

CITY OF EL PASO, TEXAS
AGENDA ITEM DEPARTMENT HEAD'S SUMMARY FORM

DEPARTMENT: Airport

AGENDA DATE: November 27, 2012

CONTACT PERSON/PHONE: Monica Lombraña, A.A.E. -780-4793

DISTRICT(S) AFFECTED: All

SUBJECT:

Approve a Resolution that the City Manager, upon expiration of the Public Comment period on December 5, 2012, be authorized to file an application with the Federal Aviation Administration (FAA), authorizing the continued use of a Passenger Facility Charge (PFC) at El Paso International Airport (EPIA). All other requirements of the PFC application have been met to date, including airline notification and consultation. The PFC rate will remain at \$4.50 per enplaned passenger.

BACKGROUND / DISCUSSION:

The Department of Aviation is applying to impose and use the PFC for the following projects:

1. Passenger Loading Bridges - \$13,807,581
2. Baggage Claim System - \$2,828,875
3. Airport Access Control System (reimbursement) - \$2,279,929
4. Central Plant Upgrade (PFC eligible portion) - \$3,917,266
5. Baggage Makeup Area Expansion/Consolidation - \$800,000
6. PFC Implementation & Administrative Costs - \$29,648

Total PFC revenue for this PFC application No. is \$23,663,299. Estimated charge effective date for this PFC application is May 1, 2013 (or upon the expiration of the collection of the existing PFC authority), and the charge expiration date is March 1, 2017.

PRIOR COUNCIL ACTION:

Previous application approved by Council on February 24, 2009. EPIA, as most major U.S. airports, has had a PFC in place since 1997. This funding source is a key building block in the federal grant program, and helps to keep EPIA eligible for additional federal discretionary grant funding. Previous PFC funds have been used to renovate the terminal building and to rehabilitate runways/taxiways.

AMOUNT AND SOURCE OF FUNDING:

N/A

BOARD / COMMISSION ACTION:

N/A

*****REQUIRED AUTHORIZATION*****

DEPARTMENT HEAD:



Monica Lombraña, A.A.E., Director of Aviation
Information copy to appropriate Deputy City Manager

RESOLUTION

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EL PASO:

That the City Manager, upon expiration of the Public Comment period on December 5, 2012, be authorized to file Passenger Facility Charge (PFC) Application No. 13-06-C-00-ELP in the amount of \$23,663,299 with the Federal Aviation Administration (FAA) authorizing (i) the continued use of a \$4.50 PFC per eligible enplaned passenger, (ii) the submission of all and related documentation contained in the application or requested by the FAA, (iii) the expenditure of revenues from the PFC at EPIA, in accordance with the Airport's Capital Improvement Program, and (iv) the designation of the Director of Aviation as the authorized representative of the City of El Paso to act in connection with the application.

Dated this ____ day of November 2012.

CITY OF EL PASO

John F. Cook
Mayor

ATTEST:

Richarda Duffy Momsen
City Clerk

APPROVED AS TO FORM:

Theresa Cullen
Deputy City Attorney

APPROVED AS TO CONTENT:



Monica Lombraña, A.A.E.
Director of Aviation



Federal Aviation Administration
U. S. Department of Transportation

PASSENGER FACILITY CHARGE (PFC) APPLICATION

1. Application Type (Check all that apply)

- a. Impose PFC Charges
- b. Use PFC Revenue
- c. Amend PFC No. _____

FAA USE ONLY

Date Received	PFC Number
_____	_____

PART I

2. Public Agency Name, Address, and Contact Person

Agency Name El Paso International Airport
Address 6701 Convair Road
City, State, ZIP El Paso, TX 79925
Contact Person Monica Lombraña 915.780.4793

3. Airport(s) to Use

El Paso International Airport

4. Consultation Dates

- a. Date of Written Notice to Air Carriers:
August 24, 2012
- b. Date of Consultation Meeting with Air Carriers: September 26, 2012
- c. Date of Public Notice
October 24, 2012

PART II

5. Charges

a. Airport to Impose	b. Level	c. Total Estimated PFC Revenue by Level	d. Proposed Effective Date:	e. Estimated Expiration Date:
El Paso International Airport	<input type="checkbox"/> \$1.00 <input type="checkbox"/> \$2.00 <input type="checkbox"/> \$3.00	Impose _____ Use _____	May 1, 2013	March 1, 2017
	<input type="checkbox"/> \$4.00 <input checked="" type="checkbox"/> \$4.50	Impose \$23,663,299 Use \$23,663,299		

PART III

6. Attachments (Check all that Apply)

Attached	Submitted with Application Number	Document
a. <input checked="" type="checkbox"/>	_____	Airport Capital Improvement Plan
b. <input checked="" type="checkbox"/>	_____	Project Information (Attachment B)
c. <input checked="" type="checkbox"/>	_____	Air Carrier Consultation and Public Notice Information
d. <input checked="" type="checkbox"/>	_____	Request to Exclude Class(es) of Carriers
e. <input type="checkbox"/>	Not Applicable	Alternative Uses/Projects
f. <input type="checkbox"/>	Not Applicable	Competition Plan/Update
g. <input checked="" type="checkbox"/>	_____	ALP/Airspace/Environmental
h. <input type="checkbox"/>	Not Applicable	Notice of Intent Project Information
i. <input type="checkbox"/>	_____	_____

PART IV

7. With respect to this PFC application I hereby certify as follows:

To the best of my knowledge and belief, all data in this application are true and correct; This application has been duly authorized by the governing body of the public agency; The public agency will comply with the assurances (Appendix A to Part 158) if the application is approved; For those projects for which approval to use PFC revenue is requested, all applicable ALP approvals, airspace determinations, and environmental reviews required by the National Environmental Policy Act have been completed. If required, the public agency has submitted a competition plan in accordance with 49 U.S.C. 47106(f); and If required by 49 U.S.C. 40117(d)(4), adequate provision for financing the airside needs, including runways, taxiways, aprons, and gates, has been made by the public agency.

a. Typed Name of Authorized Representative Monica Lombraña	b. Title Director of Aviation	c. Telephone Number 915.780.4793
	d. E-mail Address monica.lombrana@elpasotexas.gov	e. Fax Number 915.779.5452
f. Signature of Authorized Representative		g. Date Signed

Paperwork Reduction Act Statement: This form is the FAA's primary source for collecting information for the authority to collect PFC revenue for airport development. This information is used to determine the eligibility and justification of airport development projects regarding safety, security, or capacity of the national air transportation system; or which reduce noise or mitigate noise impacts resulting from an airport; or furnish opportunities for enhanced competition between or among air carriers. It is estimated that it will take approximately 5-80 hours to fill out the application depending on the complexity. The use of the form is required to obtain FAA approval of authority to collect PFC revenue (49 U.S.C. 40117(c)). No assurance of confidentiality is necessary or provided. It should be noted that an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection of information is 2120-0557. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at 800 Independence Ave. SW, Washington, DC, 20591, Attn: Information Collections Clearance Officer, AIO-20.

TABLE 1: STATUS OF PFC AUTHORITY

City of El Paso TX, PFC Application Number 13-06-C-00-ELP

APPLICATION	APPROVED FOR IMPOSE	APPROVED FOR USE
Existing Authority		
96-01-C-00-ELP	\$ 40,271,000	\$ 37,308,000
96-01-C-01-ELP	2,539,927	-
96-01-C-02-ELP	(6,311,001)	(3,118,797)
Subtotal 96-01-C-00/01/02-ELP	\$ 36,499,926	\$ 34,189,203
00-02-U-00-ELP	\$ -	\$ 5,502,927
00-02-U-01-ELP	-	(3,192,204)
Subtotal 00-02-U-00/01	\$ -	\$ 2,310,723
06-03-C-00-ELP	\$ 15,748,267	\$ 15,748,267
06-03-C-01-ELP	(6,154,172)	(6,154,172)
Subtotal 06-03-C-00/01	\$ 9,594,095	\$ 9,594,095
08-04-C-00-ELP	\$ 10,098,221	\$ 10,098,221
09-05-C-00-ELP	\$ 20,634,000	\$ 20,634,000
09-05-C-01-ELP	-	-
Subtotal 09-05-C-00/01	\$ 20,634,000	\$ 20,634,000
Total Existing Authority	\$ 76,826,242	\$ 76,826,242
Proposed Authority		
13-06-C-00-ELP	\$ 23,781,694	\$ 23,781,694
Total Proposed Authority	\$ 23,781,694	\$ 23,781,694
TOTAL AUTHORIZED IF APPROVED	\$ 100,607,936	\$ 100,607,936
Future Amendment 08-04-C-01-ELP	\$ (1,463,971)	\$ (1,463,971)
FUTURE ADJUSTED AUTHORIZATION	\$ 99,143,965	\$ 99,143,965

SOURCE: City of El Paso TX, August 2012.

PREPARED BY: Ricondo & Associates Inc., November 2012

TABLE 2: PROJECT FUNDING

City of El Paso TX, PFC Application Number 13-06-C-00-ELP

PROJECT TITLE	ESTIMATED GROSS COST	FUNDING SOURCES	
		AIRPORT FUNDS	PFC FUNDS
1 Passenger Loading Bridges	\$ 13,807,581	\$ -	\$ 13,807,581
2 Baggage Claim Units	2,828,875	-	2,828,875
3 Airport Access Control System	2,279,929	-	2,279,929
4 Central Plant Upgrade and Energy Improvements	5,500,000	1,464,339	4,035,661
5 Baggage Makeup Area Expansion/Consolidation	800,000	-	800,000
6 PFC Implementation and Administrative Costs	29,648	-	29,648
Total	\$ 25,246,033	\$ 1,464,339	\$ 23,781,694

SOURCE: City of El Paso TX, August 2012.

PREPARED BY: Ricondo & Associates Inc., November 2012

TABLE 3: PFC CASH FLOW PROJECTION

City of El Paso TX, PFC Application Number 13-06-C-00-ELP

		PROJECTED							
		THROUGH MAY 31, 2012	2012	2013	2014	2015	2016	2017	2018
PFC Revenue Calculation									
Enplanements	[A]		365,468	1,461,871	1,476,489	1,491,254	1,506,167	1,521,228	1,536,441
PFC Enplanements	[B = A * 90%]		328,921	1,315,684	1,328,840	1,342,129	1,355,550	1,369,106	1,382,797
Net PFC Charge	[C = \$4.39]	\$	4.39	\$ 4.39	\$ 4.39	\$ 4.39	\$ 4.39	\$ 4.39	\$ 4.39
PFC Revenue	[D = B * C]	\$	1,443,963	\$ 5,775,851	\$ 5,833,609	\$ 5,891,945	\$ 5,950,865	\$ 6,010,373	\$ 6,070,477
Investment Earnings	[E]	\$	117,284	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total PFC Revenue Capacity	[F = D + E]	\$	1,561,247	\$ 5,775,851	\$ 5,833,609	\$ 5,891,945	\$ 5,950,865	\$ 6,010,373	\$ 6,070,477
Total PFC Revenue Authorized to be Collected		71,175,206	\$ 1,561,247	\$ 5,775,851	\$ 5,833,609	\$ 5,891,945	\$ 5,950,865	\$ 2,955,242	\$ -
Cumulative PFC Revenue Capacity Authorized to be Collected		71,175,206	\$ 72,736,453	\$ 78,512,304	\$ 84,345,913	\$ 90,237,859	\$ 96,188,723	\$ 99,143,965	\$ 99,143,965
PFC Expenditures									
96-01-C-00/01/02-ELP		34,189,203							
00-02-U-00/01-ELP		2,310,723							
06-03-C-00/01-ELP		9,594,095							
08-04-C-00-ELP		8,323,059	1,775,162						
09-05-C-00/01-ELP		1,120,203	19,513,797						
13-06-C-00-ELP				23,781,694					
Future Amendment 08-04-C-01-ELP				(1,463,971)					
Total PFC Expenditures		\$ 55,537,283	\$ 21,288,959	\$ 22,317,723	\$ -	\$ -	\$ -	\$ -	\$ -
Running PFC Balance(Shortfall)		\$ 15,637,923	\$ (4,089,789)	\$ (20,631,661)	\$ (14,798,052)	\$ (8,906,107)	\$ (2,955,242)	\$ (0)	\$ (0)

SOURCE: City of El Paso TX, August 2012.

PREPARED BY: Ricondo & Associates Inc., November 2012

5 YEAR CAPITAL IMPROVEMENT PLAN

Project Type & Name	Funding Source	Total Project Cost Estimated	FY 2013 Budget Estimated	FY 2014 Budget Estimated	FY 2015 Budget Estimated	FY 2016 Budget Estimated	FY 2017 Budget Estimated	Total Budgeted 5 FY Period*
Reconstruction of Twy "L"	PFC	\$ 15,434,000	\$ 14,325,000					\$ 14,325,000
Taxiway Radius Geometry	PFC	\$ 5,200,000	\$ 4,859,000					\$ 4,859,000
Demo Hangar 7	Airport	\$ 3,500,000	\$ 2,667,000					\$ 2,667,000
Airway Improvements	Airport	\$ 1,000,000	\$ 1,000,000					\$ 1,000,000
Airport Security Equipment	FAA/Airport	\$ 200,000	\$ 200,000					\$ 200,000
Airport Access Control System	PFC	\$ 1,320,000	\$ 1,320,000					\$ 1,320,000
Central Plant Upgrade	PFC	\$ 5,500,000	\$ 5,500,000					\$ 5,500,000
TSA Baggage Makeup Area Expansion/Consolidation	PFC	\$ 800,000	\$ 800,000					\$ 800,000
Backup Electrical Power Source Switch	Airport	\$ 150,000	\$ 150,000					\$ 150,000
Fuel Storage Tanks Removal	Airport	\$ 76,500	\$ 76,500					\$ 76,500
Air Cargo Roof	Airport	\$ 400,000	\$ 400,000					\$ 400,000
Baggage Belts (6 ea./~968.35 LF)	PFC	\$ 246,000	\$ 246,000					\$ 246,000
Loading Bridges (16 ea.)	PFC	\$ 16,000,000	\$ 9,000,000	\$ 7,000,000				\$ 16,000,000
Twy "A" Realignment & Twys "D" & "F" Reconstruction	FAA/Airport	\$ 9,709,816	\$ 4,950,000	\$ 4,759,816				\$ 9,709,816
BTIP Pavement Rehab & Landscaping	Revenue Bonds	\$ 14,365,000	\$ 6,569,000	\$ 5,800,000	\$ 1,500,000			\$ 13,869,000
Rental Car Expansion (Includes demo of Air Cargo #1)	CFC	\$ 35,000,000	\$ 13,980,000	\$ 13,980,000	\$ 6,990,000			\$ 34,950,000
ARFF Safety Equipment	FAA/Airport	\$ 300,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 300,000
Mill & Replace Rwy 8L/26R, Twy "U", "V" & New Parallel Twy	FAA/Airport	\$ 15,580,000	\$ 1,320,000	\$ 13,000,000	\$ 1,260,000			\$ 15,580,000
Airfield Perimeter Roads	FAA/Airport	\$ 3,320,000	\$ 320,000		\$ 3,000,000			\$ 3,320,000
Runway 4-22 Recon & Twy System**	FAA/Airport	\$ 25,000,000	\$ 1,700,000			\$ 4,020,000	\$ 8,000,000	\$ 13,720,000
Master Plan Update	FAA/Airport	\$ 1,973,100			\$ 1,973,100			\$ 1,973,100
Lift Station Improvements	Airport	\$ 3,727,178			\$ 1,000,000	\$ 2,727,178		\$ 3,727,178
Safety Management System	FAA/Airport	\$ 440,000			\$ 440,000			\$ 440,000
Twy "K" Pavement Rehab**	FAA/Airport	\$ 1,300,000				\$ 1,300,000	\$ 5,250,000	\$ 6,550,000
Parking Improvements	Airport	\$ 1,500,000					\$ 1,500,000	\$ 1,500,000
GSE Facility	PFC	\$ 1,450,000					\$ 1,450,000	\$ 1,450,000
Total Airport Improvements		\$ 163,491,594	\$ 69,442,500	\$ 44,599,816	\$ 16,223,100	\$ 8,107,178	\$ 16,260,000	\$ 154,632,594

By Funding Source	Funding Source	FY 2013 Budget Estimated	FY 2014 Budget Estimated	FY 2015 Budget Estimated	FY 2016 Budget Estimated	FY 2017 Budget Estimated	Total 5 FY Period
	FAA Entitlements		\$ 7,695,000	\$ 10,114,139	\$ 4,284,000	\$ 4,842,000	\$ 4,779,000
FAA Discretionary			\$ 5,923,695			\$ 7,200,000	\$ 13,123,695
PFC		\$ 36,050,000	\$ 7,000,000	\$ 1,973,100		\$ 1,450,000	\$ 46,473,100
Revenue Bonds		\$ 6,569,000	\$ 5,800,000	\$ 1,500,000			\$ 13,869,000
CFC		\$ 13,980,000	\$ 13,980,000	\$ 6,990,000			\$ 34,950,000
Airport		\$ 5,148,500	\$ 1,781,982	\$ 1,476,000	\$ 3,265,178	\$ 2,831,000	\$ 14,502,660
All Sources		\$ 69,442,500	\$ 44,599,816	\$ 16,223,100	\$ 8,107,178	\$ 16,260,000	\$ 154,632,594

* Total Budgeted 5 FY Period excludes previous years expenditures.

** Project(s) programmed to continue beyond FY2017.

PFC APPLICATION NUMBER:

ATTACHMENT B: PROJECT INFORMATION

1. Project Title:

Loading Bridges

2. Project Number -1

3. Use Airport of Project: **El Paso International Airport**

4. Project Type

Impose Only:

Concurrent:

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go **\$13,807,581**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds*: **\$13,807,581**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:

State Grants \$
Local Funds \$
Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: **\$13,807,581**

Details of this cost estimate may be found in Attachment B1-1

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

N/A

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project will include the design, associated construction, and installation of fifteen new passenger loading bridges at Concourses A and B. The new loading bridges will replace the existing passenger loading bridges, many of which have reached the end of their effective life. Due to the City of El Paso's desire to maximize aircraft parking flexibility and to serve the existing and projected aircraft fleet mix at the Airport, a new aircraft parking layout was created to support the passenger loading bridges. The bridges will be equipped with self-contained air conditioning units, preconditioned air (PCA) units, ground power units (GPUs), and potable water connections.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

At completion of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Net change due to this project:
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution:

N/A

FOR FAA USE

___ Air safety. Part 139 Other (explain)

Certification Inspector concur. Yes No Date _____

___ Air security. Part 107 Part 108 Other (explain)

CASFO concur. Yes No Date _____

___ Competition. Competition Plan Other (explain)

___ Congestion. Current or Anticipated

LOI FAA BCA FAA Airport Capacity Enhancement Plan

Other (explain) _____

___ Noise. 65 LDN Other (explain) _____

Project does not qualify under “significant contribution “ rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

10. Project Objective:

The new loading bridges and associated systems are necessary to replace current equipment that is at the end of its useful life. Therefore, this project will preserve adequate capacity to meet existing passenger demand.

Currently, the loading bridges throughout the airport are of varying condition with some in better shape than others and thus, certain airlines have a competitive disadvantage in the service level related to loading bridges. After installation, all gates will be equipped with the same quality loading bridge and thus each airline user will be providing the same level of service, thereby enhancing competition among all airline users at the Airport.

FOR FAA USE

- Safety, Preserve [] Enhance []
- Security, Preserve [] Enhance []
- Capacity, Preserve [] Enhance []
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

The existing terminal complex consists of two dual-level concourses, Concourses A and B, connected to a landside terminal building. Concourse A consists of five aircraft parking positions using four passenger loading bridges. Concourse B consists of 13 aircraft parking positions all of which are accessible from passenger loading bridges. Concourse B is equipped with 11 passenger loading bridges with four of the parking positions sharing two bridges. The ages of the passenger loading bridges vary, with the oldest bridge installed over 40 years ago and the newest installed in 2006. Six of the passenger loading bridges are owned by the City of El Paso and nine of the bridges are owned by the airline leasing the corresponding gate.

Six of the passenger loading bridges are fixed bridges with stationary pedestals that have a limited range of movement and are only able to serve narrowbody and widebody aircraft. Replacement of these bridges with apron-drive loading bridges will allow the City of El Paso to serve the range of aircraft (e.g., regional jet and narrowbody aircraft) expected at the El Paso International Airport (the Airport) over an approximate 15-year planning horizon. Several of the passenger loading bridges, including those attached to the international arrivals facility, are planned to accommodate widebody aircraft used for infrequent charter operations and unscheduled aircraft diversions. The replacement of the passenger loading bridges will allow the City of El Paso to more easily accommodate service by new airlines, changes in aircraft fleet, and relocation of carriers among gates.

Equipment from three different passenger loading bridge manufacturers is currently utilized at the Airport. Replacement passenger loading bridges with a common manufacturer and bridge model will allow the City of El Paso to more efficiently maintain the passenger loading bridges. The duration of gate closures due to mechanical failure will be reduced since stocking spare replacement parts will be more cost effective with one manufacturer and bridge model.

Twelve of the 15 existing passenger loading bridges are equipped with GPUs and eight of them are equipped with PCA units. Equipping all gates with GPUs and PCA units compatible with regional jet and narrowbody/widebody aircraft will eliminate the need for airlines to run auxiliary power units while parked at the gate, which will reduce air pollutant emissions. The replacement passenger loading bridges will also include roof-mounted, self-contained air conditioning units to condition the air within the interior of the bridge to provide comfort to passengers while enplaning or deplaning.

This project includes removal, disposal, and replacement of 15 passenger loading bridges. It also includes equipping the passenger loading bridges with late bag chutes, self-contained air conditioning units, ground power units, preconditioned air units, and potable water closets. The project also includes electrical system upgrades to the concourses necessary to accommodate the operation of the replacement bridges and associated equipment. Additionally, water lines will be

installed to accommodate potable water closets. A reimbursement cost is also included to cover the salvage value for one airline-owned passenger loading bridge.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ___);

Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ___);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **November 2012**

Estimated Project Completion Date (Month and Year): **November 14**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year):

N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

- NO
- N/A

15. List of Carriers Certifying Agreement

In accordance with 14 CFR § 158.23 (c)(2), the following airlines provided the Authority with a written certification of agreement with this project:

Delta Air Lines

A copy of the written certification is provided in Attachment C, *Air Carrier Consultation & Public Notice Information*.

All other carriers implied certification of agreement in accordance with 14 CFR § 158.23(c)(3): failure to provide the County with a timely certification of its agreement or disagreement.

List of Carriers Certifying Disagreement:

None

Recap of Disagreements

N/A

Public Agency Reasons for Proceeding:

N/A

16. List of Comments Received from the Public Notice:

None Received

List of Parties Certifying Agreement. **N/A**

Recap of Disagreements **N/A**

Public Agency Reasons for Proceeding: **N/A**

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

El Paso International Airport

Table B1.1 - Budgetary Opinion of Probable Costs

Passenger Loading Bridge Replacement

Item	Item Description	Unit cost	Unit	Quantity	Extended Cost
1	Remove Existing Passenger Bridges	\$ 20,500	EA	15	\$ 384,375
2	Remove Existing Foundations	\$ 10,000	EA	23	\$ 287,500
3	New Cassion Foundations for Pedestals	\$ 20,000	EA	7	\$ 175,000
4	Passenger Loading Bridges	\$ 382,700	EA	15	\$ 7,175,625
5	Air Conditioning for PLB	\$ 33,200	EA	15	\$ 622,500
6	Late Bag Chute	\$ 8,700	EA	15	\$ 163,125
7	GPU - 90kVa / 28.5 vdc 400hz combo with hoi:	\$ 64,000	EA	13	\$ 1,040,000
8	GPU - 120kVa / 28.5 vdc 400hz combo with hc	\$ 82,700	EA	2	\$ 206,750
9	PCA - 45 ton unit	\$ 118,600	EA	13	\$ 1,927,250
10	PCA - 90 ton unit	\$ 146,300	EA	2	\$ 365,750
11	Regional Jet Rotating Cab Package	\$ 12,500	EA	15	\$ 234,375
12	Water line Installation	\$ 751	LF	15	\$ 14,081
13	Potable Water Cabinet	\$ 33,000	EA	15	\$ 618,750
14	Electrical Service	\$ 350,000	LS	1	\$ 437,500
	Bridge Reimburement Cost to United/Continental				\$ 155,000
	Total - Passenger Loading Bridge Replacement				\$ 13,807,581

Prepared by Ricondo & Associates, August 2012

PFC APPLICATION NUMBER:

ATTACHMENT B: PROJECT INFORMATION

1. Project Title:

Baggage Claim Units

2. Project Number -2

3. Use Airport of Project: **El Paso International Airport**

4. Project Type

Impose Only:

Concurrent:

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$ **2,828,875**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds*: \$ **2,828,875**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:

State Grants \$
Local Funds \$
Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: \$ 2,828,875

Details of this cost estimate may be found in Attachment B2-1

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

N/A

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project will include the replacement of six flat-plate baggage claim devices. Four of the devices are located in the terminal baggage claim area and two are located in the international arrivals facility located on the apron level of Concourse A.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters: 9
Number of gates: 15
Number of baggage facilities: 4

At completion of this project,
Number of ticket counters: 9
Number of gates: 15
Number of baggage facilities: 4

Net change due to this project:
Number of ticket counters: 0
Number of gates: 0
Number of baggage facilities: 0

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approve, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution:

N/A

FOR FAA USE

___ Air safety. Part 139 Other (explain) _____

___ Certification Inspector concur. Yes No Date _____

___ Air security. Part 107 Part 108 Other (explain) _____

___ CASFO concur. Yes No Date _____

___ Competition. Competition Plan Other (explain) _____

___ Congestion. Current or Anticipated

___ LOI FAA BCA FAA Airport Capacity Enhancement Plan

___ Other (explain) _____

___ Noise. 65 LDN Other (explain) _____

___ Project does not qualify under “significant contribution “ rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

This project will include the replacement of equipment that is at the end of its effective life and is causing delays in baggage processing as described in more detail in the Project Justification below. Implementation of this project will preserve the capacity of the terminal building.

FOR FAA USE

- Safety, Preserve [] Enhance []
- Security, Preserve [] Enhance []
- Capacity, Preserve [] Enhance []
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

The baggage claim units were installed in 1995 and have reached the end of their effective life. The baggage claim devices experience frequent mechanical breakdowns that require maintenance staff to rebuild the conveyor plate systems every year or two. This results in consolidation of baggage claim operations on claim units creating operational inefficiencies and congestion in the bag claim area.

This project will replace the existing baggage claim units including all drive components, pallets, guides, bearings, and architectural treatments to match existing baggage claim finishes. The replacement devices will be planned to require minimal modifications to the existing building while providing comparable baggage claim capacity and levels of service. Completion of this project will reduce maintenance costs, increase baggage claim reliability, and provide a higher level of service to passengers at the airport by reducing equipment outages.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ___);

Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ___);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **November 2012**

Estimated Project Completion Date (Month and Year): **April 2013**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

- Yes
 No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

- Yes
 No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year):

N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

- Yes
 No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

- YES
 NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

- the amount of the local match to be collected at a \$4.50 PFC level, or
 the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
 NO
 N/A

15. List of Carriers Certifying Agreement

In accordance with 14 CFR § 158.23 (c)(2), the following airlines provided the Authority with a written certification of agreement with this project:

Delta Air Lines

A copy of the written certification is provided in Attachment C, *Air Carrier Consultation & Public Notice Information*.

All other carriers implied certification of agreement in accordance with 14 CFR § 158.23(c)(3): failure to provide the County with a timely certification of its agreement or disagreement.

List of Carriers Certifying Disagreement:

None

Recap of Disagreements

N/A

Public Agency Reasons for Proceeding:

N/A

16. List of Comments Received from the Public Notice:

None Received

List of Parties Certifying Agreement. **N/A**

Recap of Disagreements **N/A**

Public Agency Reasons for Proceeding: **N/A**

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Attachment B2 – Baggage Claim Units

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

PFC APPLICATION NUMBER:

ATTACHMENT B: PROJECT INFORMATION

1. Project Title:

Airport Access Control System

2. Project Number - **3**

3. Use Airport of Project: **El Paso International Airport**

4. Project Type

Impose Only:

Concurrent:

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$ **2,279,929**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds*: \$ **2,279,929**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:

Attachment B3 – Airport Access Control System

State Grants \$
Local Funds \$
Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: \$ 2,279,929

Details of this cost estimate may be found in Exhibit B3-1.

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

N/A

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

The project includes the purchase and installation of the Hirsch Access Control System. This system includes hot redundant servers, enrollment stations, printers and the Transportation Security Administration (TSA) Threat Assessment Report software program and the No-Fly system software program and will provide:

- **Proactive identification and resolution of issues**
- **Measurement of system performance to avoid overload**
- **Data archiving and back-ups of the entire system**
- **Expert consultation**
- **Integration with Verint Camera System**
- **Card reader upgrade**
- **Scramble pad upgrade**
- **Firetide wireless network**
- **Perimeter cameras**
- **Terminal camera upgrade**
- **Fingerprint machine**
- **Data integration scanners**
- **Additional enrollment station/printer**
- **EPIA labor costs for project**
- **Furniture for dispatch workstations**
- **Additional storage capacity**

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Attachment B3 – Airport Access Control System

At completion of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Net change due to this project:
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution:

N/A

FOR FAA USE

Air safety. Part 139 Other (explain)

Certification Inspector concur. Yes No Date _____
Air security. Part 107 Part 108 Other (explain) _____

CASFO concur. Yes No Date _____
Competition. Competition Plan Other (explain) _____

Congestion. Current or Anticipated
LOI FAA BCA FAA Airport Capacity Enhancement Plan

Other (explain) _____
Noise. 65 LDN Other (explain) _____

Project does not qualify under “significant contribution” rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA’s analysis of any barriers to competition at the airport.

10. Project Objective:

As described in the Project Justification section, the Airport’s existing security infrastructure is currently experiencing failures that if allowed to continue could jeopardize security related to passenger screening. Completion of this project will remedy the failures currently being experienced and will thereby enhance the security at the airport.

FOR FAA USE

- Safety, Preserve Enhance
- Security, Preserve Enhance
- Capacity, Preserve Enhance
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

As part of Homeland Security and the Transportation Security Administration (TSA) Title 49 of the Code of Federal Regulation an airport must maintain a security program. The EPIA Security Program must be updated as needed or as required by TSA. The Security Program outlines protocols, airport responsibilities and appropriate actions in the event of a security incident. This security program also outlines the requirements EPIA must follow, which include an automated access control system.

The EPIA is upgrading existing security infrastructure in order to further accommodate Federal, State, and local requirements as well as increasing security stressors. The EPIA aging security system has prompted them to seek a remedy. In late November of 2011, EPIA's primary server began to have issues and subsequently failed. Airport's and IT's staffs were able to switch the system to the backup server and somewhat rebuild the primary server. IT advised that the rebuilt server will not be capable of sustaining the required security controls and redundancy required to comply and support a secure facility for a long period. This project will allow EPIA and IT to install two physical servers supporting the Hirsch Access Control System and incorporate many of their existing security systems and protocols such as their CCTV systems and No Fly List applications.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

[] Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or

PGL _____);

Planning eligible under AIP criteria (paragraph ____ of Order 5100.38_ or PGL _____);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **February 2012**

Estimated Project Completion Date (Month and Year): **December 2012**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year):

N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

- Yes
- No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement

In accordance with 14 CFR § 158.23 (c)(2), the following airlines provided the Authority with a written certification of agreement with this project:

Delta Air Lines

A copy of the written certification is provided in Attachment C, *Air Carrier Consultation & Public Notice Information*.

All other carriers implied certification of agreement in accordance with 14 CFR § 158.23(c)(3): failure to provide the County with a timely certification of its agreement or disagreement.

List of Carriers Certifying Disagreement:

None

Recap of Disagreements

N/A

Public Agency Reasons for Proceeding:

N/A

16. List of Comments Received from the Public Notice:

None Received

List of Parties Certifying Agreement. N/A

Recap of Disagreements N/A

Public Agency Reasons for Proceeding: N/A

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Attachment B3 – Airport Access Control System

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

El Paso International Airport
 Access Control System Upgrade, Maintenance and Installation
 Table B3.1 - Cost Estimate

Item	Item Description	Project Costs
1	Integration with Verint Camera System	\$ 300,000
2	Card reader upgrade	\$ 72,000
3	Scramble pad upgrade	\$ 18,000
4	Fingerprint machine	\$ 12,000
5	Data integration scanners	\$ 12,000
6	Additional enrollment station/printer	\$ 12,000
7	EPIA labor costs for project	\$ 72,000
8	Connectivity costs	\$ 42,000
9	Furniture for dispatch workstations	\$ 72,000
10	Firetide wireless network	\$ 120,000
11	Terminal camera addition	\$ 180,000
12	Perimeter camera addition	\$ 108,000
13	Additional storage capacity for camera support	\$ 60,000
	Subtotal	\$ 1,080,000
	Original Cost Estimate (see attached backup)	\$ 1,199,929
	Total Cost Estimate	\$ 2,279,929

Source: City of El Paso, Department of Airports
 Prepared by Ricondo & Associates, August 2012



**HIRSCH ACCESS SYSTEM UPGRADE
PRICING UNDER REGION 19 CONTRACT
09-6356 PRICING STRUCTURE**

Mr. Terry Sharpe
El Paso International Airport
6701 Convair Road
El Paso, Texas 79925

Dear Terry,

Thank you for allowing *Advanced Security Contractors, Inc.* to propose the installation of a Hirsch Access Control System for your organization. ASC will install hot redundant servers, enrollment stations, printers, and the TSA Threat Assessment Report software program, along with a No-Fly system software program.

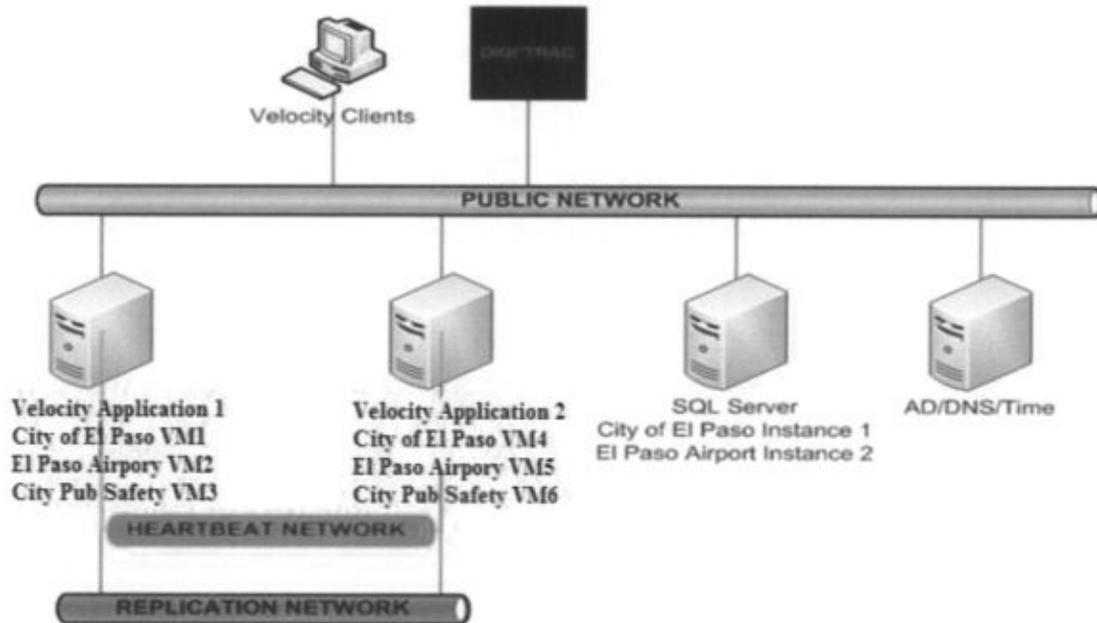
Hot Redundant Disaster Recovery Servers involve two, or more, similar servers located in different locations. This solution uses a replication of the database, and other critical files, to provide a higher level of server availability. The Hot Redundant Disaster Recovery Server Solution will consist of a primary server, a backup server, and a backup routine. Upon a system failure the system automatically fails over to the backup server and restores controller and client communication. This solution requires Windows 2008 Server Enterprise Edition and SQL 2008 Server that will be provided by the City of El Paso. A total of three networks must be in place for this solution between the servers (Public, Heartbeat, and Replication). All servers must be members of the same Windows domain. The solution for El Paso International Airport will include 2 server locations. This option provides the fastest solution for getting the system up and running in the event of a server failure. Hardware and/or software will be provided by Advanced Security Contractors, Inc. with the exception of the network switches and infrastructure.

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Jan. 26,
2012

HIRSCH ACCESS SYSTEM UPGRADE PRICING UNDER REGION 19 CONTRACT 09-6356 PRICING STRUCTURE



Advanced Security Contractors and Hirsch Identive Professional Services will deliver maintenance and performance monitoring to keep the Hirsch Identive High Security Access Control System functioning at peak performance in order to provide ongoing local and phone support to address issues immediately. ASC will also provide Velocity and DIGI*TRAC evaluation to recommend changes (i.e. software, firmware, and platform). The goal is to tune system performance and make an action plan for possible changes to resolve any issues.

Some of the tasks include:

- Identifying and resolving issues proactively
- Measuring system performance as you grow to protect against overload
- Archiving data and making back-ups of the entire system
- Offering expert consultation to enable the local staff

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HIRSCH ACCESS SYSTEM UPGRADE PRICING UNDER REGION 19 CONTRACT 09-6356 PRICING STRUCTURE

Needs and Assumptions

- Administrative access to the servers
- Removable storage for backups
- Hardware and firmware requirements must be met for Velocity 3.1 including CCMs.
- Servers will reside in a rack with appropriate power supplied by the End User
- Minimum 8 IP Address for the Velocity Servers (Public, Replication, Heartbeat, Cluster, Virtual Server)
- Network access between servers (Same Subnet)
- Network infrastructure in place to connect the servers to the DIGI*TRAC controllers (strongly recommend S*NIB2 IP connections)
- Velocity software
- Velocity servers and clients must be members of the same domain, and we have network access between servers (same domain). As soon as Diamond II is no longer needed, ASC will be able to connect the existing D2 computers to the Hirsch Velocity system.
- 3 Active Directory Domain user accounts (provided by customer) for services. 1 Domain Administrator for the cluster, and 2 local administrator accounts for Velocity services and SQL services.
- Access to appropriate customer personnel to discuss system install and resolve any issues related to the installation, network access, complete Active Directory tasks, etc.
- Rack spare and wall space will be the responsibility of the airport.
- Existing conduits is the responsibility of the airport.
- ASC will provide 2 to 4 crews onsite for installation and escorts will need to be provided accordingly.
- The servers and badging system will be online for 1 to 3 months before any doors will be moved to the Hirsch system.

NO FLY LIST OVERVIEW





HIRSCH ACCESS SYSTEM UPGRADE PRICING UNDER REGION 19 CONTRACT 09-6356 PRICING STRUCTURE

ASC and Hirsch Identive will install and train the airport staff on the use of the No-Fly list software. The No-Fly List Search is an application that allows users to easily search the TSA No-Fly Lists and creates a report from the results. This is a custom application developed by the Hirsch Professional Services Group. The application searches the No-Fly Lists for people enrolled in Velocity. The application verifies that no one in the No-Fly Lists has physical access through Velocity. The application can also be used to search the No-Fly Lists without searching Velocity. This would be for Velocity pre-enrollment screening, job applicant screening, etc. The TSA creates No-Fly Lists that contain a list of people and their personal information. The lists are a set of Excel files created and secured by the TSA. There are one or more files for No-Fly, Selectee and Cleared people. The TSA creates the lists as needed which can be multiple times a day. The lists are distributed to the airports by a TSA website. An agent from each participating airport must log onto the website and download the No-Fly List files. The lists may be password protected. There are two functions that the application performs. One simple function is performing a onetime search for one person in the No-Fly Lists. The other function is to repeatedly search the No-Fly Lists for everyone in Velocity. For example, a person could be in Velocity for a year. A manual search of the No-Fly Lists could be performed when the person was initially added to Velocity. The TSA could add the person to the Lists at any time. Therefore, the TSA Lists should be repeatedly searched for every person in Velocity. Repeated manually searching the No-Fly Lists for everyone in Velocity or any access control system would be a tedious and daunting task. This application makes the task fast and accurate.





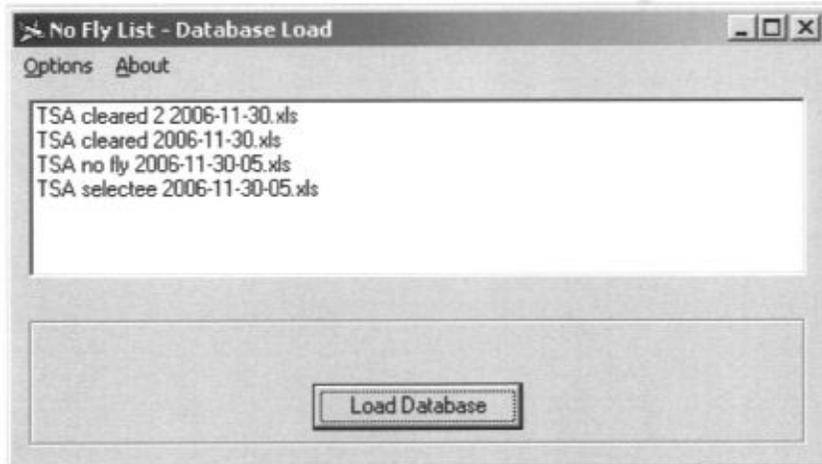
HIRSCH ACCESS SYSTEM UPGRADE PRICING UNDER REGION 19 CONTRACT 09-6356 PRICING STRUCTURE

Functional scope:

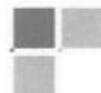
The application consists of 2 processes. One process loads the No-Fly List files into the Velocity database. The other searches and reports include people in the TSA No-Fly Lists.

Load Program

The load program loads data from downloaded MS Excel No-Fly Lists into the Velocity Database. This is a GUI (Graphical User Interface) program that is run after the lists are downloaded from the TSA website. The downloaded files are placed in an Inbox folder. When the load application is started the files in the Inbox folder are listed.

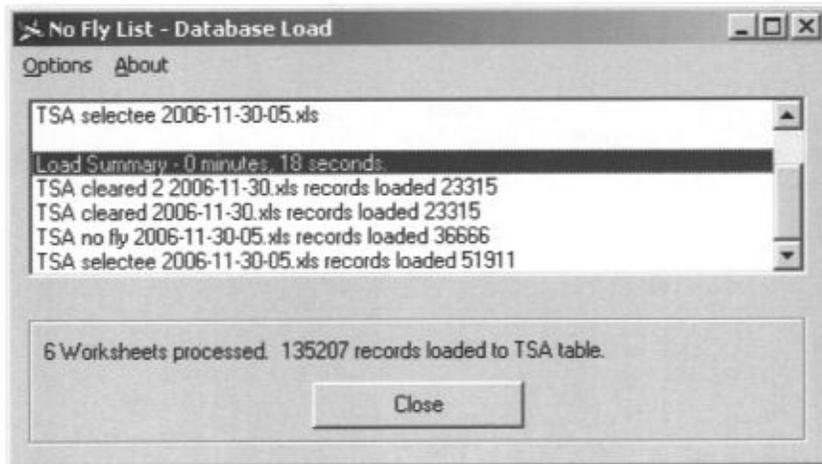


The load button is clicked and load process begins. After processing is completed the load results are displayed.





HIRSCH ACCESS SYSTEM UPGRADE PRICING UNDER REGION 19 CONTRACT 09-6356 PRICING STRUCTURE



Search Program

The search program searches the TSA data loaded into the Velocity Database. There are two ways to search the lists, a simple search, and the Velocity search. The simple search allows filter criteria to be entered. This is used to search for a single person.





HIRSCH ACCESS SYSTEM UPGRADE PRICING UNDER REGION 19 CONTRACT 09-6356 PRICING STRUCTURE

Aireport No-FLy List Search

Configure About

TSA cleared 2 2006-11-30.xls
 TSA cleared 2006-11-30.xls
 TSA no fly 2006-11-30-05.xls
 TSA selectee 2006-11-30-05.xls

TSA Search (Use * as wild character in Names and SSN)

First Name DOB

Last Name SSN

Search Velocity

Status

The Velocity search compares all the people in Velocity to the loaded TSA data.

Aireport No-FLy List Search

Configure About

Sample No Fly.xls
 TSA Cleared 2008-C635 06-09-08(639).xls
 TSA No Fly 2008-N913 06-09-08(639).xls
 TSA Selectee 2008-S883 06-09-08(640).xls

Velocity Search

Search Velocity

Status

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A report file is produced by both searches. The file name has the date and time the report was created. The report shows the date, time, loaded files, filter criteria, and the search results. The reports are written to a folder and can be used for auditing purposes.

```

No-Fly Report 20070212-143059.txt - Notepad
File Edit Format View Help
-----
Date: 2/12/2007                Reporting on Selectee and no fly list.
Time: 2:30:59 PM
-----
Running in interactive mode.
SSN User Defined Field: 1
DOB User Defined Field: 2
FirstName contains:          osama
Report includes cleared people.
Report does not include DOB and SSN format exceptions.
Report includes users matching on name only.
Reporting using standard matching.
Reports Located in:          C:\Program Files\Hirsch Electronics\Airport\Reports
-----
Processing File:                TSA no fly 2006-11-30-05.xls
-----
WARNING *****
Found Person In TSA:          Names match - BIN LADEN, OSAMA - SID = 12345
*****
Records Processed:            51911
Names Not Found:              51910
Names Found:                  1
-----
Processing Summary
Total exceptions:              0
Total warnings:               0
-----
End of Report
-----
Ln 40, Col 1

```

TSA THREAT ASSESSMENT REPORT OVERVIEW

The TSA issued the security directive SD1542-01-08C includes a request that airports create a Threat Assessment Report in the form of an Excel spreadsheet. The Airport TSA Threat Assessment Report Application is a custom software solution that creates the TSA Threat

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Assessment Excel Report from the Velocity database. The report is created using an MS Excel template file provided by the TSA. This is a GUI (Graphical User Interface) application that is run as needed.

Functional Scope:

An application will be developed to configure the application and create the Excel report file.

The application will be a GUI (Graphical User Interface) program that is executed by selecting the program from the Start menu tree or by clicking on a desktop icon. The application will copy the template Excel file to a new Excel Report file with the current date in the file name. The application will write a row to the new Excel file for each credential.

The TSA has supplied a template Excel file containing the column names. The column names are:

- Airport Code
- Airport Category
- Last Name
- First Name
- Middle Name
- SSN
- Gender
- Date of Birth
- Country of Birth
- Citizenship
- Alien Registration Number
- Nonimmigrant VISA Number
- Passport Number
- Passport Issuing Country
- Alias1
- Alias2
- Alias3
- Residence Address





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- Address City
- Address State
- Address Zip
- Address Country
- Contact Phone
- Employer
- Badge Number
- Access Level
- Local Badge Type
- Badge Status
- Reason for Deactivation
- Transaction Date

The source of the data is the Velocity database. Specifically the source users, user defined fields (UDFs) and credentials. The target is the Excel Report file. The configuration will be used to map UDFs to the target Excel column names. The mapping will be stored in the Velocity database to allow the application to be installed on multiple workstations and access the common configuration. Some of the target will get default values if not mapped to UDFs. The target and default source fields are:

Airport Code – Value entered in configuration.

Airport Category – Value entered in configuration.

Last Name – User last name.

First Name – User first name.

Middle Name – User middle name.

Badge Number – Credential Id.

Badge Status – “Active” or “Inactive” from credential.

Reason for Deactivation – Credential Current Issue Status.





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Transaction Date – Credential Expiration Date.

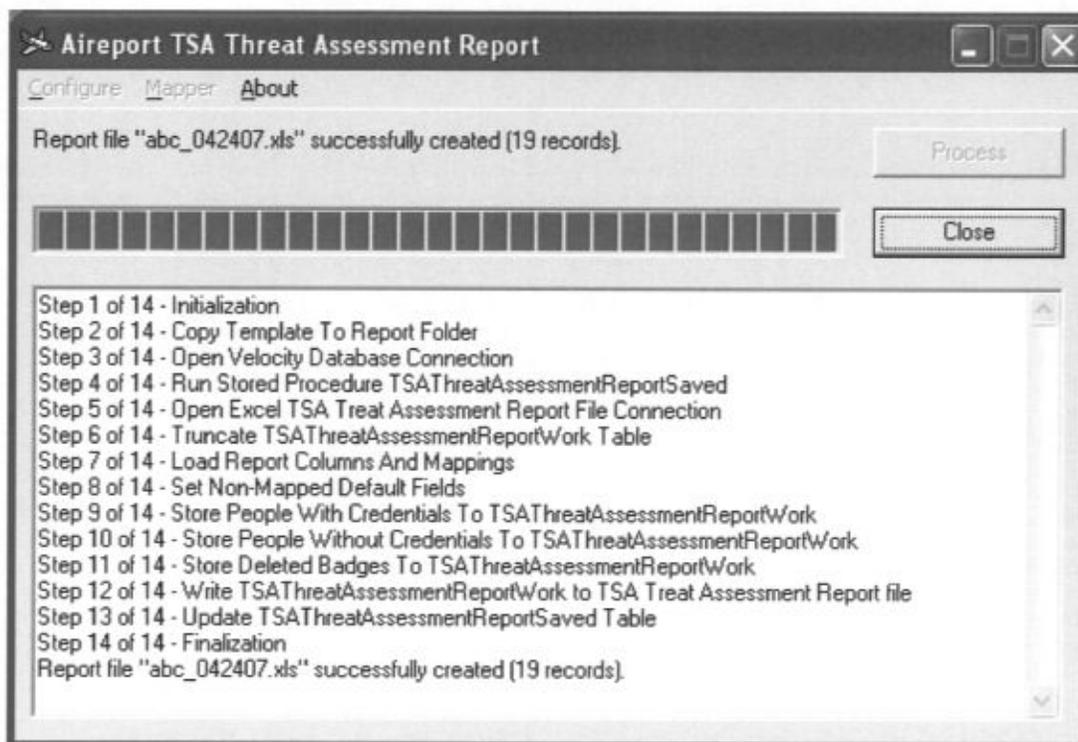
	A	B	C	D	E	F	G	H
	AirportCode	AirportCategory	LastName	FirstName	MiddleName	SSN	Gender	DateofBirth
1	ABC	III	Stevens	Kim	B	555667777	F	07121985
2	ABC	III	Fitzgerald	Robert	A	666778888	M	04091977
3	ABC	III	Fitzgerald	Robert	A	666778888	M	04091977
4	ABC	III	Smith	Fred	A	444556666	M	07211976
5	ABC	III	Piccininni	John	C	333445555	M	03051966
6	ABC	III	Chauv	Chris	I	888990000	M	08011970
7	ABC	III	Chauv	Chris	I	888990000	M	08011970
8	ABC	III	Coker	John	D	111223333	M	01011991
9	ABC	III	Melendez	Joe	E	987654321	M	12251966
10	ABC	III	Melendez	Joe	E	987654321	M	12251966
11	ABC	III	Melendez	Joe	E	987654321	M	12251966
12	ABC	III	Noriz	Bernice	F	123456789	F	11141990
13	ABC	III	Noriz	Bernice	F	123456789	F	11141990
14	ABC	III	Noriz	Bernice	F	123456789	F	11141990
15	ABC	III	Noriz	Bernice	F	123456789	F	11141990
16	ABC	III	Schumacher	Carole	H	777889999	F	09301969
17	ABC	III	Tuthill	Sam	G	999001111	M	12131981
18	ABC	III	Tuthill	Sam	G	999001111	M	12131981
19	ABC	III	Tuthill	Sam	G	999001111	M	12131981
20	ABC	III	Tuthill	Sam	G	999001111	M	12131981

There is also a requirement of “I must advise TSA with this same template of any badge status changes such as deactivated, lost etc”. To meet this requirement, the application has an option in the configuration to report on new badges or badges with changed status. The application saves the badge status in the Velocity database when the application is run. The succeeding run will compare the current badge status to the previous badge status. Data will only be written for new badges or when the badge status has changed.





HIRSCH ACCESS SYSTEM UPGRADE PRICING UNDER REGION 19 CONTRACT 09-6356 PRICING STRUCTURE



A record/row will be written for each badge. If a person has two badges, two records will be written for the person. There is an option in the configuration that will cause the application to write records to the report for people without badges (no credentials).

The initial Excel report will contain all badges. Subsequent runs will only contain badges with a change in status.

The TSA has requested information that might be stored in Velocity as different values or a derived combination of fields. Access Level (SIDA, AOA) will be used as an example. Here is how it will work. For instance the badge template is used to determine the Access Level, the application will run a stored procedure (which a Hirsch Professional Services Group member

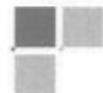
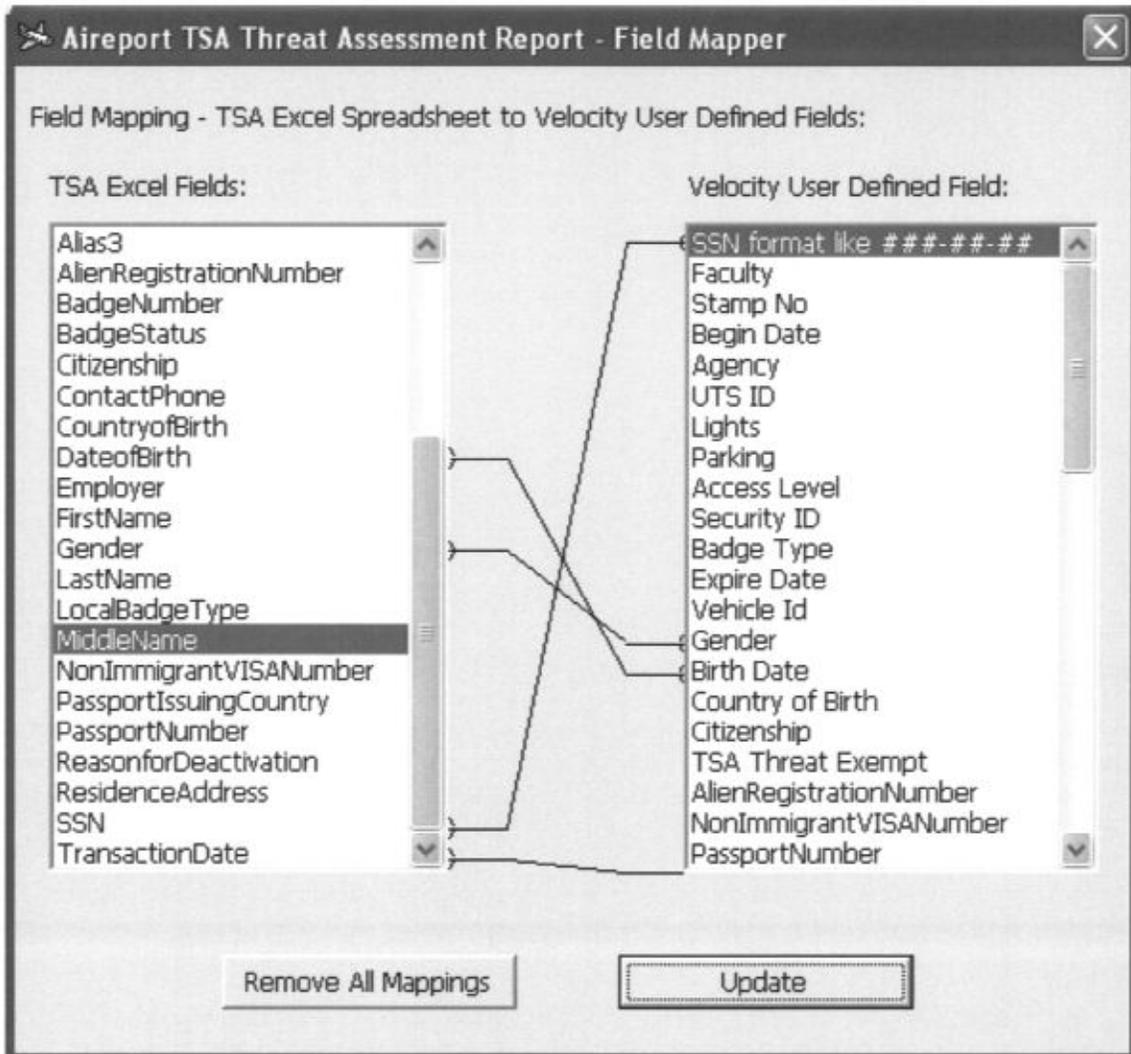
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will assist in writing) to update UDF values prior to creating the report. A UDF is defined as a TSA Access Level. The UDF is mapped to the TSA Access Level field in the application configuration. The stored procedure will update the UDF values prior to writing the report. The application will write the derived UDF values for the people that can be used for multiple fields in the TSA report.





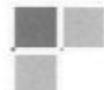
HIRSCH ACCESS SYSTEM UPGRADE PRICING UNDER REGION 19 CONTRACT 09-6356 PRICING STRUCTURE

Advanced Security Contractors, Inc. will provide two (2) spares of the M2 and M8 panels, eight (8) MRIA boards and Line modules. We will provide two photo ID printers that have prox and smart card encoding capabilities and custom hologram over laminates. Hirsch will provide a two week onsite training courses that will be broken into three training classes for up to 12 people per class, one four (4) day Administrator Level class for up to 12 people, and two - two (2) day Basic Operator classes for up to 12 people per class. Each person will have a computer with preloaded Velocity and a Hirsch panel. ASC will provide a project manager that will be on-site during the installation of the system. We will coordinate all actions with the airport and will need a designated person from the airport as the main point of contact. Weekly meetings will be held and an estimated time of completion is 7 to 10 months. ASC has the understanding that there is fiber at all gates except five. We will install new modems for these five gates. Each Hirsch panel is equipped with a SNIB2 communications device that has a built-in LAN port and will be able to be converted to an Ethernet connection in the future if not available at the time of the installation. All AC power needed for the panels and associated power supplies is the responsibility of the Airport. We will provide a stub-up from each Hirsch panel and all the wiring will be free ran using J-hooks. ASC will also add/run a Cat6 cable for the nearest network switch to each access control door for future biometric upgrades.

Limited Warranty

Parts and labor warranty is provided within this design by ASC, for software, components and materials provided and installed by ASC. Warranty will begin upon either customer acceptance or substantial completion. Warranty term for this project will be 365 days.

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In situations during the ASC warranty period where ASC provides diagnostic and/or repair services for system hardware provided by others, ASC will invoice the Customer for time and materials at the rates applicable at the time of service. ASC will not warranty product that has been abused, misused, or improperly maintained, repaired, and/or modified during such period, and such defect has not been caused by ordinary wear and tear, and such defect is not a result of voltage surges/brownouts, lightning, water damage/flooding, fire, explosion, earthquakes, tornadoes, acts of aggression/war/god, or similar phenomena. For emergency service calls deemed emergencies by ASC we will be on site within one hour of the service request 24 hours a day. This may include repairs via remote desktop through a VPN. Hirsch warrants the products manufactured by Hirsch to be free from defects in material and workmanship for a period of twenty-four (24) months from date of shipment from the factory.

ASC
ADVANCED SECURITY CONTRACTORS, INC.

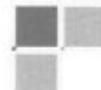




**HIRSCH ACCESS SYSTEM UPGRADE
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The following is the proposed equipment list:

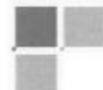
REF	QTY	PART NO.	EQUIPMENT DESCRIPTION	COST EA.	TOTAL
1	6	DT	Double-Take Availability Advanced Edition Disaster Recovery Edition	\$8,572.20	\$51,433.20
2	3	SMES-ICRP40PIV	Software Enrollment Station - Prox & PIV Card Enrollment Station to enroll HID 125kHz Proximity cards or 13.56MHz iCLASS and FIPS 201 PIV cards into a PC with Velocity software. Includes CR-ICRP40PIV, MATCH2, ES1 Enrollment Stand, Cables and Plug-In Power Supply.	\$686.51	\$2,059.53
3	1	Hirsch PSG	Hirsch Professional Services Group - Server System Configuration, DR configuration, Telephone Support and first year Maintenance contract - covers 2 trips and 3 days onsite after servers are configured	\$53,200.00	\$53,200.00
4	1	No Fly List Software	Software to deliver (license for 1 year for unlimited client installations - single site installation)	\$4,740.00	\$4,740.00
5	1	NFL	No fly list Installation & setup	\$0.00	\$0.00
6	1	TSA Threat Software	Software to deliver (license for 1 year for unlimited client installations - single site installation)	\$4,740.00	\$4,740.00
7	1	TSATS	TSA Threat Assessment Report list Installation & setup	\$0.00	\$0.00
8	2	FGO-89038	HDP5000 DUAL SIDE W/ DUAL SIDE LAM/HID PROX/SMART CARD ENCODE	\$6,721.54	\$13,443.08
9	10	HBFG0-84053	HDP FILM FOR HDP5000 (1500 CARDS)	\$94.45	\$944.52
10	20	HBFG0-84051	YMCK RIBBON W/RESIN BLACK FOR HDP5000 500 IMAGES	\$142.03	\$2,840.52
11	50	Secure Express Rolls	Secure Express Custom rolls - minimum order 50	\$166.77	\$8,338.71
12	1	Secure Express	Orientation Fee Manufacture	\$3,071.52	\$3,071.52





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REF	QTY	PART NO.	EQUIPMENT DESCRIPTION	COST EA.	TOTAL
13	2	USBCAM	USB Digital Camera USB Digital Camera. Resolution up to 1280 x 960, frame rate up to 60fps, automatic low light adjustment (<1 lux). Streaming video uses VLCE lossless compression. MS Video for Windows and TWAIN support. NTSC & PAL. No power supply or Video Capture Card required. Adjustable base is removable for tripod mount. 2m USB cable, teleconferencing lens (4.9 mm, f2.0) and lens kit (3mmwide angle; 8mm close up; 12mm telephoto) included. Tripod recommended.	\$395.00	\$790.00
14	2	TRIPOD	Tripod Video & Photo Tiriod, Collapsible with geared center column. Wingnut leg locks., Supports 11.5 lbs. (5kg). Maximum operating height of 55 11/12".	\$205.40	\$410.80
15	1	TRAINING	Hirsch Training The training site will be at the airport. Each person will have their own computer and panel (provided by Hirsch) for the training. This training will consist of 3 classes. ONE - FOUR (4) day class covering topics for - Administrator Level DIGI*TRAC and Velocity for up to 12 people ONE - TWO (2) day class covering topics for - Basic Operator Velocity - for up to 12 people AND ONE - TWO (2) day class covering topics for - Basic Operator Velocity - for up to 12 people	\$30,690.00	\$30,690.00





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REF	QTY	PART NO.	EQUIPMENT DESCRIPTION	COST EA.	TOTAL
16	18	M2N2	DIGI*TRAC MODEL 2N2 - 2 Door - 115VAC Controls 2 Supervised Doors & 2 Unsupervised Doors. 4000 Users. Includes 4 door relays, 2 Alarm Inputs (requires Line Modules), enclosure, power supply, battery, tamper switch, Medeco lock and SNIB2. Supports Expansion Boards. Provides 10/100 Ethernet or direct connect RS-232 to Host PC with XBox globalization to downstream controllers. Provides up to 115KBps RS-485 and AES (128 bit Rijndael) encryption between "N2" controllers.	\$1,975.00	\$35,550.00
17	54	M8N2	DIGI*TRAC MODEL 8N2 - 8 Door - 115VAC Controls 8 Supervised Doors. 4000 Users. Includes 8 door relays, 8 Alarm Inputs (requires Line Modules), enclosure, power supply, battery, tamper switch, Medeco lock and SNIB2. Supports Expansion Boards (4 Max + SNIB2). Provides 10/100 Ethernet or direct connect RS-232 to Host PC with XBox globalization to downstream controllers. Provides up to 115KBps RS-485 and AES (128 bit Rijndael) encryption between "N2" controllers. Only supported by Velocity Version 2.6 SP2 or later. UL Listed. CE. 115VAC.	\$3,318.00	\$179,172.00
18	72	MEB/CB128	Memory Expansion Board - Code 128K - B Expands CODE Memory by 128,000 (from 4000 to 132,000) with CCM 7.X on Velocity. Not recognized by CCM 6.6 or earlier. A portion of the Code Memory may be allocated to alarm and event Buffers on Velocity only. Protected from data loss during power failures for up to 30 days by controller memory battery. UL Listed. CE	\$474.00	\$34,128.00

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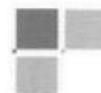
REF	QTY	PART NO.	EQUIPMENT DESCRIPTION	COST EA.	TOTAL
19	10	AEB8	Alarm Expansion Board - 8 Inputs Adds 8 additional high security alarm inputs. Velocity supports up to 4 boards in M2, M8, MSP, M64 and up to 2 boards in M16. Each input requires appropriate Line Module. Features removable connectors. UL Listed. CE.	\$316.00	\$3,160.00
20	10	REB8	Relay Expansion Board - 8 Relays Adds 8 additional 2 Amp Form C relays to an M2, M8, M16 or MSP-8R. May not be installed in an M64. A total of 5 (4 if networked) REB8 Boards may be installed in all M2, M8, M16, and M64 DIGI*TRAC controllers. Removable connectors & status LEDs. UL Listed. CE.	\$316.00	\$3,160.00
21	291	MB2	Surface Mounting Box Rear and bottom conduit entry. 5 5/8"H x 4 1/4"W x 2 7/8"D.	\$63.20	\$18,391.20
22	18	417736	30x36x8 NEMA 4 Enclosure with Keylock Handle	\$866.90	\$15,604.17
23	54	ALT-AL600ULACM	POWER SUPPLY/CHARGER-12VDC OR 24VDC @ 6 AMP WITH ACM8 POWER	\$414.31	\$22,372.61
24	18	ALT-AL400ULACM	POWER SUPPLY/CHARGER-12VDC @ 4 AMP OR 24VDC @ 3 AMP WITH ACM8	\$311.62	\$5,609.22
25	299	MRIA	MATCH Reader Interface Assy Includes MRIB, mounting Base and Bezel, Physical Tamper Switch and blank faceplate.	\$173.80	\$51,966.20
26	299	DTLM3	DIGI*TRAC Line Module 33 inputs for alarm/door monitoring, alarm mask/RQE and tamper. Enables Auto-Relock function on a door. Consists of MELM3 prewired to one side of a two row terminal block. Locate at door or devicesupervised	\$12.64	\$3,779.36
27	5	EM9600-DL	External 9600B Modem	\$513.50	\$2,567.50





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REF	QTY	PART NO.	EQUIPMENT DESCRIPTION	COST EA.	TOTAL
28	5	DM9600A-DL	9600B Modem Assy Dial-Up Line A miniature 9600 Baud Modem Assembly that can be powered from & installed internally in the M1N, M2, M8, M16 or MSP for remote site management via dial-up network. Includes cables, adaptor, & power supply harness. Do not use at Host PC or NET*MUX4 out port. Factory Set to Dial-Up Line	\$474.00	\$2,370.00
29	1	CONDUIT	PANEL CONDUIT, BACK BOXES, CONNECTIONS, JHOOKS	\$25,280.00	\$25,280.00
30	69	CV-959082	24-4P UTP-CMP SOL BC CAT6 WHITE JACKET REELS	\$411.99	\$28,426.97
31	69	AL-1804C-2-2S-01	18-4C STR BC FRPVC FOIL SHD FRPVC JKT CMP WHT	\$279.66	\$19,296.54
32	69	AL-2202C-2-2S-01	22-2C STR BC FRPVC FOIL SHD FRPVC JKT WHT CMP	\$118.50	\$8,176.50
33	69	AL-1602C-2-2N-01	16-2C STR BC FRPVC FRPVC JKT NEC CMP WHT	\$210.12	\$14,498.57
34	5000	HID1586LGGMN	COMPOSITE HID CARDS ISOProx II Proximity Card (COMP PVC/Poly Card PROG/Match SEQ and No Slot)	\$5.50	\$27,500.00
35	95	CR-ICRP40PIV	Card Reader - HID iCLASS/Prox/PIV - WS Black 125kHz HID and 13.56MHz.. Reads HID 125kHz prox, FIPS 201 PIV, DESFire FASC-N and HID iCLASS cards. 1.0 to 4.25" read range. Wallswitch mount, 3.30"x4.80"x.95". Powered directly by MR1A, MR1B, DS47L or DL1. 18" pigtail. Use HID 125kHz proximity, PIV, or IDC100-IC (HID IC) cards. Wiegand output (75 bit for PIV II cards, and standard proximity format data as encoded for HID iCLASS cards)	\$256.75	\$24,391.25





**HIRSCH ACCESS SYSTEM UPGRADE
PRICING UNDER REGION 19 CONTRACT
09-6356 PRICING STRUCTURE**

REF	QTY	PART NO.	EQUIPMENT DESCRIPTION	COST EA.	TOTAL
36	72	55-ABC	UniFlex™ 55 Series Universal Electric Strikes - UniFLEX™ 55 Series heavy duty electric strikes are designed for installation in hollow metal frames for access control of cylindrical and mortise locksets and mortise exit devices. The choice of 6 application faceplates eliminates the need for centerline relocation, making them ideal for new or retrofit , high security access control applications.	\$365.66	\$26,327.52
37	23	SDC-1571V	ELECTROMAGNETIC DOOR LOCK - Energy Saver, ANSI Grade 1, Modular Magnetic Lock, 1200 lbs Holding Force with only 3 Watts power consumption. Field upgradeable monitoring outputs and servicing without removing from the door frame	\$301.67	\$6,938.41
38	23	T-22	Push To Exit Button- DPDT	\$59.25	\$1,362.75
EQUIPMENT TOTAL:					\$736,730.66
ASC INSTALLATION:					\$439,670.00
PAYMENT / PERFORMANCE BOND:					\$23,528.01
TOTAL JOB:					\$1,199,928.68

NOTES:

1. THIS DOCUMENT IS PROPRIETARY AND CANNOT BE DISCLOSED TO A THIRD PARTY WITHOUT THE PRIOR WRITTEN CONSENT OF ASC, INC.
2. TAXES NOT INCLUDED ABOVE.
3. PRICING SHALL REMAIN FIRM FOR 90 DAYS FROM ABOVE DATE.
4. CITY IS RESPONSIBLE FOR AC POWER, NETWORK CONNECTION, CARDS AND PROGRAMMING OF PERSONNEL
5. CITY IS RESPONSIBLE FOR PROVIDING THE SIX VM SERVERS
6. CITY IS RESPONSIBLE FOR PROVIDING WINDOWS SERVER 2008 R2 SP1
7. CITY IS RESPONSIBLE FOR PROVIDING SQL SERVER 2008 R2
8. ASC WILL STUB-UP FROM EACH PANEL AND ALL WIRE WILL BE FREE-RAN USING J-HOOKS

I hope that ASC and I can be of service to you in the near future. If you have any questions or changes to make in this proposal, please feel free to call me.

Sincerely,

Sean Nordberg
Sales Manager

Advanced Security Contractors, Inc. 135 Rio West, El Paso, TX 79932
Office: (915) 845-0272 FAX:(915) 845-0272 | Confidential



PFC APPLICATION NUMBER:

ATTACHMENT B: PROJECT INFORMATION

1. Project Title:

Central Plant Upgrade and Energy Improvements

2. Project Number - 4

3. Use Airport of Project: **El Paso International Airport**

4. Project Type

Impose Only:

Concurrent:

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go \$ **4,035,661**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds*: \$ **4,035,661**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:

Attachment B4 – Central Plant Upgrade and Energy Improvements

State Grants \$
 Local Funds \$ **1,464,339**
 Other (please specify) \$

Subtotal Other Funds: \$ **1,464,339**

Total Project Cost: \$ **5,500,000**

Project Cost:

SCOPE OF WORK	COST
FIM #1: Lighting Retrofits & Controls	\$887,500
FIM #2: Solar Window Film	\$321,626
FIM #3: Central Plant Upgrade	\$2,074,780
FIM #4: Facility Management System	\$1,562,054
Detailed Energy Audit	\$163,125
Construction Measurement & Verification	\$36,934
Final Engineering	\$76,946
Construction Management, Warranty & Training	\$353,951
Performance & Payment Bond	\$23,083
Total Project Cost	\$5,500,000

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

Attachment B4 – Central Plant Upgrade and Energy Improvements

- YES
- NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

- YES
- NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

N/A

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

The Airport is undertaking a project to upgrade the central plant to the terminal building in addition to other energy saving measures. The project consist of four Facility Improvement Measures (FIM) to the terminal building central plant which, when implemented, will result in significant utility cost savings for EPIA and

terminal tenants. The four FIMs with a brief description of what they entail are listed below:

- **FIM #1 – Lighting Retrofits and Controls**
- **It includes new and more efficient lamps and ballasts as well as wired and wireless lighting controls. It will have a web-based control system with day-lighting controls.**
- **FIM #2 – Solar Window Film**
- **Install solar window film on the inside of windows at designated locations throughout the terminal.**
- **FIM #3 – Central Plant Upgrade**
- **The central plant upgrade consist of three new efficient chillers and pumps, four new efficient boilers and pumps, and heat exchanger free-cooling enhancements as well as refurbishing the existing cooling tower.**
- **FIM #4 – Facility Management System**
- **Renew and optimize the HVAC control system at the terminal by removing and replacing all pneumatic valves and controllers with DDC controls and consolidation of three systems into one.**

These improvements will serve the entire terminal building, however, because certain areas of the terminal building are not PFC-eligible, only the proportionate project costs are being submitted for PFC funding. As shown in Exhibit B4-1, 73.4 percent of the terminal building is PFC-eligible and therefore, PFC funding is requested for 73.4 percent of the project costs.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

At completion of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Net change due to this project:
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES
 NO
 N/A

Attachment B4 – Central Plant Upgrade and Energy Improvements

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approve, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution:

N/A

FOR FAA USE

- Air safety. Part 139 Other (explain) _____
- Certification Inspector concur. Yes No Date _____
- Air security. Part 107 Part 108 Other (explain) _____
- CASFO concur. Yes No Date _____
- Competition. Competition Plan Other (explain) _____
- Congestion. Current or Anticipated
LOI FAA BCA FAA Airport Capacity Enhancement Plan
- Other (explain) _____
- Noise. 65 LDN Other (explain) _____
- Project does not qualify under "significant contribution" rules.

Attachment B4 – Central Plant Upgrade and Energy Improvements

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

Efficiently operating central plant facilities are critical to the operations of the airport and therefore by undertaking this project, capacity of the existing facilities will be preserved.

FOR FAA USE

- Safety, Preserve [] Enhance []
- Security, Preserve [] Enhance []
- Capacity, Preserve [] Enhance []
- Furnish opportunity for enhanced competition between or among air carriers at the airport
- Mitigate noise impacts resulting from aircraft operations at the airport
- Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

This project is proposed in response to an energy audit conducted at the airport as part of a city-wide detail audit of public facilities spearheaded by the City of El Paso, Texas (City). In addition to trying to revitalize its infrastructure and support the City Sustainability Program, the city-wide effort is spurred by the mandate under Texas Senate Bill 12 to reduce electric consumption as per the Texas Emission Reduction Plan. The current central plant facilities are not operating at maximum energy efficiency and therefore, need to be updated to realize reductions in electric consumption.

The justification or benefit of the proposed project is that it will generate an estimated energy cost savings of approximately \$430,000 per year to be realized by

EPIA and terminal tenants. In addition to the energy savings, operations and maintenance savings will be realized as well. Plus each of the FIM proposed will yield other benefits.

The lighting retrofits and controls under FIM #1 will improve indoor lighting environments along with the reliability of the lighting systems. The installation of the solar window film (FIM #2) will reduce solar heat gain, thus providing cooling energy and peak demand savings coupled with improved comfort of building occupants by reducing cold and hot spots. Plus, the film will improve the insulating properties of the windows resulting in additional savings. The upgrades to the central plant proposed in FIM #3, which includes improving outdated HVAC equipment, will increase cooling and heating plant capacities and reliability plus improve indoor comfort. The improvements to the Facility Management System (FIM #4) will upgrade outdated HVAC controls, reduce runtime of HVAC equipment, and improve indoor temperature control. These are all benefits to be gained by EPIA and terminal tenants justifying the proposed project.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

- Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ___);
 - Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ___);
 - Noise compatibility planning as described in 49 U.S.C. 47505;
 - Noise compatibility measures eligible under 49 U.S.C. 47504.
 - Project approved in an approved Part 150 noise compatibility plan;
- Title and Date of Part 150:
- Project included in a local study.

Attachment B4 – Central Plant Upgrade and Energy Improvements

Title and Date of local study:

- Terminal development as described in 49 U.S.C. 40117(a)(3)(C);
- Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____);
- PFC Program Update Letter _____
- Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **September 2012**
Estimated Project Completion Date (Month and Year): **September 2014**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

- Yes
- No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

- Yes
- No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year):

N/A

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

- Yes
- No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

Attachment B4 – Central Plant Upgrade and Energy Improvements

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement

In accordance with 14 CFR § 158.23 (c)(2), the following airlines provided the Authority with a written certification of agreement with this project:

Delta Air Lines

A copy of the written certification is provided in Attachment C, *Air Carrier Consultation & Public Notice Information*.

All other carriers implied certification of agreement in accordance with 14 CFR § 158.23(c)(3): failure to provide the County with a timely certification of its agreement or disagreement.

List of Carriers Certifying Disagreement:

None

Recap of Disagreements

N/A

Public Agency Reasons for Proceeding:

N/A

16. List of Comments Received from the Public Notice:

Attachment B4 – Central Plant Upgrade and Energy Improvements

None Received

List of Parties Certifying Agreement. N/A
Recap of Disagreements N/A
Public Agency Reasons for Proceeding: N/A

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
------	----------------	------

Attachment B4 – Central Plant Upgrade and Energy Improvements

Item(s) reviewed

Exhibit 4-1**Central Plant Project Eligibility Based on Terminal Square Feet**

		FY 2013	Eligible	Ineligible	% Eligible
Airline Rentable Space					
Ticket Counter (Preferential)		20,230	20,230	0	100.0%
Bag Office (Preferential)		824	824	0	100.0%
Concourse A Lower Space (Preferential)		5,596	5,596	0	100.0%
Concourse B Lower Space (Preferential)		14,038	14,038	0	100.0%
Concourse A Lower Shared Space (Shared)		565	565	0	100.0%
Concourse B Lower Shared Space (Shared)		816	816	0	100.0%
Central Lobby Upper (Joint)		13,207	13,207	0	100.0%
Concourse A Upper Space (Joint)		29,170	29,170	0	100.0%
Concourse B Upper Space (Joint)		45,755	45,755	0	100.0%
Bag Claim (Common)		14,900	14,900	0	100.0%
Total Airline Rentable Space	[A]	145,101	145,101	0	
Other Rentable					
Food & Beverage		29,835		29,835	0.0%
Retail Merchandise		12,838		12,838	0.0%
Rental Car		2,998		2,998	0.0%
Meeting Rooms		3,755		3,755	0.0%
Other ^{1/}		7,739		7,739	0.0%
International Arrivals		19,260	19,260	0	100.0%
City Administration		30,638		30,638	0.0%
Total Other Rentable	[B]	107,063	19,260	87,803	
Total Rentable Space	[C]=[A]+[B]	252,164	164,361	87,803	65.2%
Public Space	[D]	80,734	80,734	0	100.0%
Total Usable Space	[E]=[C]+[D]	332,898	245,095	87,803	73.6%
Mechanical Space	[F]	10,114	6,592	3,522	65.2%
Total Terminal Building Space	[E]+[F]	343,012	251,687	91,325	73.4%

Note:

1/ Includes TSA, other concessions and border patrol

Source: El Paso International Airport, Ricondo & Associates Inc., May 2012.

Prepared by: Ricondo & Associates, Inc., August 2012.

PFC APPLICATION NUMBER:

ATTACHMENT B: PROJECT INFORMATION

1. Project Title:

Baggage Makeup Area Expansion/Consolidation

2. Project Number - **5**

3. Use Airport of Project: **El Paso International Airport**

4. Project Type

Impose Only:

Concurrent:

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go **\$800,000**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds*: **\$800,000**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:

Attachment B5 - Baggage Makeup Area Expansion/Consolidation

State Grants \$
Local Funds \$
Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: **\$800,000 (see details below)**

Project Component	Cost
Canopy	\$169,200
Pavement Re-grading	\$53,070
Building & Infrastructure	\$577,760
Total Project Cost	\$800,000

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

[] N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.
Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

N/A

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project includes expansion of the baggage makeup area behind ticketing. The baggage makeup area was previously expanded to accommodate screening equipment brought on by Transportation Security Administration (TSA) and now needs to be further expanded. The screening machines and conveyer belts need to be reconfigured for a more efficient operation so that capacity of the existing facilities is maintained. This phase of the project will include further expanding the baggage makeup area behind ticketing including the external roof canopy extending off the terminal building. This expansion will be 20 feet to the north. Additionally, the four existing EDS machines and associated baggage screening equipment such as belts and gates will be relocated into one or two consolidated pods so all airlines will have access to the EDS machines without manually transporting baggage.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

At completion of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Attachment B5 - Baggage Makeup Area Expansion/Consolidation

Net change due to this project:

Number of ticket counters:

Number of gates:

Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

9. Significant Contribution:

N/A

FOR FAA USE

___ Air safety. Part 139 Other (explain)

Certification Inspector concur. Yes No Date _____

___ Air security. Part 107 Part 108 Other (explain)

CASFO concur. Yes No Date _____

Attachment B5 - Baggage Makeup Area Expansion/Consolidation

Competition. Competition Plan Other (explain)

Congestion. Current or Anticipated
LOI FAA BCA FAA Airport Capacity Enhancement Plan

Other (explain)

Noise. 65 LDN Other (explain)

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

This project is necessary to provide adequate capacity for the operation of the EDS machines, thereby enhancing security at the Airport. By avoiding slowdowns in customer processing caused by EDS machines that break down or are deactivated due to lower TSA staffing levels, this project will maintain capacity at the Airport to process passengers in a timely manner.

FOR FAA USE

Safety, Preserve Enhance

Security, Preserve Enhance

Capacity, Preserve Enhance

Furnish opportunity for enhanced competition between or among air carriers at the airport

Mitigate noise impacts resulting from aircraft operations at the airport

Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

Consolidating the TSA screening equipment and operations is necessary to reduce delays in processing passengers caused when baggage screening machines break down. Currently the screening machines are distributed separately and serve specific airlines. Several airlines do not have access to the machines and must manually transport bags to a machine in another airline's baggage area. Furthermore, TSA staffing levels have decreased causing certain machines to be idle at times, which further diminishes throughput of the screened bags.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ___);

Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ___);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

Attachment B5 - Baggage Makeup Area Expansion/Consolidation

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **October 2012**

Estimated Project Completion Date (Month and Year): **April 2014**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year):

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

Attachment B5 - Baggage Makeup Area Expansion/Consolidation

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement

In accordance with 14 CFR § 158.23 (c)(2), the following airlines provided the Authority with a written certification of agreement with this project:

Delta Air Lines

A copy of the written certification is provided in Attachment C, *Air Carrier Consultation & Public Notice Information*.

All other carriers implied certification of agreement in accordance with 14 CFR § 158.23(c)(3): failure to provide the County with a timely certification of its agreement or disagreement.

List of Carriers Certifying Disagreement:

None

Recap of Disagreements

N/A

Public Agency Reasons for Proceeding:

N/A

16. List of Comments Received from the Public Notice:

None Received

List of Parties Certifying Agreement. N/A

Recap of Disagreements N/A

Public Agency Reasons for Proceeding: N/A

For FAA Use

Attachment B5 - Baggage Makeup Area Expansion/Consolidation

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

PFC APPLICATION NUMBER:

ATTACHMENT B: PROJECT INFORMATION

1. Project Title:

PFC Implementation and Administrative Costs

2. Project Number - 6

3. Use Airport of Project: **El Paso International Airport**

4. Project Type

Impose Only:

Concurrent:

Use Only:

Link to application:

5. Level of Collection:

\$1.00

\$4.00

\$2.00

\$4.50

\$3.00

6. Financing Plan

PFC Funds: Pay-as-you-go **\$29,648**

Bond Capital \$

Bond Financing & Interest \$

Subtotal PFC Funds*: **\$29,648**

If amount is over \$10 million, include cost details sufficient to identify eligible and ineligible costs.

Existing AIP Funds:

Grant # Grant Funds in Project \$

Subtotal Existing AIP Funds: \$

Anticipated AIP Funds (List Each Year Separately):

Fiscal Year: Entitlement \$ Discretionary \$ Total \$

Subtotal Anticipated AIP Funds: \$

Other Funds:

Attachment B6 – PFC Implementation and Administrative Costs

State Grants \$
Local Funds \$
Other (please specify) \$

Subtotal Other Funds: \$

Total Project Cost: **\$29,648**

For FAA Use

a. Does the project include a proposed LOI?

YES

NO

If YES, does the Region support?

YES

NO.

If YES, list the schedule for implementation:

b. For any proposed AIP discretionary funds, does the Region intend to support?

YES

NO

c. For any proposed AIP funds, is the request within the planning levels for the Region's five year CIP?

YES

NO

d. For project requesting PFC funding levels of \$4.00 and \$4.50:

Is there an expectation that AIP funding will be available to pay the project costs.

YES

NO

What percentage of the total project cost is funded through AIP?

List the source(s) of data used to make this finding.

e. Terminal and surface transportation projects requesting a PFC funding level of \$4.00 and \$4.50. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

List the source(s) of data used to make this finding.

f. Reasonableness of cost.

Project Total Cost Analysis

PFC Share of Total Cost Analysis

7. Back-up Financing Plan:

If proposed AIP discretionary funds or a proposed LOI are included in the Financing Plan, provide a Back-up Financing Plan or a project phasing plan in the event the funds are not available for the project.

Not Applicable

For FAA Use

If required to use a back-up financing/phasing plan, indicate the need to obtain additional approvals to obtain an alternate source of financing. Indicate the additional PFC duration of collection required if PFC's are to be used to fund the difference. Recap any discussion from previous item regarding likelihood of public agency obtaining the funding it proposes.

8. Project Description:

This project includes professional fees for services rendered from ELP's consultants in developing, implementing, and coordinating the PFC program at the airport, including the new PFC Application No. 12-06-C-00-ELP.

If applicable for terminal projects,
Prior to implementation of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

At completion of this project,
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Net change due to this project:
Number of ticket counters:
Number of gates:
Number of baggage facilities:

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

Attachment B6 – PFC Implementation and Administrative Costs

FOR FAA USE

Comment upon and/or Clarify Project Description. Include source citation if clarification information is not from PFC application.

If project involves the construction of a new runway or modification of an existing runway, have the requirements of Order 5200.8, with regard to runway safety areas been met? If not, is the runway grandfathered or has a modification been approved, or is there a likelihood the requirements will be met, or should the project be disapproved.

If the project involves terminal work, confirm information regarding ticket counters, gates, and baggage facilities for construction and/or rehabilitation above has been completed.

Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

- YES
- NO
- N/A

9. Significant Contribution:

Not Applicable

FOR FAA USE

Air safety. Part 139 Other (explain)

Certification Inspector concur. Yes No Date _____

Air security. Part 107 Part 108 Other (explain)

CASFO concur. Yes No Date _____

Competition. Competition Plan Other (explain)

Congestion. Current or Anticipated

LOI FAA BCA FAA Airport Capacity Enhancement Plan

Other (explain) _____

Noise. 65 LDN Other (explain) _____

Project does not qualify under "significant contribution" rules.

Quantitative and qualitative analysis of significant contribution option chosen by public agency. If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

How does this project address the deficiency cited by the public agency?

If competition is the chosen option, provide the FAA's analysis of any barriers to competition at the airport.

10. Project Objective:

These administrative costs are incurred in conjunction with other PFC projects required to preserve or enhance the safety, security, and/or capacity at the airport and furnish opportunity for enhanced competition between or among air carriers at the Airport.

FOR FAA USE

Safety, Preserve [] Enhance []

Security, Preserve [] Enhance []

Capacity, Preserve [] Enhance []

Furnish opportunity for enhanced competition between or among air carriers at the airport

Mitigate noise impacts resulting from aircraft operations at the airport

Project does not meet any PFC objectives (explain)

Finding

Current deficiency. List the source(s) of data used to make this finding if it is not a part of the PFC application.

Address adequacy of issues.

11. Project Justification:

This project is eligible in accordance with 14 CFR § 158.3, "allowable costs" as explained in that section's preamble. Development under this PFC application will preserve and enhance safety and capacity at the airport and furnish opportunity for enhanced competition between or among carriers at the Airport.

FOR FAA USE

Define how the project accomplishes PFC Objective(s)

Explain how project is cost-effective compared to other reasonable and timely means to accomplish this objective(s)

Based on informed opinion or published FAA guidance, specify how the cost of the project is reasonable compared to the capacity, safety, security, noise and/or competition benefits attributable to the project. Include citation for any documents that are not a part of this PFC application.

Attachment B6 – PFC Implementation and Administrative Costs

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Discuss any non-economical benefits which are not captured above.

Project Eligibility:

Indicate project eligibility by checking the appropriate category below.

Development eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ___);

Planning eligible under AIP criteria (paragraph ___ of Order 5100.38_ or PGL ___);

Noise compatibility planning as described in 49 U.S.C. 47505;

Noise compatibility measures eligible under 49 U.S.C. 47504.

Project approved in an approved Part 150 noise compatibility plan;

Title and Date of Part 150:

Project included in a local study.

Title and Date of local study:

Terminal development as described in 49 U.S.C. 40117(a)(3)(C);

Shell of a gate as described in 49 U.S.C 40117(a)(3)(F) (air carrier _____, percentage of annual boardings _____);

PFC Program Update Letter _____

Project does not meet PFC eligibility (explain).

If analysis is based on a source other than this PFC application, list the source(s) of data and attach the relevant documentation used to make this finding.

Are any work elements or portions of the overall project ineligible? Provide associated costs.

12. Estimated Project Implementation Date (Month and Year): **January 2012**

Estimated Project Completion Date (Month and Year): **July 2013**

For FAA Use

For Impose and Use or Use Only projects, will the project begin within 2 years of PFC application Due date (120-day)?

Yes

No

For Impose Only project, will the project begin within 5 years of the charge effective date or PFC application Due date, whichever is first?

Yes

No

Is this project dependent upon another action to occur before its implementation or completion. Explain.

13. For an Impose Only project, estimated date Use application will be submitted to the FAA (Month and Year):

Not Applicable

For FAA Use

Is the date within 3 years of the estimated charge effective date or approval date, whichever is sooner.

Yes

No

Which actions are needed before the use application can be submitted? What is the estimated schedule for each action?

14. Project requesting PFC funding levels of \$4.00 and \$4.50:

a. Can project costs be paid for from funds reasonably expected to be available through AIP funding.

YES

NO

b. If the FAA determines that the project may qualify for AIP funding, would the public agency prefer that the FAA approve

the amount of the local match to be collected at a \$4.50 PFC level, or

the entire requested amount at a \$3.00 PFC level.

c. Terminal and surface transportation projects. The public agency has made adequate provision for financing the airside needs of the airport, including runways, taxiways, aprons, and aircraft gates.

YES

NO

N/A

15. List of Carriers Certifying Agreement

In accordance with 14 CFR § 158.23 (c)(2), the following airlines provided the Authority with a written certification of agreement with this project:

Delta Air Lines

A copy of the written certification is provided in Attachment C, *Air Carrier Consultation & Public Notice Information*.

All other carriers implied certification of agreement in accordance with 14 CFR § 158.23(c)(3): failure to provide the County with a timely certification of its agreement or disagreement.

List of Carriers Certifying Disagreement:

None

Recap of Disagreements

N/A

Public Agency Reasons for Proceeding:

N/A

16. List of Comments Received from the Public Notice:

None Received

List of Parties Certifying Agreement. **N/A**

Recap of Disagreements **N/A**

Public Agency Reasons for Proceeding: **N/A**

For FAA Use

Provide an analysis of each issue/disagreement raised by the air carriers and/or the public. Provide citations for any documents not included in the PFC application that are relied on by the FAA for its analysis.

If a Federal Register notice is published, discuss and analyze any new issues raised. (If the comments from the consultation are repeated, state that.)

ADO/RO Recommendation:

Does the ADO/RO find the total costs of this project to be reasonable? Did the ADO/RO use comparable projects to make this finding? If so, list projects.

If the amount requested is over \$10 million, was the level of detail sufficient to identify eligible and ineligible costs. Summarize ineligible costs.

Is the duration of collection adequate for the amount requested?

ADO/RO RECOMMENDATION:

Approve.

Attachment B6 – PFC Implementation and Administrative Costs

Partially Approve. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Disapprove. Summarize findings from earlier in the Attachment B discussing issues that lead to determination.

Application Reviewed by:

Name	Routing Symbol	Date
Item(s) reviewed.		

Name	Routing Symbol	Date
Item(s) reviewed		

ATTACHMENT C

AIR CARRIER CONSULTATION & PUBLIC NOTICE INFORMATION

Table C-1 presents a list of 1) the air carriers that were notified of the City's intent to submit an application to impose and use a PFC at the Airport; 2) the air carrier attendance at the consultation meeting; and 3) the air carriers that provided the City with a written certification of agreement or disagreement with the projects.

The remainder of this attachment provides the following information:

- A copy of the written notification to the air carriers, dated August 24, 2012, which in accordance with 14 CFR § 158.23 and 158.25, provided the following information:
 - A description of the projects for which the PFC will be used.
 - Charge effective date.
 - Estimated charge expiration date.
 - Estimated PFC revenue.
 - Request of exclusion of a class of carriers not be required to collect the PFC, including the designation of such class, names of carriers belonging to such class, estimated number of annual enplanements by such class, and reasons for requested exclusion of such class.
 - The date and location of the airline consultation meeting.
- Attendance List from September 26, 2012 Air Carrier Consultation Meeting
- Minutes from September 26, 2012 Air Carrier Consultation Meeting
- The public notice was published on the City of El Paso, El Paso International Airport website on November 6, 2012 and provided for a 45-day public comment period; which, in accordance with 14 CFR § 158.24, provided the following information:
 - A description of and brief justification for the projects for which the PFC will be used.
 - PFC collection level for each project.
 - PFC revenue used for each project.
 - Charge effective date.
 - Estimated charge expiration date.

- Estimated total PFC revenue collected in the application.
- Name and contact information at the Authority to receive public comments.
- Timely written certifications of agreement or disagreement received from the air carriers. **Delta Air Lines submitted a written certification of agreement for all projects. That letter is included.**
- Comments received from the public notice. **No public comments received.**
- The City's reasons for proceeding with the project (in the event of any air carrier's certification of disagreement or any opposing public comments). **Not Applicable**

TABLE C-1

*City of El Paso, Texas
El Paso International Airport
PFC Application Number 13-06-C-00-ELP*

AIR CARRIER PARTICIPATION

Air Carrier	Date Consultation Notice Sent	Attended Consultation Meeting (Yes/No)	Airline Comments Received (Yes/No)
Air Wisconsin Airlines	8/24/12	no	no
Allegiant Air, LLC	8/24/12	no	no
American Airlines, Inc.	8/24/12	YES	no
American Eagle Airline, Inc.	8/24/12	no	no
Delta Air Lines, Inc.	8/24/12	no	YES
Express Jet Airlines, Inc. (includes former Atlantic Southeast Airlines, I	8/24/12	no	no
Frontier Airlines, Inc.	8/24/12	no	no
Mesa Airlines, Inc.	8/24/12	no	no
Pacific Wings, LLC	8/24/12	no	no
Republic Airline Inc. / Chautauqua Airlines / Shuttle America	8/24/12	no	no
SkyWest Airlines, Inc.	8/24/12	no	no
Southwest Airlines Co.	8/24/12	YES (via phone)	no
Sun Country Airlines / MN Airlines, LLC	8/24/12	no	no
United Airlines (includes former Continental Airlines)	8/24/12	YES (via phone)	no
US Airways, Inc.	8/24/12	no	no

Source: City of El Paso, Texas

Prepared by: Ricondo & Associates, Inc., November 2012

The City of El Paso
 El Paso International Airport
 PFC Application Number 13-06-C-00-ELP
 Airline Consultation Meeting Agenda
 Wednesday, September 26, 2012

Don Benson - United
 for Jay Chayzer
 Juan Gomez - American
 Steve Hubbel - Southwest

1. PFC Amount \$4.50
2. PFC Status: Table 1
3. Estimated total PFC authority to Impose and Use under this application: \$23,781,694
4. Total PFC authority Impose and Use for all PFC Applications including this application
 \$100,607,936
5. Project Funding Sources: Table 2
6. Discussion of Projects - Attachment A
7. Cash Flow - Revised Table 3
8. Proposed charge effective date: June 1, 2013
9. Estimated charge expiration date: June 1, 2017
10. Carriers Excluded Air Taxi / Commercial Operators
11. Airline comments: Due 30 days - October 26, 2012

1) Loading Bridges

All fully depreciated except United bridge
 American recently expended \$50,000
 Morica Jera discussed with Chris Callison
 first bridge broken at beginning 2013
 mid 2013 for first installation (4th Q FY)
 finalizing specifications now

2) Baggage claim units

3) Airport Access Control System
 reimbursement
 security funded

4) Central Plant Upgrades - obsolete parts

5) TSA Baggage Makeup Area Expansion/Consolidation
 City engineering
 ↳ airlines want to be included in process

at least 400 print for baggage
 bigger CTX with higher
 throughput



Delta Air Lines, Inc.
Post Office Box 20706
Atlanta, Georgia 30320-6001

September 26, 2012

Ms. Monica Lombraña A.A.E.
Director of Aviation
El Paso International Airport
6701 Convair Rd
El Paso, Texas 79925-1091

Dear Monica:

Pursuant to the provisions of 14 CFR 158.23, this letter serves as Delta Air Lines, Inc. ("Delta") Certification of Agreement or Disagreement with respect to El Paso International Airport ("ELP") proposed Passenger Facility Charge ("PFC") Application No. 13-06-C-00-ELP.

According to 14 CFR 158, PFC eligible projects must:

- (1) preserve or enhance the safety, security or capacity of the national air transportation system;
- (2) reduce or mitigate noise impacts resulting from an airport; or
- (3) furnish opportunities for increased competition between or among air carriers.

Delta appreciates the time and efforts by ELP and the information necessary to assist in the development of Delta's Certification of Agreement or Disagreement. Delta also would like to recognize at this time the excellent job that you and your staff does each day in working with the airlines.

Sincerely;

Mike Anastas
Regional Director
Delta Air Lines, Inc.

Cc: ELP AAAC
FAA Regional Office



PFC APPLICATION 13-06-C-00-ELP

PROJECT #1

PASSENGER LOADING BRIDGES

Certification:

Agreement

Comments:

This is an excellent use of PFC's. The passenger loading bridges are old and costly to maintain. By having the same manufacture provides more consistent reliability and less maintenance costs.

PROJECT #2

BAGGAGE CLAIM UNITS

Certification:

Agreement

Comments:

This is another excellent use of PFC's. The bag claim units have reached the end of their effective operation. The new baggage claim units will provide more reliability and less maintenance costs.

PROJECT #3

AIRPORT ACCESS CONTROL SYSTEM

Certification:

Agreement

Comments:

None

Project #4

CENTRAL PLANT UPGRADE

Certification:

Agreement

Comments:

None

Project #5

**TSA BAGGAGE MAKEUP AREA
EXPANISION / CONSOLIDATION**

Certification:

Agreement

Comments:

Delta supports this project under the belief that this project will allow Delta to eliminate the manual carting of bags to be screened by the TSA, and Delta will also have an in line system as other airlines do.

Project #6

PFC IMPLEMNATON AND ADMINISTRATIVE COSTS

Certification:

Agreement

Comments:

None

Dedicated to Outstanding Customer Service for a Better Community

S E R V I C E S O L U T I O N S S U C C E S S

August 24, 2012



ALLEGIANT AIR, LLC
Ms. Christine Mault
8360 S. Durango Drive
Las Vegas, NV 89113

To: Air Carriers

Re: Notice to Air Carriers Prior to Submitting an Application to Impose and Use a Passenger Facility Charge at El Paso International Airport – Application No. 13-06-C-00-ELP

Dear Air Carrier Representative:

The City of El Paso (the City) intends to submit to the Federal Aviation Administration (FAA) an Application to Impose and Use a passenger facility charge (PFC) at El Paso International Airport (ELP).

The City is issuing this notice as part of the application process under 14 CFR § 158.23 and § 158.25 and is providing you with the following information:

- Description of each new project pursuant to Section 158.23 (a)(1) (Attachment A)
- PFC level, proposed charge effective date, estimated charge expiration date, and estimated total PFC revenue pursuant to Section 158.23(a)(2)
- Class of carriers not required to collect the PFC pursuant to Section 158.23(a)(3)
- Date and location of air carrier consultation meeting pursuant to Section 158.23(a)(4)
- Financial summary of changes to applications and projection of collections (Attachment B)

Description of each new projects pursuant to Section 158.23 (a) (1) (Attachment A)

A description of each of the projects being included in the new PFC Application is attached in Attachment A.

PFC level, proposed charge effective date, estimated charge expiration date, and estimated total PFC revenue pursuant to Section 158.23(a) (2)

The City will seek a PFC with the following characteristics:

- PFC level: The City will be submitting an application to impose a PFC of \$4.50 at ELP.



El Paso International Airport

6701 Convair RD • El Paso, Texas 79925-1091 • (915) 780-4700 • Fax (915) 779-5452

Mayor
John F. Cook

City Council

District 1
Ann Morgan Lilly

District 2
Susie Byrd

District 3
Emma Acosta

District 4
Carl L. Robinson

District 5
Dr. Michiel R. Noe

District 6
Eddie Holguin Jr.

District 7
Steve Ortega

District 8
Cortney Carlisle Niland

City Manager
Joyce A. Wilson

- Estimated total PFC Authority to Impose and Use under this application: \$23,781,694.
- Proposed charge effective date: June 1, 2013, or upon expiration of collection of PFCs for currently approved applications, whichever date occurs first.
- Estimated charge expiration date: June 1, 2017 (or until collected revenues plus interest thereon equal the allowable costs of the approved projects, as permitted by regulation).

These dates are estimated based on PFC collections and expenditures as of May 31, 2012; projections of future enplanements assuming 1.0 percent annual enplaned passenger growth; and 90 percent collectibility on enplaned passengers.

Class of carriers not required to collect the PFC pursuant to Section 158.23(a) (3)

The City plans to request the exclusion of PFC collection from Air Taxi/Commercial Operators (ATCO) filing FAA Form 1800-31. The most recent official enplanement figures, for the year-end December 31, 2010, show that these carriers enplaned 30 passengers. The known carriers in this class and their enplanement levels consist of the following:

The known carriers in this class and their enplanement levels consist of the following:

Aero Jet Services	6
Crow Executives Aire, Inc.	2
Executive Flight, Inc.	4
Gallup Flying Service, Inc.	2
Jet Solutions LLC	15
Priester Aviation LLC	1
Total	30

Source: FAA 7/9/2012

Prepared by: Ricondo & Associates, Inc. August 2012

As shown above, the number of passengers enplaned annually by this class of carriers represents an amount less than one percent of the total enplaned passengers at ELP. In accordance with 14 CFR § 158.25, this class of air carriers may be requested to be exempted based on their enplanement levels and cost to the City to collect PFCs from this class of air carriers.

Date and location of air carrier consultation meeting pursuant to Section 158.23(a) (4)

The City will hold a meeting to discuss the projects described in this notice to all carriers at the Airport offices. The meeting will be held on **Wednesday, September 26, 2012, at 2:00 p.m., in the Board Room located in the administrative offices on the second floor of the Airport at 6701 Convair Road, El Paso, TX 79925.** A conference call line will be arranged for those air carrier representatives who prefer to participate via telephone.

Financial summary of changes to applications and projection of collections (Attachment B)

A financial plan for the project is attached as Attachment B. This includes the status of existing PFC Applications, funding sources and amounts for projects included in the PFC Application and projections of PFC revenues / outflow of PFC-eligible costs.

If you have any questions about this notice or the air carrier consultation meeting, please call Antonio Marmolejo (915) 780-4766, or our aviation consultant, Bonnie Deger of Ricondo & Associates. Ms. Deger can be reached at (513) 651-4700 (extension 211) or via e-mail at b_deger@ricondo.com. Additionally, I would appreciate your acknowledging receipt of this notice pursuant to 14 CFR § 158.23 (c) (1) by signing a copy of this notification and returning it to me.

Sincerely,

A handwritten signature in cursive script that reads "Monica Lombraña".

Monica Lombraña, A.A.E.
Director of Aviation

Attachment

cc: Antonio Marmolejo, ELP
Bonnie A. Deger, Ricondo & Associates, Inc.

Acknowledged Receipt of Air Carrier Consultation Meeting Notice PFC Application No. 13-06-C-00-ELP:

Name (sign)/Date

Name (print)/Airline

ATTACHMENT A

1. Passenger Loading Bridges

Project Amount:	\$13,807,581
Other Funding Sources:	\$0
Total PFC:	\$13,807,581
Start Date:	November 2012
End Date:	November 2014

Description:

This project will include the design, associated construction, and installation of fifteen new passenger loading bridges at Concourses A and B. The new loading bridges will replace the existing passenger loading bridges, many of which have reached the end of their effective life. Due to the City of El Paso's desire to maximize aircraft parking flexibility and to serve the existing and projected aircraft fleet mix at the Airport, a new aircraft parking layout was created to support the passenger loading bridges. The bridges will be equipped with self-contained air conditioning units, preconditioned air (PCA) units, ground power units (GPUs), and potable water connections.

Justification:

The existing terminal complex consists of two dual-level concourses, Concourses A and B, connected to a landside terminal building. Concourse A consists of five aircraft parking positions using four passenger loading bridges. Concourse B consists of 13 aircraft parking positions all of which are accessible from passenger loading bridges. Concourse B is equipped with 11 passenger loading bridges with four of the parking positions sharing two bridges. The ages of the passenger loading bridges vary, with the oldest bridge installed over 40 years ago and the newest installed in 2006. Six of the passenger loading bridges are owned by the City of El Paso and nine of the bridges are owned by the airline leasing the corresponding gate.

Six of the passenger loading bridges are fixed bridges with stationary pedestals that have a limited range of movement and are only able to serve narrowbody and widebody aircraft. Replacement of these bridges with apron-drive loading bridges will allow the City of El Paso to serve the range of aircraft (e.g., regional jet and narrowbody aircraft) expected at the El Paso International Airport (the Airport) over an approximate 15-year planning horizon. Several of the passenger loading bridges, including those attached to the international arrivals facility, are planned to accommodate widebody aircraft used for infrequent charter operations and unscheduled aircraft diversions. The replacement of the passenger loading bridges will allow the City of El Paso to more easily accommodate service by new airlines, changes in aircraft fleet, and relocation of carriers among gates.

Equipment from three different passenger loading bridge manufacturers is currently utilized at the Airport. Replacement passenger loading bridges with a common manufacturer and bridge model will allow the City of El Paso to more efficiently maintain the passenger loading bridges. The duration of gate closures due to mechanical failure will be reduced since stocking spare replacement parts will be more cost effective with one manufacturer and bridge model.

Twelve of the 15 existing passenger loading bridges are equipped with GPUs and eight of them are equipped with PCA units. Equipping all gates with GPUs and PCA units compatible with regional jet and narrowbody/widebody aircraft will eliminate the need for airlines to run auxiliary power units while parked at the gate, which will reduce air pollutant emissions. The replacement passenger loading bridges will also include roof-mounted, self-contained air conditioning units to condition the air within the interior of the bridge to provide comfort to passengers while enplaning or deplaning.

This project includes removal, disposal, and replacement of 15 passenger loading bridges. It also includes equipping the passenger loading bridges with late bag chutes, self-contained air conditioning units, ground power units, preconditioned air units, and potable water closets. The project also includes electrical system upgrades to the concourses necessary to accommodate the operation of the replacement bridges and associated equipment. Additionally, water lines will be installed to accommodate potable water closets. A reimbursement cost is also included to cover the salvage value for one airline-owned passenger loading bridge.

2. **Baggage Claim Units**

Project Amount:	\$2,828,875
Other Funding Sources:	\$0
Total PFC:	\$2,828,875
Start Date:	November 2012
End Date:	April 2013

Description: This project will include the replacement of six flat-plate baggage claim devices. Four of the devices are located in the terminal baggage claim area and two are located in the international arrivals facility located on the apron level of Concourse A.

Justification: The baggage claim units were installed in 1995 and have reached the end of their effective life. The baggage claim devices experience frequent mechanical breakdowns that require maintenance staff to rebuild the conveyor plate systems every year or two. This results in consolidation of baggage claim operations on claim units creating operational inefficiencies and congestion in the bag claim area.

This project will replace the existing baggage claim units including all drive components, pallets, guides, bearings, and architectural treatments to match existing baggage claim finishes. The replacement devices will be planned to require minimal modifications to the existing building while providing comparable baggage claim capacity and levels of service. Completion of this project will reduce maintenance costs, increase baggage claim reliability, and provide a higher level of service to passengers at the airport by reducing equipment outages.

3. Airport Access Control System

Project Amount:	\$ 2,279,929
Other Funding Sources:	\$0
Total PFC:	\$ 2,279,929
Start Date:	February 2012
End Date:	December 2012

Description:

The project includes the purchase and installation of the Hirsch Access Control System. This system includes hot redundant servers, enrollment stations, printers and the Transportation Security Administration (TSA) Threat Assessment Report software program and the No-Fly system software program and will provide:

- Proactive identification and resolution of issues
- Measurement of system performance to avoid overload
- Data archiving and back-ups of the entire system
- Expert consultation
- Integration with Verint Camera System
- Card reader upgrade
- Scramble pad upgrade
- Firetide wireless network
- Perimeter cameras
- Terminal camera upgrade
- Fingerprint machine
- Data integration scanners
- Additional enrollment station/printer
- EPIA labor costs for project
- Furniture for dispatch workstations
- Additional storage capacity

Justification:

As part of Homeland Security and the Transportation Security Administration (TSA) Title 49 of the Code of Federal Regulation an airport must maintain a security program. The EPIA Security Program must be updated as needed or as required by TSA. The Security Program outlines protocols, airport responsibilities and appropriate actions in the event of a security incident. This security program also outlines the requirements EPIA must follow, which include an automated access control system.

The EPIA is upgrading existing security infrastructure in order to further accommodate Federal, State, and local requirements as well as increasing security stressors. The EPIA aging security system has prompted them to seek a remedy. In late November of 2011, EPIA's primary server began to have issues and subsequently failed. Airport's and IT's staffs were able to switch the system to the backup server and somewhat rebuild the primary server. IT advised that the rebuilt server will not be capable of sustaining the required security controls and redundancy required to comply and support a secure facility for a long period. This project will allow EPIA and IT to install two physical servers supporting the Hirsch Access Control System and incorporate many of their existing security systems and protocols such as their CCTV systems and No Fly List applications.

4. Central Plant Upgrade

Project Amount:	\$5,500,000
Other Funding Sources:	\$1,464,339
Total PFC:	\$4,035,661
Start Date:	September 2012
End Date:	September 2014

Description:

The Airport is undertaking a project to upgrade the central plant to the terminal building in addition to other energy saving measures. The project consist of four Facility Improvement Measures (FIM) to the terminal building central plant which, when implemented, will result in significant utility cost savings for EPIA and terminal tenants. The four FIMs with a brief description of what they entail are listed below:

- FIM #1 – Lighting Retrofits and Controls
It includes new and more efficient lamps and ballasts as well as wired and wireless lighting controls. It will have a web-based control system with day-lighting controls.
- FIM #2 – Solar Window Film
Install solar window film on the inside of windows at designated locations throughout the terminal.
- FIM #3 – Central Plant Upgrade
The central plant upgrade consist of three new efficient chillers and pumps, four new efficient boilers and pumps, and heat exchanger free-cooling enhancements as well as refurbishing the existing cooling tower.
- FIM #4 – Facility Management System
Renew and optimize the HVAC control system at the terminal by removing and replacing all pneumatic valves and controllers with DDC controls and consolidation of three systems into one.

The Central Plant serves the entire terminal building, however, because certain areas of the terminal building are not PFC eligible, only the proportionate project costs are being submitted for PFC funding. As shown in **Exhibit B4-1**, 73.4 percent of the terminal building is PFC-eligible and therefore, PFC funding is requested for 73.4 percent of the project costs.

Justification:

This project is proposed in response to an energy audit conducted at the airport as part of a city-wide detail audit of public facilities spearheaded by the City of El Paso, Texas (City). In addition to trying to revitalize its infrastructure and support the City Sustainability Program, the city-wide effort is spurred by the mandate under Texas Senate Bill 12 to reduce electric consumption as per the Texas Emission Reduction Plan. The current central plant facilities are not operating at maximum energy efficiency and therefore, need to be updated to realize reductions in electric consumption.

The justification or benefit of the proposed project is that it will generate an estimated energy cost savings of approximately \$430,000 per year to be realized by EPIA and terminal tenants. In addition to the energy savings, operations and maintenance savings will be realized as well. Plus each of the FIM proposed will yield other benefits. For example, the lighting retrofits and controls under FIM #1 will improve indoor lighting

environments along with the reliability of the lighting systems. The installation of the solar window film (FIM #2) will reduce solar heat gain, thus providing cooling energy and peak demand savings coupled with improved comfort of building occupants by reducing cold and hot spots. Plus, the film will improve the insulating properties of the windows resulting in additional savings. The upgrades to the central plant proposed in FIM #3, which includes improving outdated HVAC equipment, will increase cooling and heating plant capacities and reliability plus improve indoor comfort. The improvements to the Facility Management System (FIM #4) will upgrade outdated HVAC controls, reduce runtime of HVAC equipment, and improve indoor temperature control. These are all benefits to be gained by EPIA and terminal tenants justifying the proposed project.

5. **TSA Baggage Makeup Area Expansion/Consolidation**

Project Amount:	\$800,000
Other Funding Sources:	\$0
Total PFC:	\$800,000
Start Date:	October 2012
End Date:	April 2014

Description. This project includes expansion of the baggage makeup area behind ticketing. The baggage makeup area was previously expanded to accommodate screening equipment brought on by Transportation Security Administration (TSA) and now needs to be further expanded as well as reconfiguring the screening machines and conveyor belts for a more efficient operation so that capacity of the existing facilities is maintained.

Justification. Consolidating the TSA screening equipment and operations is necessary to reduce delays in processing passengers caused when baggage screening machines break down. Currently the screening machines are distributed separately and serve specific airlines. When a machine goes down, bags are transported to another machine for screening. TSA staffing levels have been decreasing, causing certain machines to be idle at times, which diminishes throughput of the screened bags.

6. PFC Implementation and Administrative Costs

Project Amount:	\$29,648
Other Funding Sources:	\$0
Total PFC:	\$29,648
Start Date:	January 2012
End Date:	July 2012

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

Justification. This project is eligible in accordance with Section 158.3, "allowable cost" as explained in that section's preamble. Development under this as a result of this project may preserve and enhance safety and capacity at the Airport.

ATTACHMENT B

Status of PFC Authority, Project Funding, and PFC Cash Flow Projection – Tables 1, 2, and 3 are presented on the following pages.

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August 24, 2012



REPUBLIC AIRLINE INC.
CHAUTAUQUA AIRLINES
SHUTTLE AMERICA
Director of Properties and Facilities
8909 Purdue Road, Suite 300
Indianapolis, IN 46268

To: Air Carriers

Re: **Notice to Air Carriers Prior to Submitting an Application to Impose and Use a Passenger Facility Charge at El Paso International Airport – Application No. 13-06-C-00-ELP**

Dear Air Carrier Representative:

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- PFC level: The City will be submitting an application to impose a PFC of \$4.50 at ELP.



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August 24, 2012



PACIFIC WINGS
R Franklin Ford
PO Box 791537
Paia HI 96779

To: Air Carriers

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S E R V I C E S O L U T I O N S S U C C E S S

August 24, 2012

United Airlines, Inc.
Jay Champion
77 West Wacker Drive
Chicago, IL 60601

To: Air Carriers

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August 24, 2012



Air Wisconsin Airlines
W6390 Challenger Drive, Suite 203
Appleton, WI 54914-9120

To: Air Carriers

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August 24, 2012



MESA AIRLINES, INC.
Jonathan Ornstein CEO
410 N. 44th St., Suite 700
Phoenix AZ 85008

To: Air Carriers

Re: **Notice to Air Carriers Prior to Submitting an Application to Impose and Use a Passenger Facility Charge at El Paso International Airport – Application No. 13-06-C-00-ELP**

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August 24, 2012



SKYWEST AIRLINES

Russel Childs
444 S. River Road
St. George UT 84790

To: Air Carriers

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August 24, 2012



MN AIRLINES, LLC / SUN COUNTRY
Stanley Gadek
1300 Mendota Heights Road
Mendota Heights, MN 55120

To: Air Carriers

Re: **Notice to Air Carriers Prior to Submitting an Application to Impose and Use a Passenger Facility Charge at El Paso International Airport – Application No. 13-06-C-00-ELP**

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S E R V I C E S O L U T I O N S S U C C E S S

August 24, 2012

SOUTHWEST AIRLINES, INC.
Steve Hubbell
Properties & Facilities Manager
P.O. Box 36611, HDQ 4PF
2702 Love Field Rd.
Dallas, TX 75234-1611

To: Air Carriers

Re: **Notice to Air Carriers Prior to Submitting an Application to Impose and Use a Passenger Facility Charge at El Paso International Airport – Application No. 13-06-C-00-ELP**

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August 24, 2012



AMERICAN AIRLINES, INC.
Chris Collison
MD 5317
P.O. Box 619616 – DFW Airport
Ft Worth, TX 75261-9616

To: Air Carriers

Re: **Notice to Air Carriers Prior to Submitting an Application to Impose and Use a Passenger Facility Charge at El Paso International Airport – Application No. 13-06-C-00-ELP**

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S E R V I C E S O L U T I O N S S U C C E S S

August 24, 2012



AMERICAN EAGLE AIRLINES, INC.
4333 Amon Carter Blvd., MD 5489
DFW Airport, TX 75261-2527

To: Air Carriers

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District 8
Cortney Carlisle Niland

City Manager
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S E R V I C E S O L U T I O N S S U C C E S S

August 24, 2012



US AIRWAYS
David J. Anderson
Airport Affairs
4000 East Sky Harbor Blvd. CH-CRE
Phoenix, AZ 85034

To: Air Carriers

Re: **Notice to Air Carriers Prior to Submitting an Application to Impose and Use a Passenger Facility Charge at El Paso International Airport – Application No. 13-06-C-00-ELP**

Dear Air Carrier Representative:

The City of El Paso (the City) intends to submit to the Federal Aviation Administration (FAA) an Application to Impose and Use a passenger facility charge (PFC) at El Paso International Airport (ELP).

The City is issuing this notice as part of the application process under 14 CFR § 158.23 and § 158.25 and is providing you with the following information:

- Description of each new project pursuant to Section 158.23 (a)(1) (Attachment A)
- PFC level, proposed charge effective date, estimated charge expiration date, and estimated total PFC revenue pursuant to Section 158.23(a)(2)
- Class of carriers not required to collect the PFC pursuant to Section 158.23(a)(3)
- Date and location of air carrier consultation meeting pursuant to Section 158.23(a)(4)
- Financial summary of changes to applications and projection of collections (Attachment B)

Description of each new projects pursuant to Section 158.23 (a) (1) (Attachment A)

A description of each of the projects being included in the new PFC Application is attached in Attachment A.

PFC level, proposed charge effective date, estimated charge expiration date, and estimated total PFC revenue pursuant to Section 158.23(a) (2)

The City will seek a PFC with the following characteristics:

- PFC level: The City will be submitting an application to impose a PFC of \$4.50 at ELP.



EL PASO INTERNATIONAL AIRPORT

6701 Convair RD • El Paso, Texas 79925-1091 • (915) 780-4700 • Fax (915) 779-5452

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S E R V I C E S O L U T I O N S S U C C E S S

August 24, 2012



EXPRESSJET AIRLINES, INC.
Manager, Airport Affairs-Global Real Estate
1600 Smith Street
Houston, TX 77002

To: Air Carriers

Re: **Notice to Air Carriers Prior to Submitting an Application to Impose and Use a Passenger Facility Charge at El Paso International Airport – Application No. 13-06-C-00-ELP**

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SERVICE SOLUTIONS SUCCESS

August 24, 2012



FRONTIER AIRLINES
Properties & Facilities Representative
7001 Tower Road
Denver, CO 80249

To: Air Carriers

Re: **Notice to Air Carriers Prior to Submitting an Application to Impose and Use a Passenger Facility Charge at El Paso International Airport – Application No. 13-06-C-00-ELP**

Dear Air Carrier Representative:

The City of El Paso (the City) intends to submit to the Federal Aviation Administration (FAA) an Application to Impose and Use a passenger facility charge (PFC) at El Paso International Airport (ELP).

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S E R V I C E S O L U T I O N S S U C C E S S

August 24, 2012



DELTA AIRLINES, INC.
Mike Anastas
Airport Corporate Affairs P. O. Box 20706,
1030 Delta Blvd., Dept. 878
Hartfield Atlanta International Airport
Atlanta, GA 30320

To: Air Carriers

Re: **Notice to Air Carriers Prior to Submitting an Application to Impose and Use a Passenger Facility Charge at El Paso International Airport – Application No. 13-06-C-00-ELP**

Dear Air Carrier Representative:

The City of El Paso (the City) intends to submit to the Federal Aviation Administration (FAA) an Application to Impose and Use a passenger facility charge (PFC) at El Paso International Airport (ELP).

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El Paso International Airport

El Paso, TX 76°F 5:38 PM

Home Airline & Flight Info Directions & Parking Ground Transportation Terminal Services Visiting El Paso Business About Us Media Contact Us



Welcome

El Paso International Airport (ELP) is the gateway to West Texas, Southern New Mexico and Northern Mexico. It provides airline passenger services, air cargo, and general aviation services.

The Airport is favored with abundant land (nearly 7,100 acres) and beautiful flying weather.

The Airport is located 6 miles east of downtown El Paso and 1.7 miles north of Interstate 10 Ext 25 (Airway Blvd).

For a map showing the location of the Airport, [click here](#).



Flight Info Alerts



PUBLIC NOTICE OF PASSENGER FACILITY CHARGE FILING

[\[Click Here\]](#)

Quick Links

- The City of El Paso TEXAS
- Transportation Security Administration
- BUTTERFIELD TRAIL
- FOREIGN-TRADE ZONE NO 68
- [Parking Maps](#)

Airline Info

American Airlines

DELTA



UNITED

US AIRWAYS

October 24, 2012

**The City of El Paso
Notice for Public Comment
Intention to Impose and Use a Passenger Facility Charge
at the El Paso International Airport**

The City of El Paso (the City) is posting this public notice as part of the passenger facility charge (PFC) application process under 14 CFR § 158.24 for the El Paso International Airport (Airport). The Authority will be notifying the Federal Aviation Administration of its intent to Impose and Use a Passenger Facility Charge as well. As part of this procedure, the City is providing the following information regarding proposed PFC Application No. 13-06-C-00-ELP

Description of each new project:

1. Passenger Loading Bridges

Project Amount:	\$13,807,581
Other Funding Sources:	\$0
Total PFC:	\$13,807,581
Start Date:	November 2012
End Date:	November 2014

Description:

This project will include the design, associated construction, and installation of fifteen new passenger loading bridges at Concourses A and B. The new loading bridges will replace the existing passenger loading bridges, many of which have reached the end of their effective life. Due to the City of El Paso's desire to maximize aircraft parking flexibility and to serve the existing and projected aircraft fleet mix at the Airport, a new aircraft parking layout was created to support the passenger loading bridges. The bridges will be equipped with self-contained air conditioning units, preconditioned air (PCA) units, ground power units (GPUs), and potable water connections.

Justification:

The existing terminal complex consists of two dual-level concourses, Concourses A and B, connected to a landside terminal building. Concourse A consists of five aircraft parking positions using four passenger loading bridges. Concourse B consists of 13 aircraft parking positions all of which are accessible from passenger loading bridges. Concourse B is equipped with 11 passenger loading bridges with four of the parking positions sharing two bridges. The ages of the passenger loading bridges vary, with the oldest bridge installed over 40 years ago and the newest installed in 2006. Six of the passenger loading bridges are owned by the City of El Paso and nine of the bridges are owned by the airline leasing the corresponding gate.

Six of the passenger loading bridges are fixed bridges with stationary pedestals that have a limited range of movement and are only able to serve narrowbody and widebody aircraft. Replacement of these bridges with apron-drive loading bridges will allow the City of El Paso to serve the range of aircraft (e.g., regional jet and narrowbody aircraft) expected at the El Paso International Airport (the Airport) over an approximate 15-year planning horizon. Several of the passenger loading bridges, including those attached to the international arrivals facility, are planned to accommodate widebody aircraft used for infrequent charter operations and unscheduled aircraft diversions. The replacement of the passenger loading bridges will allow the City of El Paso to more easily accommodate service by new airlines, changes in aircraft fleet, and relocation of carriers among gates.

Equipment from three different passenger loading bridge manufacturers is currently utilized at the Airport. Replacement passenger loading bridges with a common manufacturer and bridge model will allow the City of El Paso to more efficiently maintain the passenger loading bridges. The duration of gate closures due to

mechanical failure will be reduced since stocking spare replacement parts will be more cost effective with one manufacturer and bridge model.

Twelve of the 15 existing passenger loading bridges are equipped with GPUs and eight of them are equipped with PCA units. Equipping all gates with GPUs and PCA units compatible with regional jet and narrowbody/widebody aircraft will eliminate the need for airlines to run auxiliary power units while parked at the gate, which will reduce air pollutant emissions. The replacement passenger loading bridges will also include roof-mounted, self-contained air conditioning units to condition the air within the interior of the bridge to provide comfort to passengers while enplaning or deplaning.

This project includes removal, disposal, and replacement of 15 passenger loading bridges. It also includes equipping the passenger loading bridges with late bag chutes, self-contained air conditioning units, ground power units, preconditioned air units, and potable water closets. The project also includes electrical system upgrades to the concourses necessary to accommodate the operation of the replacement bridges and associated equipment. Additionally, water lines will be installed to accommodate potable water closets. A reimbursement cost is also included to cover the salvage value for one airline-owned passenger loading bridge.

2. Baggage Claim Units

Project Amount:	\$2,828,875
Other Funding Sources:	\$0
Total PFC:	\$2,828,875
Start Date:	November 2012
End Date:	April 2013

Description: This project will include the replacement of six flat-plate baggage claim devices. Four of the devices are located in the terminal baggage claim area and two are located in the international arrivals facility located on the apron level of Concourse A.

Justification: The baggage claim units were installed in 1995 and have reached the end of their effective life. The baggage claim devices experience frequent mechanical breakdowns that require maintenance staff to rebuild the conveyor plate systems every year or two. This results in consolidation of baggage claim operations on claim units creating operational inefficiencies and congestion in the bag claim area.

This project will replace the existing baggage claim units including all drive components, pallets, guides, bearings, and architectural treatments to match existing baggage claim finishes. The replacement devices will be planned to require minimal modifications to the existing building while providing comparable baggage claim capacity and levels of service. Completion of this project will reduce maintenance costs, increase baggage claim reliability, and provide a higher level of service to passengers at the airport by reducing equipment outages.

3. Airport Access Control System

Project Amount:	\$ 2,279,929
Other Funding Sources:	\$0
Total PFC:	\$ 2,279,929
Start Date:	February 2012
End Date:	December 2012

Description:

The project includes the purchase and installation of the Hirsch Access Control System. This system includes hot redundant servers, enrollment stations, printers and the Transportation Security Administration (TSA) Threat Assessment Report software program and the No-Fly system software program and will provide:

- Proactive identification and resolution of issues
- Measurement of system performance to avoid overload
- Data archiving and back-ups of the entire system
- Expert consultation
- Integration with Verint Camera System
- Card reader upgrade
- Scramble pad upgrade
- Firetide wireless network
- Perimeter cameras
- Terminal camera upgrade
- Fingerprint machine
- Data integration scanners
- Additional enrollment station/printer
- EPIA labor costs for project
- Furniture for dispatch workstations
- Additional storage capacity

Justification:

As part of Homeland Security and the Transportation Security Administration (TSA) Title 49 of the Code of Federal Regulation an airport must maintain a security program. The EPIA Security Program must be updated as needed or as required by TSA. The Security Program outlines protocols, airport responsibilities and appropriate actions in the event of a security incident. This security program also outlines the requirements EPIA must follow, which include an automated access control system.

The EPIA is upgrading existing security infrastructure in order to further accommodate Federal, State, and local requirements as well as increasing security stressors. The EPIA aging security system has prompted them to seek a remedy. In late November of 2011, EPIA's primary server began to have issues and subsequently failed. Airport's and IT's staffs were able to switch the system to the backup server and somewhat rebuild the primary server. IT advised that the rebuilt server will not be capable of sustaining the required security controls and redundancy required to comply and support a secure facility for a long period. This project will allow EPIA and IT to install two physical servers supporting the Hirsch Access Control System and incorporate many of their existing security systems and protocols such as their CCTV systems and No Fly List applications.

4. Central Plant Upgrade and Energy Improvements

Project Amount:	\$5,500,000
Other Funding Sources:	\$1,464,339
Total PFC:	\$4,035,661
Start Date:	September 2012
End Date:	September 2014

Description:

The Airport is undertaking a project to upgrade the central plant to the terminal building in addition to other energy saving measures. The project consist of four Facility Improvement Measures (FIM) to the terminal building central plant which, when implemented, will result in significant utility cost savings for EPIA and terminal tenants. The four FIMs with a brief description of what they entail are listed below:

1. FIM #1 – Lighting Retrofits and Controls

It includes new and more efficient lamps and ballasts as well as wired and wireless lighting controls. It will have a web-based control system with day-lighting controls.

2. FIM #2 – Solar Window Film
Install solar window film on the inside of windows at designated locations throughout the terminal.
3. FIM #3 – Central Plant Upgrade
The central plant upgrade consist of three new efficient chillers and pumps, four new efficient boilers and pumps, and heat exchanger free-cooling enhancements as well as refurbishing the existing cooling tower.
4. FIM #4 – Facility Management System
Renew and optimize the HVAC control system at the terminal by removing and replacing all pneumatic valves and controllers with DDC controls and consolidation of three systems into one.

These improvements will serve the entire terminal building, however, because certain areas of the terminal building are not PFC-eligible, only the proportionate project costs are being submitted for PFC funding. PFC funding is requested for 73.4 percent of the project costs.

Justification:

This project is proposed in response to an energy audit conducted at the airport as part of a city-wide detail audit of public facilities spearheaded by the City of El Paso, Texas (City). In addition to trying to revitalize its infrastructure and support the City Sustainability Program, the city-wide effort is spurred by the mandate under Texas Senate Bill 12 to reduce electric consumption as per the Texas Emission Reduction Plan. The current central plant facilities are not operating at maximum energy efficiency and therefore, need to be updated to realize reductions in electric consumption.

The justification or benefit of the proposed project is that it will generate an estimated energy cost savings of approximately \$430,000 per year to be realized by EPIA and terminal tenants. In addition to the energy savings, operations and maintenance savings will be realized as well. Plus each of the FIM proposed will yield other benefits. For example, the lighting retrofits and controls under FIM #1 will improve indoor lighting environments along with the reliability of the lighting systems. The installation of the solar window film (FIM #2) will reduce solar heat gain, thus providing cooling energy and peak demand savings coupled with improved comfort of building occupants by reducing cold and hot spots. Plus, the film will improve the insulating properties of the windows resulting in additional savings. The upgrades to the central plant proposed in FIM #3, which includes improving outdated HVAC equipment, will increase cooling and heating plant capacities and reliability plus improve indoor comfort. The improvements to the Facility Management System (FIM #4) will upgrade outdated HVAC controls, reduce runtime of HVAC equipment, and improve indoor temperature control. These are all benefits to be gained by EPIA and terminal tenants justifying the proposed project.

5. TSA Baggage Makeup Area Expansion/Consolidation

Project Amount:	\$800,000
Other Funding Sources:	\$0
Total PFC:	\$800,000
Start Date:	October 2012
End Date:	April 2014

Description. This project includes expansion of the baggage makeup area behind ticketing. The baggage makeup area was previously expanded to accommodate screening equipment brought on by Transportation Security Administration (TSA) and now needs to be further expanded. The screening machines and conveyer belts need to be reconfigured for a more efficient operation so that capacity of the existing facilities is maintained. This phase of the project will include further expanding the baggage makeup area behind ticketing including the external roof canopy extending off the terminal building. This expansion will be 20 feet to the north. Additionally, the four existing EDS machines and associated baggage screening equipment such as belts and gates will be relocated into one or two consolidated pods so all airlines will have access to the EDS machines without manually transporting baggage.

Justification. Consolidating the TSA screening equipment and operations is necessary to reduce delays in processing passengers caused when baggage screening machines break down. Currently the screening machines are distributed separately and serve specific airlines. Several airlines do not have access to the machines and must manually transport bags to a machine in another airline's baggage area. Furthermore, TSA staffing levels have decreased causing certain machines to be idle at times, which further diminishes throughput of the screened bags.

6. PFC Implementation and Administrative Costs

Project Amount:	\$29,648
Other Funding Sources:	\$0
Total PFC:	\$29,648
Start Date:	January 2012
End Date:	July 2012

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

Justification. This project is eligible in accordance with Section 158.3, "allowable cost" as explained in that section's preamble. Development under this as a result of this project may preserve and enhance safety and capacity at the Airport.

PFC level, proposed charge effective date, estimated charge expiration date, and estimated total PFC revenue pursuant to Section 158.23(a)(2)

The City will seek a PFC with the following characteristics:

- PFC level: The City will be submitting an application to impose a PFC of \$4.50 at ELP.
- Estimated total PFC Authority to Impose and Use under this application: \$23,781,694.
- Proposed charge effective date: June 1, 2013, or upon expiration of collection of PFCs for currently approved applications, whichever date occurs first.
- Estimated charge expiration date: June 1, 2017 (or until collected revenues plus interest thereon equal the allowable costs of the approved projects, as permitted by regulation).

These dates are estimated based on PFC collections and expenditures as of May 31, 2012; projections of future enplanements assuming 1.0 percent annual enplaned passenger growth; and 90 percent collectibility on enplaned passengers.

Class of carriers not required to collect the PFC pursuant to Section 158.23(a)(3)

The City plans to request the exclusion of PFC collection from Air Taxi/Commercial Operators (ATCO) filing FAA Form 1800-31. The most recent official enplanement figures, for the year-end December 31, 2011, show that these carriers enplaned 32 passengers. The number of passengers enplaned annually by this class of carriers represents an amount less than one percent of the total enplaned passengers at ELP. In accordance with 14 CFR § 158.25, this class of air carriers may be requested to be exempted based on their enplanement levels and cost to the City to collect PFCs from this class of air carriers.

Point of Contact:

As required under 14 CFR § 158.24, the City will be accepting public comments on the proposed PFC Application No. 03-06-C-00-ELP up to forty-five (45) days after the date of posting this public notice on our Internet Web site. Any comments should be sent to:

Monica Lombraña
Director of Aviation
El Paso International Airport
6701 Convair Road
El Paso, TX 79925

ATTACHMENT D

REQUEST TO EXCLUDE CLASS(ES) OF CARRIERS

1. Request to Exclude Class(es) of Carriers

As stated in its August 24, 2012 letter notifying the air carriers of its intent to impose and use PFC revenue at the Airport (contained in the preceding Attachment C: *Air Carrier Consultation & Public Notice Information*), the City hereby requests to exclude the following class of carriers from collecting a PFC for the stated reasons:

- All air taxi/commercial operators (ATCO) are requested to be excluded from the collection of a PFC. The ATCO carriers filing or required to file FAA Form 1800-31, to the extent known from CY 2011 filings¹ (the last year for which such filings are currently available) consist of the following:
 - Executive Flight, Inc.
 - Ultimate Jetcharters LLC
- The number of passengers enplaned by these carriers constituted less than one percent of the total number of passengers enplaned at the Airport in CY 2011 (32 out of 1,458,965 enplanements). These carriers typically have only de minimis enplanements and are not required by the City to report them, and they do not operate pursuant to an agreement with the City. These small carriers typically are not in competition with carriers providing more extensive service. It would be administratively burdensome for the City to ensure remittance of the PFC from this class of carrier in compliance with federal requirements, and exempting this class will have virtually no effect on revenues.

2. Carrier Comments to Exclude this Class of Carrier from PFC Collection

None

3. Response to Opposing Comments

Not Applicable

¹ At the time the air carrier notification was mailed, information was only available for CY 2010. Since that time, CY 2011 information is available and is presented herein.

ATTACHMENT G: AIRPORT LAYOUT PLAN (ALP), AIRSPACE, AND ENVIRONMENTAL FINDINGS

ALL PROJECTS FOR WHICH IMPOSE AND USE OR USE AUTHORITY IS REQUESTED IN THE APPLICATION MUST BE LISTED UNDER EACH TYPE OF FINDING BELOW.

*****FOR FAA USE*****
PFC Application Number: _____

I. ALP Findings

1. Current ALP approval date:
List proposed project(s) shown on this ALP:

2. List proposed project(s) not required to be shown on an ALP:
 - **Passenger Loading Bridges**
 - **Baggage Claim Units**
 - **Airport Access Control System**
 - **Central Plant Upgrade and Energy Improvements**
 - **Baggage Makeup Area Expansion/Consolidation**
 - **PFC Implementation and Administrative Costs**

*****FOR FAA USE*****
Public agency information confirmed? YES [] PARTIALLY [] NO []
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrence below.

II. Airspace Findings

1. FAA Airspace finding date: _____ (repeat as necessary)
List proposed project(s) covered by this finding:

2. List proposed project(s) not required to have an airspace determination:
 - **Passenger Loading Bridges**
 - **Baggage Claim Units**
 - **Airport Access Control System**
 - **Central Plant Upgrade and Energy Improvements**
 - **Baggage Makeup Area Expansion/Consolidation**
 - **PFC Implementation and Administrative Costs**

*****FOR FAA USE*****
Public agency information confirmed? YES [] PARTIALLY [] NO []
For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s) for the FAA's nonconcurrence below.

III. Environmental Findings

1. List proposed project(s) which are categorically excluded from the requirement for formal environmental review:
 - **Passenger Loading Bridges**
 - **Baggage Claim Units**
 - **Airport Access Control System**

- Central Plant Upgrade and Energy Improvements
- Baggage Makeup Area Expansion/Consolidation
- PFC Implementation and Administrative Costs

2. Date of FAA Finding of No Significant Impact: _____
 (repeat as necessary)
 List proposed project(s) covered by this finding:

3. Date of FAA environmental record of decision: _____
 (repeat as necessary)
 List proposed project(s) covered by this finding:

*****FOR FAA USE*****
 Public agency information confirmed? YES [] PARTIALLY [] NO []
 For each project which the ADO/RO disagrees with the public agency's finding, discuss the reason(s)
 for the FAA's nonconcurrency below.

Application Reviewed by:

_____ Name

_____ Routing Symbol

_____ Date

