

NOTICE OF
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO
PASSENGER FACILITY CHARGE AMENDMENT APPLICATION

The Houston Airport System (HAS) is providing an opportunity for public comment until September 22, 2014 related to the proposed Amendment to Passenger Facility Charge (PFC) Application # #06-01-C-01-HOU for William P. Hobby Airport (HOU). This public notice is provided in accordance with requirements contained in Federal Aviation Regulation 49CFR Part 158.24 Passenger Facility Charge.

The Houston Airport System (HAS) received approval from the FAA to impose and use PFCs for eighteen projects at the William P. Hobby Airport (HOU) on August 10, 2006. The approved application was subsequently amended on July 11, 2008. HAS intends to amend approved application #06-01-C-01-HOU to increase the PFC level to be collected from each eligible enplaned passenger from \$3.00 to \$4.50.

HAS intends to amend each of the following projects to the \$4.50 collection rate. HAS does not intend to amend the PFC-approved collection amount for any project.

- **1.02 Rehabilitation and Modifications to Taxiway System (450, 485, 417B, 460/425, 600)** —This project consisted of the following components:
 1. Replacement of various taxiway pavements
 2. Construction of approximately 153,000 square yards of 16-inch thick concrete pavement, 11,000 linear feet of storm sewer, airfield lighting, signage, and necessary appurtenances to relocate Taxiways Y and Z
 3. Extension of Taxiways P and H, widening of the existing Taxiway P; construction of a high speed exit from Runway 4-22 to the extended Taxiway H; removal of Taxiway J from Runway 4-22 to taxiway H; removal of existing Taxiway H from Taxiway J to Runway 17-35; construction of a high-speed/connecting taxiway from Runway 4-22 to Taxiway O opposite Taxiway B; the demolition of the existing Taxiway G and reconstruction with polymer modified asphalt pavement together with drainage enhancements and new edge lights on both sides of the taxiway
 4. Miscellaneous improvements to the pavement on Taxiways E, J, L, M-1, M-3, H-2 and certain areas of the west ramp, and the demolition of the VOR building

This project reduced congestion and increased safety by the reconfiguration of the airfield by eliminating the need to cross certain runways while taxiing, reducing runway occupancy times and eliminating head-to-head conflicts between arriving and departing aircraft.

- **1.05 Acquire Runway 17 Protection Zone** — This project consisted of the purchase of approximately 15 acres of land situated in the extended runway protection zone of Runway 17. This land acquisition allowed for the protection of people and property on the ground and minimized incompatible land use.

- **1.06 Airfield Lighting and Control (566B)** — This project consisted of the following components:

1. Installing airfield lighting control system, extending fiber optic cable system and connecting emergency telephone and CCTV System
2. Civil site work for an Instrument Landing System (ILS) Category III for Runway 4
3. Design of an overlay of Taxiway H from the north ramp to Taxiway G
4. Extension of Taxiway H from Taxiway G to the end of Runway 4
5. Installation of a Surface Mounted Guidance Control System (SMGCS) and related lighting
6. Improvements to lighting on various taxiways and a new airfield lighting control system

This project significantly increased HOU's ability to accept arriving aircraft and move aircraft safely during periods of inclement weather.

- **1.07 Central Terminal Expansion (417C, 417D, 417M)** — This project consisted of the following components:

1. Construction of apron pavement and related apron taxilanes along the east, west, and south perimeters of the new Central Concourse
2. Acquisition and installation of new baggage handling equipment
3. Relocation of the VOR from an airfield site to the parking garage
4. Acquisition and installation of passenger loading bridges including PC air and 400 HZ power
5. Demolition of the existing Concourse B
6. Construction of new apron pavement to the immediate northeast of the new Central Concourse
7. Installation of new primary underground communications and high voltage duct banks and a temporary 15KV loop connection

This project enabled the construction of the new Central Concourse, which allowed HOU to handle the next generation of Group III aircraft such as the Boeing 737 with winglets. The single concourse design significantly reduced the congestion resulting from security recheck for many connecting passengers by consolidating three checkpoints into one and making all gates accessible from the same secure-side. Moreover, this project provided the baggage handling space and equipment necessary for handling increased passenger numbers. The VOR, critical to the national airspace navigation system, was relocated from the airfield to the parking garage as a result of airfield reconfiguration. The apron work and the demolition of Concourse B allowed access to four gates on the northeast side of the new central concourse.

- **1.10 Apron Reconstruction (417F)** — This project consisted of the portion of the Concourse C demolition and related apron construction to the immediate northwest of the new Central Concourse. This project enabled the construction of the new Central Concourse and provided the apron necessary to accommodate the parking of the next generation of Group III aircraft.
- **1.11 Taxiway and Taxilane Reconstruction (417F)** —provided taxilanes This project consisted of the portion of the demolition of Concourse C and reconstruction of aircraft pavement attributable to the apron taxilanes that will serve as access to the taxiway system along the northwest side of the new Central Concourse. This project also enabled the construction of the new Central Concourse and necessary to accommodate the aircraft parking required for the next generation of Group III aircraft such as the Boeing 737 with winglets.

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

The following table summarizes the approved PFC Application #06-01-C-01-HOU projects and the approved PFC collection amount for each project. HAS is not proposing changing the scope or collection amount for any of the projects under this amendment.

PFC #	PFC title	PFC approved for collection	Proposed rate	Pct at \$4.50 level
1.01	Rehabilitation of Runways 12L/30R and 17/35	\$ 5,145,739	\$3.00	
1.02	Rehabilitation and Modifications to Taxiway System	20,332,795	\$4.50	12%
1.03	Expand Taxiway Electrical System	3,220,026	\$3.00	
1.04	Airport drainage and Stormwater improvements	12,531,200	\$3.00	
1.05	Acquire Runway 17 Protection Zone	1,463,540	\$4.50	1%
1.06	Airfield Lighting and Control	12,015,026	\$4.50	7%
1.07	Central Terminal Expansion	37,885,606	\$4.50	23%
1.08	Conduct Master Plan	393,948	\$3.00	
1.09	Central Concourse Equipment	17,695,303	\$4.50	
1.10	Apron Reconstruction	12,279,663	\$4.50	8%
1.11	Taxiway and Taxilane Reconstruction	27,915,359	\$4.50	17%

1.12	Overlay Runway 12R/30L	5,331,206	\$3.00	
1.13	Perimeter Fencing and Obstruction Removal	1,570,894	\$4.50	
1.14	Access Controls and Telecom for Airport Operating Area	1,886,444	\$4.50	
1.15	Conduct Environmental Impact Statement	857,475	\$3.00	
1.16	Land Acquisition for Runway 4 Protection Zone	820,889	\$4.50	
1.17	Conduct Drainage/Stormwater Plan	1,572,037	\$3.00	
1.18	PFC consulting, Administration and Auditing	600,000	\$3.00	
	Total approved per PFC Application Amendment 06-01-C-01-HOU	\$ 163,517,150		68%

PFC revenue to be collected: \$163,517,150
Proposed \$4.50 charge effective date: January 1, 2015
Estimated charge expiration date: August 1, 2017

Comments or a request for a more detailed project description and justification should be sent to Kenneth Gregg, HAS Division Manager - Finance, Houston Airport System, 16930 John F. Kennedy Blvd., Houston, Texas 77032.