age, all three apron drive PBBs were found to be in fair to good condition. This assessment report further states that their current condition did not warrant replacement and completing the recommended repair items would extend their useful life by another five to ten years. The life of the PBB is not expected to extend beyond this period because it may be increasingly more difficult to find parts and the support necessary to keep these bridges operating much longer.

The six (6) fixed pedestal PBBs on BAE were installed over 20 years ago. They have reached their useful life and must be replaced to ensure continued safe boarding operations.

This project provides for the replacement and/or refurbishment of PBBs at Terminal 3 that have reached their useful life and for which maintaining serviceability has become increasingly difficult. The replacement and/or refurbishment of these PBBs will preserve capacity by addressing in a cost-effective manner the risks associated with aging equipment so critical to the passenger boarding operations.