Passenger Facility Charge
New Application #8
Phoenix Sky Harbor International Airport

Airline Consultation and Public Notice Materials
Date: May 4, 2017
Agenda

- PFC Program Status
- PFC #8 New Application
- Plan of Finance
- Administrative Matters
PFC Program Status and Goals

- PFC #1-5: Amended and Closed
- PFC #6-7: Currently Open
- PFC #8: New Application – Today’s Consultation

The PFC Program seeks to fund projects which preserve or enhance safety, security, or capacity; furnish opportunity for enhanced air carrier competition; or mitigate noise impacts.
### Existing PFC Program and Proposed Application

<table>
<thead>
<tr>
<th>PFC Approvals</th>
<th>Current Approval Amount</th>
<th>Proposed Approval Amount</th>
<th>Revenues Applied Through 12/31/2016</th>
<th>Revenues Applied Through 3/1/2017</th>
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**Subtotal Closed PFC Approvals:**

- **PFC 8 Proposed Effective Date:** May 1, 2032
- **PFC 8 Proposed Expiration Date:** January 1, 2033
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<tr>
<th>Project Name</th>
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<td>Runway 8-26 Keel Reconstruction</td>
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<td>Reconstruct T3 South Transition Apron and Section of Taxiway D</td>
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<td>T3 North Inner PCCP Ramp Reconstruction</td>
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<td>PHX Runway Incursion Mitigation (RIM) Analysis</td>
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<td>PHX Master Plan</td>
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<td>Terminal 3 Modernization - Construction</td>
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<td>Perimeter Gates Security Enhancement - Phase II</td>
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<td>Security Master Plan</td>
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<td>PHX AGIS Survey and Airspace Analysis</td>
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<td>Passenger Information Paging System (PIPS) Replacement and</td>
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<td>Checkpoint Wait Time System</td>
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<td>Total</td>
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## Plan of Finance for PFC #8

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<tr>
<th>Project Description</th>
<th>Proposed PFC</th>
<th>State Grants</th>
<th>AIP Funding</th>
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PFC funding in the amount of $7.543M will be requested for the Utility Vault Upgrade and Infield Paving project.
Description

This project involves airfield utility vault upgrades and infield paving at Phoenix Sky Harbor International Airport (SHIA). Utility vaults, including airfield lighting vaults owned by the City of Phoenix (City) as well as Utility and Communication vaults owned by the FAA, will be raised to avoid flooding. The vault elevations will be raised in such a way that the grades around them are within FAA design standards but are able to divert water runoff around the structure, thus minimizing, if not completely eliminating, water intrusion within the vaults. The project also involves grading the immediate area around these vaults to improve drainage and replacing City owned airfield vault lids as necessary. The elevation of monitoring wells, catch basins, storm drain manholes, storm drain laterals, and sanitary sewer manholes will also be adjusted to the proper height and slope as an enabling project component, thus complying with Part 139 Standards.

In addition, 543,452 square yards of the infields adjacent to Taxiways Alpha, Echo, and Foxtrot, which are currently composed of graded top soil, will be paved with asphalt pavement in order to mitigate erosion, foreign object debris (FOD) generation, and storm damage. The modifications to the utility accesses and the infield paving are being performed concurrently in order to ensure proper elevations based on the overall needs of the drainage systems in the area.


Justification

The majority of the utility access points across the SHIA airfield have water intrusion and safe access issues. Several of these utility access points need to be upgraded for proper operation. Many of the utility vaults are in the direct drainage path of the storm water catch basins and/or are at a lower grade. This causes them to fill with water, resulting in premature electrical failures which could cause loss of lighting on the airfield that would lead to safety and congestion issues. Water must be regularly pumped out of the basins in order to avoid electrical failure and to perform repairs.

In addition, the older round vault lids and the first generation square lids pose a safety concern for the individual attempting to access the utility vaults, because the dead lift weight of most of these lids is over 150 pounds and require a small truck or trailer mounted crane to open them. This in turn causes safety concerns due to aircraft operations near the vault location.

The current condition of the Alpha, Echo, and Foxtrot infields is unstable and susceptible to weather elements and jet wash. These infields are currently composed of graded top soil. With wind or jet wash, the top soil with aggregate can blow onto the taxiways or runways and lead to FOD conditions. The unstable condition of the graded soil is furthered by the regular impact associated with weed control activities and maintenance activities of City-owned electrical vaults, FAA vaults, storm drains, and navigational aids throughout the infields.
PFC funding in the amount of $2.575M will be requested for the Runway 8-26 Keel Reconstruction project.
Description

This project involves design and construction services related to the removal and replacement of the full depth of approximately 332 concrete panels at PHX. Approximately 282 damaged concrete panels on the keel section of Runway 8-26 will be removed and replaced, located approximately 18.75 feet north and 18.75 feet south of the centerline, along 2,820 linear feet on the east end of Runway 8-26 in the aircraft touch-down zone. In addition, approximately 50 isolated miscellaneous panels located on Runway 8-26 between connector Taxiways A5/B6 and A6/B7 and on Taxiways B1, A2, B3, B9, B10, B12 and A11 will be removed and replaced. Each panel is 18 inches thick, 20 feet in length, and 20 feet in width. Also included in this project are the following enabling components: grading, new paint striping, necessary temporary markings, and electrical repairs to the status light system and high speed exit lights that may be affected by replacement of these keel sections.

Justification

Prior to the implementation of this project, airfield/runway inspections identified spalling, full depth cracks, and additional signs of wear and tear in the concrete panels included within the project scope. The deteriorated panels result in FOD which could be ingested into aircraft engines, thereby creating detrimental impacts to operational safety. Without this project, the affected areas would continue to deteriorate, necessitating the closure of the Runway, which would inhibit operational capacity at PHX.
PFC funding in the amount of $2.287M will be requested for the Reconstruct T3 South Transition Apron and Section of Taxiway D project.
Description

This project consists of design and construction services associated with the reconstruction of the T3 South Transition Apron and the strengthening of a section of Taxiway D. The scope of work includes design and construction services associated with replacing the existing asphalt pavement with concrete. The surface area of the replacement in T3 South Transition Apron is approximately 25,300 square yards (SY). Also included in this project is the reconstruction of a section of Taxiway D with surface area of approximately 8,400 SY between D8 and D9, located south of Terminal 3. The apron is common use. The project also includes restriping of the new pavement, upgrading or replacing of signage, and taxiway lighting for compliance.

Justification

The T3 South Transition Apron was originally constructed in early 1980, and the majority of the apron has never been reconstructed or rehabilitated. The current pavement in the T3 South Transition Apron area is deteriorated, with longitudinal and transition cracking, map cracking, block cracking, and unraveling. As of 2010, the apron had a pavement condition index (PCI) rating of 48, considered "poor" condition, and has continued to deteriorate in the last five years.

The section of Taxiway D between D8 and D9 was constructed in 1979 and was not part of the most recent reconstruction of Taxiway D in 2006. The most recently measured PCN rating for this section of the Taxiway was 57-59. Although the Taxiway is currently restricted to Group III aircraft operations and Boeing 757, the planned upgrades to the T3 South concourse will introduce Group IV aircraft operations to this section of the Taxiway. Group IV aircraft require a PCN of 68. As a result, this section of Taxiway D requires strengthening if it is to continue to be utilized to carry air traffic once the upgrades to the T3 South Concourse have occurred.
PFC funding in the amount of $4.401M will be requested for the T3 North Inner PCCP Ramp Reconstruction project.
Description

This project consists of the design, removal and replacement of the existing apron pavement structure surrounding Terminal 3 North concourse. The total area affected by this project is approximately 43,600 square yards, consisting of approximately 1,630 panels (each panel is 20 feet in length by 12 feet in width). Both the current and new pavement section is comprised of Portland cement concrete pavement (PCCP) reinforced with welded wire mesh. The apron is common use, serving all airlines which access the Terminal 3 North concourse. In addition, the scope of this project will include striping, clean-up of contaminated soil, drainage, and necessary work associated with the water/sewer (drywells) system located in the area affected by the project.

Justification

The T3 N Inner Apron was built in 1979. As of 2013 the Pavement Condition Index (PCI) in this area was 69, which is considered fair. By 2022, the PCI will be 59, which is below the recommended PCI of 65 which indicates that major rehabilitation should be completed as soon as possible. The area also exhibited light, medium and heavy linear cracking, medium to large patching, some faulting, scaling, shrinkage cracking, and failed joint seal. Also, Alkali Silica Reaction (ASR) has been observed on some of the panels. No major rehabilitation or reconstruction has taken place on the inner ramp at T3 North since the apron was constructed in 1979.

The schedule of this project will be in coordination with the T3 Modernization project when T3 North gates will be closed. If the work is not completed during the T3 Modernization Project, there will be a need to close the gates again in the future for panel replacement. Continued failure and deterioration of the T3 North Inner Apron may lead to detrimental impacts to the customers due to lengthy gate closures after the T3 Modernization project is completed.
PFC funding in the amount of $1.309M will be requested for the Airport Compatible Land Redevelopment Program project.
Description
This project involves the redevelopment of properties acquired through the City’s Community Noise Reduction Program. This project is associated with a pilot program, Airport Compatible Land Redevelopment Program (Redevelopment Program), which supports the redevelopment of acquired noise land in partnership with the authorized local government jurisdiction. The redevelopment will be undertaken based on recommendations found in the City’s Airport Compatible Land Reuse Plan (Reuse Plan). It should be noted that PFC funding for the Reuse Plan was applied for and received through the City’s PFC Application #7. The Redevelopment Program is a separate project which focuses on redeveloping the land in a manner recommended by the Reuse Plan.

Justification
FAA guidance states that “An airport must dispose of unneeded land acquired for an airport purpose when the land is no longer needed for an airport purpose (per title 49 U.S.C., Section 47107(c)(2)(B)),” (Noise Land Management and Requirements for Disposal of Noise Land or Development Land Funded with AIP, issued June 2014).

In addition, the FAA’s Pilot Program for Redevelopment of Airport Properties encourages the expedited compatible redevelopment of airport property purchased under an approved noise compatibility program. The FAA supports land redevelopment which is compatible with nearby Airport operations and would generate economic benefits to the airport sponsor and adjacent community.
Description

This project involves the development of a study which reviews current airfield pavement geometry at the Airport as it relates to current FAA design standards. The goal is to mitigate current “hot spots” involving previous aircraft incursions. The study includes a tenant/stakeholder outreach effort to review existing mitigation efforts and determine if additional mitigations are needed.

Justification

This project was requested by the FAA. The Airport currently has three hot spots which have been identified by the FAA as airfield safety concerns. These hot spots have a history of aircraft incursions, and runway incursion mitigation is a top priority for the FAA. In addition, updated FAA design standards have been released within the past five years, (Advisory Circular 150/5300-13A) which contain guidelines that may assist in alleviating these safety concerns. A study of the existing airfield pavement configuration, and associated operational procedures, to identify possible mitigation measures is required in order to comply with federal standards and recommendations.
PFC funding in the amount of $1.135M will be requested for the PHX Master Plan project.

Description

This project provides for the development of a new Airport Master Plan with a 20-year horizon for Phoenix Sky Harbor International Airport. The scope of this project includes a determination of facility requirements of the Airport through the next 20 years, including the possibility of additional facilities and/or expansion of existing facilities and land required to accommodate projected activity. This project will also result in the development of a capital improvement program that prioritizes and stages proposed development over five, ten and twenty year planning horizons to meet identified business development goals or specific increases in volume of activity or level of service, including the business case for these improvements. An update of the existing Airport Layout Plan is also included within the scope of services for this project.

Justification

The existing Sky Harbor Master Plan was approved in late 1989 and is now outdated. Without an updated Master Plan, the City would have little insight into the extent of passenger growth at the Airport. As a result, future facility requirements would not be anticipated, and it is likely that Airport facilities would not meet passenger demand at the Airport throughout the 20-year horizon.
PFC funding in the amount of $46.149M will be requested for the Terminal 3 Modernization - Construction project.
PFC #8-8: Terminal 3 Modernization – Construction
Description

This project entails the construction phase of a terminal modernization for Terminal 3 at PHX. The project will increase the size of Terminal 3 from 550,379 square feet to approximately 680,000 square feet in order to meet increasing passenger demands. The terminal modernization is a comprehensive project that includes a number of facilities that support the overall operation of an aviation passenger terminal. The three components, terminal processor, South Concourse, and North Concourse, will result in 31 additional ticket counters, nine additional gates, an additional baggage claim device, and an expanded Security Checkpoint.

- Component 1 - Includes consolidation and expansion of Security Checkpoint area from 17,125 square feet to approximately 26,000 square feet; construction of separate ticketing and baggage claim areas, increasing the square footage of ticketing area from 8,171 square feet to approximately 13,000 square feet and providing a fifth baggage claim device; curb expansion to provide an additional 200 square feet of curbside on both the North and South sides of the Terminal; and enhanced concession space at the passenger level.

- Component 2 – South Concourse is a new fifteen-gate concourse consisting of both passenger level and an apron level for service and support functions. The number of gates at the South Concourse will increase to fifteen; passenger boarding bridges (PBBs) and gate positions will be new and will include aircraft power and preconditioned air in order to provide consistent level of service with the North Concourse gates. The South Concourse will be a linear facility attached to the Terminal Processor on the south end of the existing passenger connector bridge.

- Component 3 – North Concourse is a comprehensive renovation of the passenger and apron levels of the existing North Concourse. Existing PBBs which have exceeded their useful lives will be replaced, and the replacement of aircraft power and preconditioned air will be evaluated to address increased capacity. Component 3 also includes an expansion at the mid-point to create a concession node at the building centers.
Justification

Terminal 3 infrastructure is approaching its 40-year useful life, and existing capacity is insufficient to meet the 58 million annual passengers projected for the Airport by 2024.

- **Component 1 - Terminal Processor.** The existing Terminal 3 checkpoint size is a constraint to passenger capacity at the Airport. Future growth cannot be accommodated at the current facility, given that current levels result in excessively long queuing. In addition, the current layout of Terminal 3 processor includes separate security checkpoints for the North and South concourses leading to redundancy, inefficiency, and confusion in the passenger flow throughout the terminal. Passengers are unable to connect between flights in the North and South Concourses without passing through security, making it difficult to connect between the two concourses.

- **Component 2 – South Concourse.** Terminal 3 South Concourse was constrained at six gates prior to the implementation of this project. As a result, a reconstruction of the South Concourse in the east-west orientation is required in order to add gate capacity to accommodate the projected demand of 58 MAP. The passenger boarding bridges on the South Concourse were over 20 year old and were in such poor condition that they were sold for scrap.

- **Component 3 – North Concourse.** The existing Terminal 3 North Concourse infrastructure is aging, approaching its 40-year useful life, and is in need of rehabilitation. The seven PBBs being replaced as part of this project component have exceeded their useful lives, are owned by the airlines, and have no resale value. The mechanical and electrical systems are also at the end of their useful life, as much of this infrastructure was installed upon opening of the building in the year 1979-1980 and is nearly forty years old.
PFC funding in the amount of $1.056M will be requested for the Perimeter Gates Security Enhancements – Phase II project.
Description

This project involves the replacement of 14 electromechanical drop arm type barriers with new hydraulic barriers, the Hy-Security Strong Arm M-50. There are a total of 24 access points and 29 barriers at the Airport. Phase I of the Perimeter Gates Security Enhancements work, for which PFCs were applied in the Airport’s Application 7, involved the replacement of 15 wedge barriers with hydraulic drop arms at 11 of the Airport’s access points. This project represents Phase II of the Perimeter Gates Security Enhancements work and involves the replacement of the remaining 14 barriers, which were previously electromechanical drop arm type barriers, with hydraulic barriers. The 14 barriers are located at the 13 access points which were not previously addressed in PFC 7. With the completion of this project, all vehicle barriers will be of the same make and model.
Description

This project includes the development of a new Security Master Plan which will address current security threats. The Security Master Plan will be developed in accordance with guidelines found in TSA's Recommended Security Guidelines for Airport Planning, Design and Construction.

Justification

The existing Airport Security Master Plan was completed in 2003 and amended in 2004. Security threats are constantly changing, and it is important to have a plan that meets current threats. Information from TSA's Recommended Security Guidelines for Airport Planning, Design and Construction from May 2011 must also be incorporated into the Security Master Plan. It is also the industry’s practice to have an airport security master plan completed or updated every five years. Many projects from the original plan were approved by the Security Master Plan Steering Committee and have been implemented. Therefore, it is recommended that the Airport commission another Security Master Plan that addresses current threats and therefore enhances security at the Airport.
PFC #8-11: PHX AGIS Survey and Airspace Analysis

PFC funding in the amount of $0.32M will be requested for the PHX AGIS Survey and Airspace Analysis project.

Description

This project will update PHX Airport Geographic Information System (AGIS) data and will complete an Airport Airspace analysis in compliance with FAA Advisory Circular (AC) 150/5300-18B.

FAA AC 150/5300-18B provides the specifications for the collection of airport data for the FAA Airport Surveying – Geographic Information System Program. It also explains how to submit data to the FAA, which will forward the safety critical data to the National Geodetic Survey (NGS) for independent verification and validation.

Justification

This is a high priority project for the FAA Western Region, as PHX is the only large hub airport in the Region that has not yet completed this project. The last airspace analysis done for PHX was performed by the NGS in 2004. The NGS no longer provides this service, the existing PHX AGIS data is out of date, and the AGIS is not fully compliant with FAA AC 150/5300-18B. Outdated AGIS data is considered a safety risk for aircraft operating at the Airport. As a result, an updated airspace analysis and updated AGIS data is required in order to enhance safety and comply with current FAA standards and recommendations.
PFC #8-12: Passenger Paging Information System (PIPS) Replacement and Checkpoint Wait Time System

PFC funding in the amount of $1.811M will be requested for this project

Description
This project includes the replacement of the Passenger Information Paging System (PIPS) installed in Terminal 4 and in the two Cell Phone lots. The PIPS will provide all passengers with flight information as well as audio/visual paging capabilities. This project also includes the installation of Checkpoint Wait Time system (Wait Time), an integrated queue measurement system employing wireless and Bluetooth technology at key areas in Terminal 4, located near the four Security Checkpoints and the Federal Inspection Services (FIS) area. Wait Time will determine the real-time wait time at each specified area and will have the ability to broadcast that information on a real-time basis.

Justification
The prior PIPS installation was completed in 2005 and is nearing end-of-life and life-cycle replacement. The existing audio hardware as well as flight and baggage information hardware can no longer be purchased as it is at end-of-life. As the existing audio hardware equipment gets older, it fails more frequently, resulting in additional audio/visual paging downtime for the traveling public. Since PIPS was designed in 2003, there have been many advances in technology to ensure that this critical system remains operational as this system enhances security and capacity at the Airport.

Prior to this project, the Airport did not have wait-time analytics capabilities which would assist in optimizing passenger flows through security areas. As a result, passenger crowding and long queues commonly occur at the security checkpoints and the FIS area.
Administrative Matters

- **ATCO** – Nonscheduled/On-Demand Air Carriers, filing FAA Form 1800-31
- **CAC** – Commuters or Small Certified Air Carriers, filing FAA Form T-100 with less than 7,500 enplanements each annually at Phoenix Sky Harbor International Airport
- **CRAC** – Large Certified Route Air Carriers, filing FAA Form T-100 with less than 7,500 enplanements each annually at Phoenix Sky Harbor International Airport
- **FFC** – Foreign Air Carriers filing Form T-100(f) with less than 7,500 enplanements each annually at Phoenix Sky Harbor International Airport

The cost of collection, record keeping, and auditing by the air carrier and the City of Phoenix outweigh the benefits to be derived by the collection of PFC revenue within each class.
- Airline deadline for certification of agreement or disagreement is June 3, 2017
- Public deadline for submitting comments is June 3, 2017
- Send comments to:

  Jay DeWitt  
  Deputy Aviation Director  
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Airline Consultation and Public Notice Materials
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