

## **PUBLIC NOTICE**

Notice is hereby provided in accordance with 14 CFR 158.24 of the City of Killeen's intent to impose and use Passenger Facility Charges (PFC) from passengers enplaning on Air Carrier flights from Killeen-Fort Hood Regional Airport at Robert Gray Army Airfield. PFC revenues will be used for the funding of airport improvement projects at Killeen-Fort Hood Regional Airport/Robert Gray Army Airfield (GRK), either wholly or in part as follows:

### **Project 1. Terminal Building Improvements–Boarding Bridge Replacement**

This project will complete the design and construction for the replacement of passenger boarding bridges (PBB) at gates 2, 3, 4, and 5, and the improvements to PBBs 1 and 6, per the results of the preliminary engineering review (PER) completed in 2016.

Phase 1. This phase of the project will complete the design, prepare engineering, bid and construction documents, and provide bidding services for procurement of replacement passenger boarding bridges.

Phase 2. This phase includes procurement, construction, and all infrastructure work to install passenger boarding bridges (PBB) at gates 2, 3, 4, and 5 as detailed in the preliminary engineering report. The project will have several elements including procurement, demolition, construction, and closeout. The procurement element includes the bid and purchase of the required PBBs; the demolition element will include the removal and disposal of the PBBs to be replaced; the construction element will include the installation of the new PBBs including apron, terminal, and infrastructure modifications; and the final element will be project closeout. This construction element also includes improvements to PBBs at gates 1 and 6 which include the addition of valet bag equipment, security enhancements, HVAC improvements, and ground safety features. Construction administration and project management services are included in this phase of the project.

Background. The KFHRA was opened for commercial service in August 2004 with four (4) operational gates with respective passenger boarding bridges (PBB). The PBBs chosen to provide service to the customers were radial bridges manufactured by Dew Company. These bridges have served the Airport, the airlines, and the customer well in the thirteen years hence; however, those bridges are now experiencing major mechanical and maintenance issues despite the rigorous preventative maintenance programs applied by the Airport. Dew Company no longer manufactures these bridges, nor provides support for the bridges; in fact, the company has gone out of business. Given the paucity of parts and maintenance support, the high maintenance costs incurred to sustain the bridges, and the increasing down times of the bridges when parts or systems fail, a change in PBB for the Airport is prudent. By replacing the original four (4) Dew PBBs, KFHRA anticipates increased operational efficiency and effectiveness, decreased bridge down time, and decreased annual maintenance costs. New bridges will have fewer maintenance and repair requirements, thus allowing both time and financial commitments to be utilized on other aspects of our facility. Following installation of the new bridges, maintenance and warranty commitments will be

supported by the manufacturer; the availability of OEM parts and experienced technicians is expected to reduce the cost of parts and labor. Increased availability is expected to reduce gate down time thereby increasing operational efficiency and capability, and reducing the opportunity for airline conflicts and schedule delays. This project will procure new PBBs to replace the four (4) Dew bridges to ensure operational readiness, decrease bridge down time, and decrease annual maintenance costs

PFC level: \$4.50

Total PFC revenue to be used for this project: \$660,000

### **Project 2. Flight Information & Common Use System Upgrades**

This project will implement strategy using state-of-the-art technology and proven project management methodology to fulfill KFHRA's passenger processing and flight information needs. The systems will be modular for optimum flexibility; scalable to provide growth and business opportunity (to eliminate barriers to airline competition and reduce airline costs); open architecture; and take advantage of commercial-off-the-shelf equipment. These systems are out-dated and not compatible with current Windows operating system. This upgrade will enable the airport and airlines to better utilize and manage resources, enhance the passenger experience, reduce costs, and optimize revenue generation. The goal of the project is to provide a system which permits the airport complete flexibility to assign airlines to any ticket counter, check-in counter, or departure gate to meet the needs of the airport dependent upon demand or maintenance requirements.

PFC level: \$4.50

Total PFC revenue to be used for this project: \$750,000

### **Project 3. Airport Ramp Rehabilitation**

This project includes terminal apron panel repair / replacement, joint seal material replacement on the concrete pavements, spall and crack repair, and repair of drainage components associated with the ramp. The existing ramp is fourteen (14) years old and has joint-seal issues that, if not repaired, have the potential to cause significant problems in the base material of the apron which could lead to concrete panel failure. This project will repair deficient apron areas, thus extending the life of the apron and prevent future concrete panel failures.

PFC level: \$4.50

Total PFC revenue to be used for this project: \$50,000

### **Project 4. Airfield Electrical Vault Rehabilitation—Engineering Analysis**

This project is the engineering analysis for the rehabilitation of the east airfield electrical vault which provides all power for civil movement and non-movement areas including taxiways B, B3, D, E, G, and the KFHRA terminal apron. The engineering analysis will evaluate the existing equipment and infrastructure to determine its adequacy to continue to support civil aviation operations. The analysis will evaluate the current structural condition of the facility, regulators, emergency generator and transfer switches, HVAC requirements, and components within the vault. The result of the

analysis will provide the foundation for a future vault rehabilitation project. This electric vault is the source of power for the taxiways on the east side of GRK and the KFHR terminal ramp supporting commercial flight operations to the Airport. The vault is forty (40) years old and has experienced electrical issues in the past. The lack of reliability combined with the age dictates the need for the engineering analysis to evaluate the facility condition.

PFC level: \$4.50

Total PFC revenue to be used for this project: \$40,000

### **Project 5. Administration Expenses**

This element comprises PFC eligible costs associated with the application. It includes application development, potential amendment, and close-out costs; legal fees; advertising fees; independent fee estimates; sponsor costs; audit, and other project-associated fees. Administrative support costs associated with preparation of PFC applications, maintenance of PFC records and close out costs are eligible for use of PFC revenue per 14 CFR 158.13(b). An annual audit of PFC records by an accredited independent public accountant is required per 14 CFR Part 158.67(c).

PFC level: \$4.50

Total PFC revenue to be used for this project: \$40,000

Proposed charge effective date: October 1, 2017

Estimated charge expiration date: June 30, 2020

Total estimated PFC revenue to be collected for this application: \$1,540,000

Written comments concerning this notice of intent must be mailed or delivered to Mr. Matt Van Valkenburgh, A.A.E., Executive Director of Aviation, 8101 Clear Creek Rd, Box C, Killeen, Texas 76549. Comments must arrive in the office of the Director of Aviation no later than 5:00 PM, May 12, 2017 to be considered.