

PUBLIC NOTICE

Shreveport Airport Authority (the Authority) intends to file a new Passenger Facility Charge (PFC) application #4 with the Federal Aviation Administration (the "FAA") to impose and use PFCs on three (3) new projects at Shreveport Regional Airport (the Airport) at a \$4.50 PFC collection rate.

The proposed effective date for the new application is March 1, 2020, and the estimated charge expiration date is April 1, 2021. The application requests \$1,548,189 of PFC collection authority.

REQUEST FOR COMMENTS: The Authority welcomes the public's comments and support for the projects discussed below and will review all comments submitted in writing by no later than December 6, 2019. Please address any questions or comments to:

Stacy Kuba
Interim Director of Airports
Shreveport Airport Authority
5103 Hollywood Avenue
Shreveport, LA 71109
Email: stacy.moritz@shreveportla.gov

PROJECT INFORMATION

In accordance with 14 CFR §158.30, the County will be requesting authorization to impose and use PFC funds for the following projects:

Project 4.1 – Restroom Renovations (Design & Construction)

Project Description: This project involved renovations to the two lower level restrooms adjacent to the Airport's baggage carousels and airline ticket counters. Renovations included complete demolition of restroom spaces to studs and replacement of all walls, ceilings, floors, fixtures, appliances, electrical, mechanical and exhaust system. The restroom layout was modified to be more user friendly and to accommodate the new fixtures including sinks, toilets, soap dispensers, hand dryers, and LED energy efficient lighting. The project included construction of a janitor's closet, accounting for 5% of the total space in the project. Accordingly, 5% of the cost of the project is being funded with other Authority funds.

Project Justification: The existing lower level restrooms had a number of non-working fixtures, including toilets and sinks, as well as poor ventilation and lighting. The flooring was slippery and often a concern for the safety of passengers and the public. The new restrooms have all new fixtures, ceilings, walls and floors installed, which eliminated the existing problems stated above. The restroom layout was modified to be more user friendly and to accommodate the new fixtures including sinks, toilets, soap dispensers and hand dryers. The new restroom LED lighting and fixtures take into account energy and cost savings.

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
Pay-As-You-Go PFCs	\$ 422,639
Local Funds	<u>\$ 22,244</u>
Total Project Funding	\$ 444,883

Project 4.2 – Consolidated Security Checkpoint (Design & Construction)

Project Description: This project consisted of consolidating the two separate passenger screening checkpoints into one location. The Consolidated Checkpoint provides a more streamlined layout that allows for the passengers to be screened quickly and efficiently. It provides for separated lanes for Regular passengers and Pre-check passengers, so the TSA officers no longer need to close the regular screening lane to accommodate the Pre-check passengers. The TSA agents also have more room for their equipment to fit in the allotted space and the Airport is able set up a proper cue line separating regular passengers from pre-check passengers.

The elements comprising this project included acquisition of moveable (i.e. not fixed) chairs to furnish the pedestrian bridge leading from the checkpoint to the gate concourses. The cost of the chairs is understood to be ineligible for PFC funding and will be funded out of the "other revenue" assigned to this project.

Project Justification: The existing passenger screening areas consisted of two separate checkpoints located at the entrance to both Concourses B and C. Each checkpoint contained a single lane for the body scanner and a single lane for detection and two sets of luggage scanning equipment and tables. The area that housed these checkpoints was very narrow and did not allow proper spacing for two lines (Regular and Pre-check), luggage scanning equipment and tables, resulting in the need to close the screening checkpoint lane to regular passengers to accommodate Pre-check passengers and vice-versa. As a result, these areas often became congested during peak hours at the Airport. There were times when one side could not handle the amount of passenger traffic and the line would back up almost to the escalator. The congestion problem first arose when Allegiant introduced Orlando service in 2012 producing the imbalance in the throughput between the checkpoints described above and continues to the present.

The Consolidated Checkpoint provides a more streamlined layout that allows for the passengers to be screened quickly and efficiently. It provides for separated lanes for regular passengers and pre-check passengers, so the TSA officers no longer need to close the regular screening to accommodate the pre-check passengers. The TSA agents also have more room for their equipment to fit in the allotted space and the Airport is able set up a proper cue line. These improvements increased passenger flow and the overall capacity that can enter the sterile area and make it to the passenger boarding gates.

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
Pay-As-You-Go PFCs	\$ 409,054
General Obligation Bond	<u>\$ 300,000</u>
Total Project Funding	\$ 709,054

Project 4.3 – Concourse B Terminal Roof Replacement (Design & Construction)

Project Description: This project replaced the terminal roof covering Concourse B of SHV's passenger terminal. The existing roofing material was removed and replaced with a new roof consisting of Insulation, ½ inch Securock in hot asphalt and a modified base sheet covered up with 60 mil Fleece back. The total surface area that was replaced covers 150,000 square feet (s.f.). Concourse B includes two PFC ineligible areas - Gate 9, which is exclusive use (2,100 s.f.); and concession space (2,000 s.f.). The PFC request excludes the prorated cost of these ineligible spaces (consisting of 3% of the total surface area), which will be funded with other airport funds.

Project Justification: The terminal roof was installed in 1997 with the construction of the terminal. No major renovations or rehabilitations have been performed since the roof's installation. The existing roof has exceeded its useful life. The roof has suffered from leaks, which have been patched in the past, but patching is no longer effective to prevent leaks and assure that the roof provides a weather tight barrier. In addition, debris has started to fall from the roof, creating a safety hazard.

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
Pay-As-You-Go PFCs	\$ 716,496
Local Funds	<u>\$ 22,160</u>
Total Project Funding	\$ 738,656