

November 1, 2024

JACKSONVILLE AVIATION AUTHORITY**PROPOSED PASSENGER FACILITY CHARGE APPLICATION NO. 25-12-C-00-JAX TO THE
FAA TO IMPOSE AND USE A PFC AT JACKSONVILLE INTERNATIONAL AIRPORT****NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT**

The Jacksonville Aviation Authority (the Authority) has determined the need to submit to the Federal Aviation Administration (FAA) a Passenger Facility Charge (PFC) Application to impose at Jacksonville International Airport (JAX or the Airport) and to concurrently use PFC revenue at the Airport. The Authority has issued this public notice as part of the PFC application process as per Title 14 Code of Regulation (CFR) Part 158.24 *Notice and Opportunity for Public Comment*.

Comment Period: The Authority will accept public comments on the proposed PFC Application No. 25-12-C-00-JAX (PFC 25-12) from the day of posting through Monday, December 9, 2024.

Authority Point of Contact: Comments may be mailed to Ms. Ashley Shorter, Senior Manager of Aviation Planning, 14201 Pecan Park Road, Jacksonville, FL, 32218 or e-mailed at Ashley.Shorter@flyjacksonville.com.

The following information is provided in accordance with 14 CFR 158.24(b)(1):

The Authority will seek authority from the FAA to impose and use PFCs with the following characteristics:

PFC Level: A four dollar and fifty cent (\$4.50) charge on eligible passengers enplaned at the Airport.

Charge Effective Date: June 1, 2028

Estimated Charge Expiration Date: July 1, 2029

Estimated Total PFC Impose and Use Revenue: \$23,640,059

Projects for which the Authority is seeking Impose and Use Authority:**12.01. General Aviation FIS Facility – Design/ Construction**

Project Description: This project funds the advertisement, design and construction of the new General Aviation (GA) Federal Inspection Services (FIS) facility at Jacksonville International Airport (JAX or Airport). The GA FIS will be developed on a 2.8-acre lot, located on the south side of the Airport's general aviation area. The existing site is approximately 108,000 square feet, which includes an aircraft apron area and an approximately 30,000 square foot area that is located adjacent to the ramp for development of the new GA FIS facility. This project also required an eligibility analysis. It was determined that 58.6 percent of the GA FIS Facility is eligible for PFC funding.

Project Justification: This project will preserve capacity of the Airport. The Jacksonville Aviation Authority (the Authority) is responding to the need to use their current "swing gate" (Gate C5) for more domestic flights, which reduces the capacity for international general aviation activities. To address this, the Authority intends to develop a new general aviation U.S. Customs and Border Protection (CBP) facility. The Airport currently possesses a full CBP facility in the main passenger terminal near Gate C5, which serves both domestic and international flights. Due to increased scheduled air carrier service, there will be a higher demand to use Gate C5 for domestic flights, impacting its availability for international general aviation flights. CBP will not allow an aircraft to utilize C5 while international general aviation aircraft are using CBP facilities at the terminal. Terminal operations are typically planned a month in advance, but international general aviation flights only need to provide a 6-hour notice before arrival. Therefore, relocating international general aviation flights to a different area enhances safety and operational security by segregating its traffic from general terminal areas.

12.02 Checkpoint Modifications – Design and Construction

Project Description: This reimbursement project funds the design, permitting and construction of the Checkpoint Modification project. The new checkpoint area was constructed with new TSA offices and support space, secure employee circulation, public circulation, queueing areas, expanded checkpoint, mechanical support areas, and concession areas. The Checkpoint Modifications project widened the checkpoint boundary to encompass the previous exit corridor and replaced the eight screening lanes with nine Automated Security Lanes (ASL) screening devices. The Checkpoint Modification project also provided two new corridors that prevents departing passengers from crossing the stream of arriving passengers exiting from the secure to non-secure area of terminal. This project also required an eligibility analysis. It was determined that 71.9 percent of the Checkpoint Modifications project was eligible for PFC funding.

Project Justification: The Authority completed its Master Plan Update (MPU) in 2020. From the MPU, it was determined through a demand/capacity analysis the security checkpoint will be deficient for Passenger Activity Levels (PAL) 2 and by PAL 3 additional checkpoint throughput is required. The MPU recommended that the existing security screening area be expanded with additional screening lanes to maintain efficient throughput. Prior to the installation of the ASLs and additional lane, the Airport was experiencing high level of congestion at the checkpoint during peak periods.

12.03 Baggage Handling System (BHS) Computer

Project Description: This reimbursement project funds the replacement of computer hardware, software, and equipment that has exceeded its useful life for the Baggage Handling System at JAX.

Project Justification: Prior to replacement, the BHS Computer System was installed in 2001. According to the AIP Handbook, the minimum useful life criterion for equipment is 10 years. All the referenced equipment has exceeded the minimum life requirement of 10 years, therefore justifying replacement. Replacement of the BHS computer will extend the useful life of the BHS.

12.04 Runway 8-26 Edge and Threshold Light Replacement

Project Description: This project funds the local share of design and construction for the Runway 8-26 conversion from incandescent lighting to LED. This project will replace the existing 116 lights on Runway 8-26 (Edge lights 100; Threshold 16) with LED lighting. No wiring will be included in this project.

Project Justification: This project preserves the safety of the airfield. Per the AIP Handbook, the minimum useful life of lighting (equipment) is 10-years. The existing incandescent fixtures were installed in 1990 and therefore exceeded their useful life. The conversion from incandescent lights to LED is also necessary because parts are no longer produced for repair or replacement.

12.05 Wetland Mitigation

Project Description: This project funds the local share of design, environmental assessment, permitting, and construction for the removal and mitigation of the wetland area at the end of Runway 26 approach at JAX. The wetland area site is approximately 175 acres. Work includes filling approximately 40 to 50 acres of jurisdictional wetlands, eliminating low areas of standing water, and managing ditches and culverts to maintain proper drainage. These changes to the landscape will facilitate more effective drainage to reduce wildlife attractants (i.e. forest, retention ponds, stormwater ditches, and short grass) in the future.

Project Justification: The wetland area located at the Runway 26 approach is a well-documented wildlife attractant. It has been routinely noted during annual wildlife audits that large flocks of blackbirds were observed in the herbaceous wetlands at the runway approach. The JIA Wildlife Hazard Management Plan (WHMP) has evaluated the wetlands impact and recommended removing and mitigating the wetlands to reduce the potential of bird strikes on approaching aircraft. Removing this wildlife attractant and providing for the grading and drainage necessary to reduce the potential for wetlands will significantly reduce the potential of bird strikes and the formation of new potential hazards in the future.

12.06 PFC Administrative Cost

Project Description: This project provides for the preparation and implementation of an application to “Impose and Use” a PFC at JAX, which will be submitted to the FAA. The consultant will gather the necessary project, financial, and statistical information; prepare the required public notice; prepare the required air carrier consultation notice; ensure that all procedural requirements are met during the air carrier meeting; prepare the application; prepare the response to air carrier comments; provide the completed application in a format ready for execution and submission; and prepare the air carrier notice upon FAA approval. Additionally, this project will also fund for any amendments to this application as well.

Project Justification: Retaining a PFC consultant helps ensure PFC Applications are filed according to the rules and regulation determined by the FAA. Administrative cost is eligible in accordance with 14 CFR 158.3 PFC Administrative Support Cost.

Funding Sources for PFC 25-12

Pro No.	Project Title	PFC Level	PFC Revenue Requested		Approved AIP		Anticipated AIP		Local Funding	Total Project Cost
			Pay-Go	Total PFC	AIP Funds	Grant No.	AIP Funds	Year Anticipated		
12.01	General Aviation FIS Facility - Design and Construction	\$4.50	\$4,624,550	\$4,624,550	\$0		\$0		\$3,267,173	\$7,891,723
12.02	Checkpoint Modifications - Design and Construction	\$4.50	\$16,414,763	\$16,414,763	\$0		\$0		\$7,149,806	\$23,564,569
12.03	Baggage Handling System Computer	\$4.50	\$899,555	\$899,555	\$0		\$0		\$0	\$899,555
12.04	Runway 8-26 Edge and Threshold Light Replacement	\$4.50	\$194,300	\$194,300	\$0		\$583,000	2025	\$0	\$777,300
12.05	Wetland Mitigation	\$4.50	\$1,419,891	\$1,419,891	\$14,511,934	59-2020, 65-2022, 66-2023, 67-2023	\$0		\$0	\$15,931,825
12.06	PFC Administrative costs	\$4.50	\$87,000	\$87,000	\$0		\$0		\$0	\$87,000
			\$23,640,059	\$23,640,059	\$14,511,934		\$583,000		\$10,416,979	\$49,151,972