

February 13, 2006

Re: Rhode Island Airport Corporation's notice for public comment prior to submitting an application to the Federal Aviation Administration to impose and use passenger facility charges at T.F. Green Airport.

The Rhode Island Airport Corporation (RIAC) is posting this public notice as part of the passenger facility charge (PFC) application process under 14 CFR § 158.24 for T.F. Green Airport (Airport). As part of this procedure, RIAC is providing the following information regarding proposed PFC Application 06-05-C-00-PVD:

PROJECT DESCRIPTIONS & JUSTIFICATIONS

1. Relocation of Explosives Detection System Equipment

Description: This project consists of relocating the Explosive Detection System (EDS) equipment from the passenger terminal lobby and departures curb to the baggage make-up areas, expanding the baggage make-up areas on the north and south sides of the terminal, and constructing additional administrative space.

Project Justification: In the aftermath of the September 11, 2001 terrorist attacks, Congress mandated that all checked baggage be screened for explosives. At the Airport, the EDS equipment is currently located in the passenger terminal lobby and along the departures curb. The optimum location for this equipment is in the baggage make-up areas, in-line with the conveyor systems. This will allow the system to operate at peak efficiency, maintain the highest level of passenger safety, and significantly improve customer service by reducing wait times and streamlining the check-in process. This project also includes the design of the expansion of the baggage make-up areas on the north and south sides of the terminal that are needed to accommodate the EDS equipment. In addition, administrative spaces will be designed to serve the EDS equipment, RIAC administration, and other Transportation Security Administration (TSA) functions. RIAC believes this project provides a significant contribution to enhancing capacity and competition for the following reason:

The current configuration of EDS machines in the ticketing lobby encumbers space previously used to queue passengers for ticket purchases and check-ins. As passenger numbers have increased, the current configuration continues to constrain operations in the lobby, as well as total baggage through put. This project will allow for additional queuing space, but more importantly, will allow for streamlining the passenger check-in process and allow the facility to accommodate continued passenger growth.

Estimated Costs, Funding, and Schedule:

- Cost of project: \$51,758,152
- **PFC funding (pay-as-you-go): \$20,000,000 (39% of total cost)**
- Other funding (bond proceeds--not PFC-supported): \$31,758,152
- Anticipated project completion date: FY 2008

2. Security Checkpoint and Concession Modifications

Description: This project consists of expanding the existing Security Screening Checkpoint (SSCP) from seven to eight lanes, the construction of post-security concessions, new security bypass ramps on the mezzanine level below the existing SSCP, and the relocation of the existing escalator/stair from in front of the SSCP to the area near the front of the terminal.

Project Justification: The existing SSCP for the Airport is insufficient to handle the current peak hour passenger throughput. In order to keep wait times through the SSCP to the TSA recommended levels of ten minutes or less, the area needs to be expanded. RIAC believes this project provides a significant contribution to enhancing capacity and competition for the following reason:

Additional passenger screening requirements were imposed post September 11, 2001, thus increasing the time required to process passengers through the security checkpoint. This project will increase passenger throughput by adding a lane as well as increasing the length of all lanes. This project is needed as passenger numbers continue to grow.

Estimated Costs, Funding, and Schedule:

- Cost of project: \$30,382,854
- **PFC funding (pay-as-you-go): \$10,000,000 (33% of total cost)**
- Other funding (bond proceeds--not PFC-supported): \$20,382,854
- Anticipated project completion date: FY 2007

3. ARFF Vehicle

Description: This project involves the purchase of one (1) new class 4 (3000 gallon) aircraft rescue and firefighting (ARFF) vehicle. Vehicles offered in the bid process shall conform in all respect to the requirements as set forth in the Federal Aviation Administration Advisory Circular No. 150/5200-10C dated 2/18/02. This Advisory Circular contains the performance standards, construction, and testing for this type of vehicle.

This vehicle will be an all-wheel drive, diesel powered, ARFF vehicle having a mechanical foam/water system designed for extinguishing flammable and combustible liquid fuel fire. The primary function of the vehicle is to provide an optimum level of ARFF suppression capability throughout the critical rescue and firefighting access area. Vehicles complying with this specification meet the ARFF vehicle requirements of FAR Part 139. This vehicle will also be equipped with a "snuzzle" device and a compressed air foam extinguishing system. Secondary extinguishing systems will include both dry chemical and Halotron capability.

Project Justification: The vehicle would respond to on and off airport aircraft incidents. Its operational capability would greatly assist in extinguishment of fuel fires that normally occur in impact incidents involving aircraft. The rapid extinguishment of fuel fire in close proximity to the aircraft greatly increases the escape capability and survivability of the passengers and crew on the aircraft.

Estimated Costs, Funding, and Schedule:

- Cost of project: \$1,250,000
- **PFC funding (pay-as-you-go): \$1,250,000 (100% of total cost)**
- Other funding (bond proceeds--not PFC-supported): \$0
- Anticipated project completion date: FY 2006

4. PVD Taxiway T Rehabilitation

Description: Taxiway T is approximately 2,000 feet long and 75 feet wide with 25 foot wide stabilized shoulders and will be repaved. The pavement will be milled followed by a pavement overlay to meet current FAA standards for taxiways. In addition to the pavement, new markings and signs will be installed.

Project Justification: A 35 foot by 200 foot wide paved area near the intersection of Taxiway T and V is showing signs of rutting and shoving, which is indicative of a failing sub-base layer, and requires replacement. In addition, the remaining pavement of T/W T is deteriorating as it is more than 20 years old and requires a mill and overlay consistent with FAA design standards.

Estimated Costs, Funding, and Schedule:

- Cost of project: \$2,400,000
- **PFC funding (pay-as-you-go): \$600,000 (25% of total cost)**
- FY 2006 FAA Entitlement Funds: \$1,800,000
- Other funding (bond proceeds--not PFC-supported): \$0
- Anticipated project completion date: FY 2007

5. PFC Implementation and Administration

Description: This project includes professional fees for services rendered from RIAC's consultants in developing, implementing, and coordinating the PFC program at the airport.

Project Justification: RIAC's administrative costs are PFC-eligible under Part 158.13 and development associated with this application will preserve and enhance safety and airfield capacity. Administrative costs are allowable if necessary and reasonable in the implementation of approved projects.

Estimated Costs, Funding, and Schedule:

- Cost of project: \$58,860
- **PFC funding (pay-as-you-go): \$58,860 (100% of total cost)**
- Other funding (bond proceeds--not PFC-supported): \$0
- Anticipated project completion date: FY 2007

PFC LEVEL

Four dollar and fifty cent (\$4.50) charge per eligible enplaned passenger at the Airport.

PROPOSED CHARGE EFFECTIVE DATE

RIAC's estimated charge effective date for the new \$4.50 PFC is February 1, 2011.

ESTIMATED CHARGE EXPIRATION DATE

RIAC estimates the charge expiration date for this new PFC impose and use application to be June 1, 2013 or upon expiration of the previous PFC application, whichever occurs first.

ESTIMATED TOTAL PFC REVENUE

RIAC's estimated total PFC revenue for this new PFC application is \$31,908,860.

RIAC POINT OF CONTACT

As required under 14 CFR § 158.24, RIAC will be accepting public comments on the proposed PFC Application No. 06-05-C-00-PVD up to thirty (30) days after the February 13, 2006 date of posting this public notice on RIAC's Internet Web site (i.e., up to March 15, 2006). Any comments should be sent to RIAC's Chief Financial Officer, Mr. Brian C. Schattle, 2000 Post Road, Warwick, Rhode Island, 02886. If there are any questions regarding this proposed PFC application, Mr. Schattle can also be reached at (401) 737-4000, extension 238 or at BSchattle@pvdairport.com.