

## ATTACHMENT A

### PFC Applications to be Amended

#### **PFC Application 01-01-C-03-SAT (Impose Application):**

##### **1.1 Noise Attenuation**

- a) Original Description: This is a three-year project, which includes the acoustical treatment of 350 to 400 qualifying residential homes. This is an extension of the Residential Acoustical Treatment Pilot Program (RATPP) completed under the 1991 Part 150 Study. The RATPP identified and confirmed certain architectural treatments, which effectively reduce interior noise levels. These treatments will be used in the Acoustical Treatment Program, a recommended plan element of the Noise Compatibility Plan currently under study, to ensure noise reduction levels are achieved. It is estimated that the total number of qualifying residences listed within 65 LDN or higher is 5,200.

This program is included as a component of the 1999 Part 150 Noise Compatibility Study Update and will reduce interior noise levels on qualifying residences surrounding the airport.

Revised Description: This project now extends to a ten-year duration and includes the acoustical treatment of approximately 1,800 qualifying residential homes. This is an extension of the Residential Acoustical Treatment Pilot Program (RATPP) completed under the 1991 Part 150 Study. The RATPP identified and confirmed certain architectural treatments, which effectively reduce interior noise levels. These treatments will be used in the Acoustical Treatment Program, a recommended plan element of the Noise Compatibility Plan currently under study, to ensure noise reduction levels are achieved. It is estimated that the total number of qualifying residences listed within the Day/Night Noise Level (DNL) 65 or higher is 2,000.

This program is included as a component of the 2009 Part 150 Noise Compatibility Study Update and will reduce interior noise levels on qualifying residences surrounding the airport.

- b) Revised Project Cost: \$106,683,196  
c) Revised PFC Amount: \$42,539,846 (includes finance and interest costs)  
d) PFC Increase percentage: 71.3%  
e) Revised Start Date: No Change  
f) Revised Completion Date: December 2014

## **1.10 Construct Concourse B**

- a) Original Description: This project involves the construction and financing of a new six-gate concourse, integral with and to the west of Terminal 1. Concourse B will contain approximately 150,000 to 200,000 square feet and will include six airline gates, hold rooms, operations areas, baggage-handling areas, ticketing areas, concessions, aviation offices, and common areas.

Terminal 2 will be demolished because portions of Terminal 2 are over 40 years old and any future investment into Terminal 2 would not be cost effective. The new gates in Concourse B will replace the gates that will be lost when Terminal 2 is demolished to make room for the construction of future concourses. Concourse B is the first phase of the terminal expansion plan, which will ultimately replace Terminal 2 and thereby allow future expansions to proceed without impacting gate inventory. The first phase, Concourse B, will serve as a partial replacement for Terminal 2 gates. Terminal 2 can then be demolished for construction of future concourses, which then will provide the additional gates needed to accommodate projected growth, increase gate capacity and enhance airline competition.

The scope of the project was subsequently amended to incorporate an eighth aircraft gate, explicit inclusion of design costs and to modify the funding plan.

Revised Description: This project involves the construction of a new eight-gate terminal, integral with and to the west of Terminal 1. Terminal B will contain approximately 245,331 square feet and will include eight airline gates, hold rooms, operations areas, ticketing areas, concessions, common areas and public area furnishings, fixtures and equipment (FF&E). Terminal B will have a back-of-house in-line baggage system consolidated with the checked baggage inspection system (CBIS) for Terminal 1. The consolidated CBIS will be housed in a 27,600 square feet building addition to Terminal 1 and will house five (5) automated Explosive Detection System (EDS) machines, as well as up to eight (8) Electronic Trace Detection (ETD) units to inspect baggage that either sets off an alarm or is oversized. It will also house an On-Screen Resolution (OSR) and a baggage system control room.

This project will also include the demolition of existing Terminal 2 and associated phasing upon the completion of Concourse B. This demolition will permit the construction of future Terminal C and the phased construction of the aircraft parking apron.

Demolition is required in order to provide aircraft access to gates in the new Terminal B building and the associated apron as part of the Terminal Expansion project.

This project will also include the procurement and installation of 8 passenger boarding bridges for gates at Terminal B. Additionally, this project includes the pre-conditioned air, potable water and 400 Hz systems to support the bridges.

Based upon the space eligibility analysis prepared in conjunction with this amendment, 81.9 percent of the Concourse B building and associated expenses are PFC-eligible. One hundred percent of the costs of the passenger boarding bridges and the demolition of Terminal 2 are assumed to be PFC-eligible.

- b) Revised Project Cost: \$ 142,116,528
- c) Revised PFC Amount: \$ 251,505,535 (which includes finance and interest costs)
- d) PFC Increase percentage: 42.5%
- e) Revised Start Date: No Change
- f) Revised Completion Date: November 2010

**PFC Application 03-02-U-03-SAT (Use Application):**

**1.10 Construct Concourse B**

See application 01-01-C-03-SAT for project details

**PFC Application 04-03-U-03-SAT (Use Application):**

**1.1 Noise Attenuation**

See application 01-01-C-03-SAT for project details

**PFC Application 05-04-C-02-SAT (Impose and Use Application):**

**4.2 Central Plant Upgrade**

- a) Original Description: This project includes phased infrastructure improvements to the central plant in support of the new Concourses B and C. Improvements include: new and replacement piping between the central plant, new Concourses, and existing terminal facilities; two additional Chillers; a new cooling tower, and one additional boiler; and miscellaneous upgrades to the existing equipment and building. Work will include incidentals such as trenching and backfill, cabinets, and connections. The PFC eligibility for this project has been determined to be the same as Concourse B at 73.9%.

Additional heating and cooling equipment is required to support the increased capacity demands of Concourses B and C. Lines will need to be replaced and realigned to the new building footprints. Miscellaneous upgrades to existing equipment and buildings are required to make the equipment compatible with the new systems and to meet building codes.

Revised Description: This project includes the construction of a new Central Utility Plant with new chillers and associated equipment to serve the existing Terminal 1, FAA Building, the new Terminal B and for future expansion to serve Terminal C.

- b) Revised Project Cost: \$10,260,142
- c) Revised PFC Amount: \$14,552,101 (includes finance and interest costs)
- d) PFC Increase percentage: 63.0%

- e) Revised Start Date: No Change
- f) Revised Completion Date: January 2010

#### **4.4 New Utilities Terminal Expansion**

- a) Original Description: This project includes expansion of utilities and associated infrastructure in support of the Terminal Expansion Program, including existing Terminal 1 and the new Terminal / Concourses B and C. Improvements include the removal and replacement and extension of waterlines, sanitary sewer lines, gas mains, electrical communication, and FAA duct bank and conductors, and hydronic lines between the central utility plant and the terminals. The project also includes such items as trenching and backfill, demolition and/or removal/abandonment; pavement saw cutting and removal, pavement replacement, manholes, valves, fire hydrants, underground concrete vaults, copper and fiber optic conductors, conduit concrete and connections. The PFC eligibility for this project has been determined to be the same as Concourse B at 73.9%.

The existing utilities must be expanded to support the increased capacity demands of Concourses B and C. Lines will need to be replaced and/or realigned to the new building footprints. Miscellaneous upgrades to existing equipment and buildings are required to make the equipment compatible with the new systems and to meet building codes.

Revised Description: The hydronic lines are between the new central utility plant and the terminals. Because the PFC-eligibility for Construct Concourse B project has increased to 81.9 percent, the PFC-eligibility for this project also increases to 81.9 percent.

- b) Revised Project Cost: \$17,381,247
- c) Revised PFC Amount: \$27,217,101 (includes finance and interest costs)
- d) PFC Increase percentage: 28.5%
- e) Revised Start Date: No Change
- f) Revised Completion Date: January 2010

#### **PFC Application 07-05-C-01-SAT (Impose and Use Application):**

##### **5.1 Terminal 1 Modifications**

- a) Original Description: This project involves the phased expansion of the existing four-lane security checkpoint to five lanes for passenger screening, including a preliminary analysis of future expansion to a sixth lane; relocation of the baggage screening from the terminal lobby to a back-of-house in-line system; and new public area furnishings fixtures and equipment (FF&E). The In-line Baggage screening system will be housed in a 6,500 square feet building addition to Terminal 1 and will house up to 4 automated Explosives Detection Systems

(EDS), as well as 6 Electronic Trace Detection (ETD) units to inspect baggage that either sets off an alarm or is oversized. It will also house a remote monitoring station to ensure smooth, continuous operation of the system. New public area passenger seating, planters, waste receptacles, and other public area amenities will be installed.

The additional checkpoint lane will expedite passenger processing and reduce the wait time during peak periods. The relocated baggage system will relieve terminal lobby crowding, expedite the through put process and reduce the manpower requirements for baggage screening process. The FF&E will enhance passenger flow and terminal utility by replacing decades-old facilities. The Transportation Security Administration Federal Security Director, in a February 22, 2007, letter endorsed the project.

Revised Description: The project involves the expansion of the existing four-lane security checkpoint to six lanes for passenger screening; relocation of the baggage screening from the terminal lobby to a back-of-house in-line baggage system consolidated with the checked baggage inspection system (CBIS) for Terminal B. The consolidated CBIS will be housed in a 27,600 square foot building addition to Terminal 1 and will house five (5) automated Explosive Detection System (EDS) machines, as well as up to eight (8) Electronic Trace Detection (ETD) units to inspect baggage that either sets off an alarm or is oversized. It will also house an On-Screen Resolution (OSR) and a baggage system control room.

This project will also include the procurement and installation of 16 passenger boarding bridges for gates at Terminal 1. Additionally, this project includes the pre-conditioned air, potable water and 400 Hz systems to support the bridges.

- b) Revised Project Cost: \$ 39,051,747
- c) Revised PFC Amount: \$64,812,247 (includes finance and interest costs)
- d) PFC Increase percentage: 491.3%
- e) Revised Start Date: No Change
- f) Revised Completion Date: November 2010

#### **5.4 Taxiway R Extension**

- a) Original Description: This project extends Taxiway R by 2,000 feet to the Northwest. The project includes pavement, drainage, lighting & signage. This project is necessary to support general aviation development on the north side of the airfield adjacent to the general aviation runway, including a corporate hangar currently under construction.

Revised Description: Taxiway Romeo will be further extended to the northwest by approximately 1,200 linear feet to provide airside access to planned development along Nakoma from U.S. Hwy 281 to Jones Maltsberger.

- b) Revised Project Cost: \$6,037,323

- c) Revised PFC Amount: \$2,532,326 (includes finance and interest costs)
- d) PFC Increase percentage: 303.6%
- e) Revised Start Date: No Change
- f) Revised Completion Date: April 2010