



GREATER ORLANDO AVIATION AUTHORITY

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GREATER ORLANDO AVIATION AUTHORITY

New Application #22

PUBLIC NOTICE

December 14, 2023

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PUBLIC NOTICE

Pursuant to 49 CFR Part 158.24, the Greater Orlando Aviation Authority (Authority), owner and operator of Orlando International Airport (Airport), hereby provides public notice as part of the proposed actions to be taken on the Authority's Passenger Facility Charge (PFC) program described below in more detail. As required in 14 CFR Part 158.24 the Authority will be accepting public comments on the proposed actions contained in the attached documents up to thirty (30) days after the December 14, 2023, posting of this public notice.

Any comments associated with this posting should be sent to the Authority's Chief Financial Officer, Kathleen M. Sharman at 5855 Cargo Road, Orlando FL 32827. If there are questions regarding these proposed actions in this public notice, Ms. Sharman can be reached at (407) 825-2043, or Kathleen.Sharman@goaa.org with a copy to Luann.Fisher@goaa.org.

As required in 14 CFR Part 158.24, this public notice contains the following information:

- A description of the project(s) the Authority is considering for funding by PFCs
- A brief justification for the project(s) the Authority is considering for funding by PFCs
- The PFC level for the project(s)
- The estimated total PFC revenue the public agency will use for the project(s)
- The proposed charge effective date for the application
- The estimated charge expiration date for the application
- The estimated total PFC revenue the public agency will collect for the application
- The name of, and contact information for the person within the Authority to whom comments should be sent

PROPOSED ACTIONS

The proposed actions to be consulted at this meeting include the following:

- Submit new PFC Application #22 pursuant to 14 CFR 158.25: New PFC application.

OVERVIEW OF AUTHORITY'S PFC PROGRAM

The Authority's PFC program is comprised of 20 approved PFC applications. PFC Application #12 was intended to combine Applications #8 through #11 and was withdrawn by the Authority, therefore, PFC Application #12 was not used or approved. PFC Application #19 combined applications #11 through #18 to collect at the \$4.50 rate.

Table 1, below, summarizes the Authority's PFC program:

Application Number	Date Originally Approved	Revised Collection/Use Authority
Application #1	27-Nov-92	\$34,099,841
Application #2	24-Sep-93	8,140,005
Application #3	28-Aug-95	18,637,986
Application #4	21-Mar-96	58,845,584
Application #5	11-Dec-97	114,471,533
Application #6	17-May-99	115,293,664
Application #7	19-Apr-00	174,236,180
Application #8	19-Jul-00	54,833,679
Application #9	26-Mar-02	92,657,820
Application #10	12-Jul-05	749,303,511
Application #11 (see PFC #19)	31-May-07	-
Application #12 (not used)	Not Used	-
Application #13 (see PFC #19)	27-Oct-09	-
Application #14 (see PFC #19)	28-Sep-11	-
Application #15 (see PFC #19)	17-May-13	-
Application #16 (see PFC #19)	1-Nov-13	-
Application #17 (see PFC #19)	11-Jul-14	-
Application #18 (see PFC #19)	15-Mar-17	-
Application #19 (PFC 11, 13-18)	22-Jun-18	3,014,880,727
Application #20	8-May-19	517,293,000
Application #21	9-Sep-19	78,000,000
	Total Collection Authority	\$ 5,030,693,530

FINANCIAL IMPACT OF CURRENT PROPOSED ACTION

On November 10, 2023, the Authority provided written notice to all known air carriers operating at Orlando International Airport of its intent to submit new PFC Application #22 to the Orlando Airports District Office (OADO).

Table 2 below summarizes the Authority's existing PFC program and financial impacts of the proposed action under this public notice.

Application Reference	Date Originally Approved	Existing Collection/Use Authority	Proposed Actions	Revised Collection/Use Authority
		(A)	(B)	(C) = (A) + (B)
92-01-C-05-MCO (Closed)	27-Nov-92	\$34,099,841	\$ -	\$34,099,841
93-02-C-01-MCO (Closed)	24-Sep-93	8,140,005	-	8,140,005
95-03-C-02-MCO (Closed)	28-Aug-95	18,637,986	-	18,637,986
96-04-C-08-MCO (Closed)	21-Mar-96	58,845,584	-	58,845,584
98-05-C-05-MCO (Closed)	11-Dec-97	114,471,533	-	114,471,533
99-06-C-03-MCO (PFC #6)	17-May-99	115,293,664	-	115,293,664
00-07-C-04-MCO (PFC #7)	19-Apr-00	174,236,180	-	174,236,180
00-08-C-02-MCO (PFC #8)	19-Jul-00	54,833,679	-	54,833,679
02-09-C-07-MCO (Closed)	26-Mar-02	92,657,820	-	92,657,820
05-10-C-10-MCO (PFC #10)	12-Jul-05	749,303,511	-	749,303,511
07-11-C-02-MCO (PFC #11 combined into PFC#19)	31-May-07	-	-	-
PFC Application #12 (Not Used)	N/A	-	-	-
09-13-C-03-MCO (PFC #13 combined into PFC#19)	27-Oct-09	-	-	-
11-14-C-02-MCO (PFC #14 combined into PFC#19)	28-Sep-11	-	-	-
13-15-C-01-MCO (PFC #15 combined into PFC#19)	17-May-13	-	-	-
13-16-C-02-MCO (PFC #16 combined into PFC#19)	1-Nov-13	-	-	-
14-17-C-01-MCO (PFC #17 combined into PFC#19)	11-Jul-14	-	-	-
17-18-C-02-MCO (PFC #18 combined into PFC#19)	15-Mar-17	-	-	-
18-19-C-01-MCO (PFC #19)	22-Jun-18	3,014,880,727	-	3,014,880,727
19-20-C-01-MCO (PFC #20)	8-May-19	517,293,000	-	517,293,000
19-21-C-00-MCO (PFC #21)	9-Sep-19	78,000,000	-	78,000,000
PFC Application #22 (Current Action)		-	232,658,030	232,658,030
Total Authority:		\$ 5,030,693,530	\$ 232,658,030	\$ 5,263,351,560

NEW PFC APPLICATION #22

OVERVIEW

The proposed project in PFC Application #22 at Orlando International Airport (MCO) includes:

22.01 Airside 2 and 4 Automated People Mover (APM) Systems Replacement – Design and Construction

Table 3 below provides an overview of total project costs as well as those amounts to be funded by PFCs.

Table 3 – Financial overview of project to be included in PFC #22

Project Number	Project Description	Total Cost*	Project Cost to be Funded by PFC #22
22.01	Airside 2 and 4 Automated People Mover (APM) Systems Replacement	\$232,658,030	\$98,919,030
TOTAL:		\$232,658,030	\$98,919,030

**Total Cost includes PFC bond financing and interest cost*

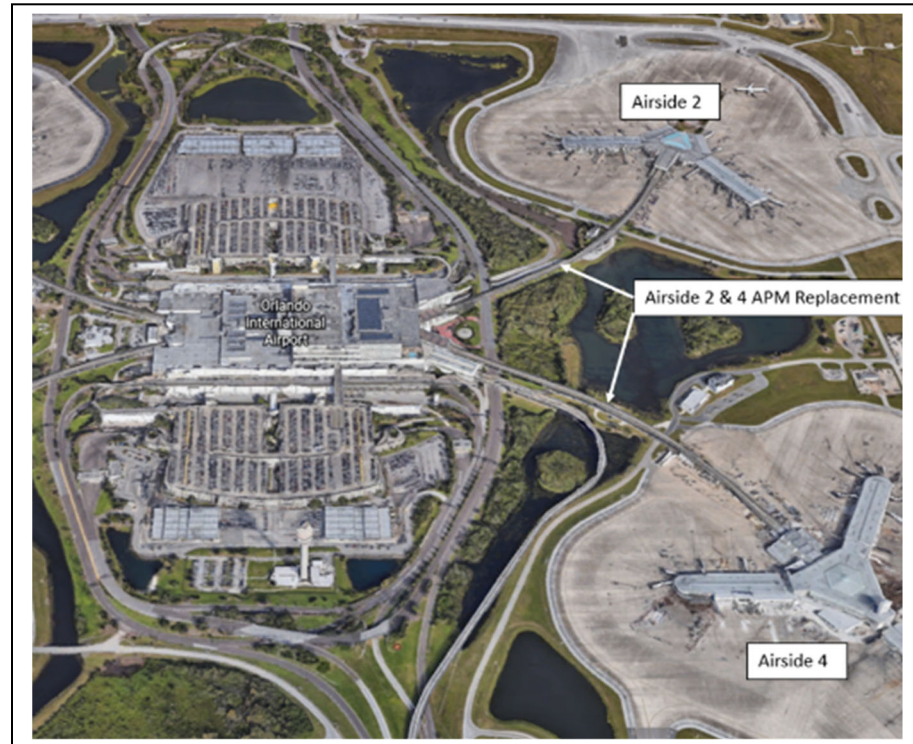
PROJECT 22.01 Airside 2 and 4 Automated People Mover (APM) Systems Replacement – Design and Construction

DESCRIPTION: The proposed project provides for the full replacement of the Airside 2 and 4 Automated People Mover (APM) systems through a design-build-operate-maintain (DBOM) contract. After the safety certification is complete, the APM system supplier will provide Operation and Maintenance (O&M) services to the Aviation Authority for the newly installed systems. Only the design-build portion is part of this PFC Application. The O&M portion is excluded from this PFC Application.

The scope of this Project includes the design and construction of the new Airside 2 and 4 APM systems including the associated infrastructure and site work; the supply, installation, and integration of all the necessary APM operating system equipment and material including, but not limited to, vehicles/trains, running surfaces, guidance equipment, communications equipment, command and control equipment, stations equipment, power distribution system

including backup generators for public safety purposes, supporting equipment for maintenance facility operations, public information, and Closed Circuit Television [CCTV] systems, and other associated system components; the testing, commissioning, safety certification, and training to produce fully integrated APM Systems for the Airsides 2 and 4; and incidental related work needed to complete the project. The scope will also include the necessary Continuity of Operations Plan (COOP) improvements to manage the peak hour movement of passengers during APM system service interruptions required for the replacement and/or upgrades of the existing systems.

The phasing of the project proposes to first replace the Airside 2 APM systems that were placed into service in September 2000. Besides routine maintenance, the Airside 2 APM systems have never been the subject of a rehabilitation project since its original construction as



BP 270 completed by Bombardier Transportation USA. The original Airside 2 APM project was included in PFC Application No. 5. The Airside 4 APM systems will be replaced after the Airside 2 APM systems replacement is complete. The Airside 4 APM system was the subject of BP 347 to replace only the APM cars and the project was substantially completed in November 2008. The running surfaces and other major APM systems have never been replaced since the Airside 4 APM systems were placed in operation in September 1990.

NEED FOR THE PROJECT: The Airside 2 and 4 APM systems are must-ride passenger connections between the North Terminal Landside Terminal and the Airside Terminals 2 and 4 on the east side of the North Terminal. Each of the Airside 2 and 4 APM Systems consists of two lanes known as guideways connecting the North Terminal Landside Terminal to the respective Airside 2 and Airside 4 satellite buildings/gates. The existing Airside 2 APM System was placed into service in 2000. The Airside 2 trains have been in operation for approximately 23 years and have exceeded 3.6 million service miles for both lanes. The existing Airside 4 APM System was first placed into service in 1990. The APM cars were replaced in 2008. The Airside 4 APM System has been in service for over 30 years, and the newer trains have currently exceeded 1.8 million service miles for both lanes.

The systems will keep operating during the life of the project adding even more miles to the trains through 2025 for the Airside 2 system and 2027 for the Airside 4 system. **Table 4** below summarizes the mileage per train as of the week ending 6/25/2023 and the projected value at the time of replacement.

Table 4 – Mileage summary per train as of week ending 6/25/2023 and projected value at time of replacement.

Airside	Train Number	Current Value (June 2023)	Projected Value at the time of replacement (June 2025 for AS2 and June 2027 for AS4)
2	Train 4700	1,672,505	1,842,505
2	Train 4800	1,935,197	2,105,197
4	Train 4500	923,688	1,263,688
4	Train 4600	951,062	1,291,062

The replacement of the APM guideways and cars must be accomplished concurrently for each APM system as guideways and cars are truly a unique functioning system with specific construction and operational requirements and cannot be procured under two separate

projects. Additionally, procuring the replacement of the entire system under one contract shortens the duration of the project and limits system interruptions and impacts to the traveling public.

The age of the systems is not the only reason for its replacement. Other factors have been considered. With time and increased number of miles driven, the systems will require additional maintenance above and beyond routine scheduled maintenance and possibly major repairs and/or overhauls. The systems are old and because of the outdated system design, the airport is faced with the acute problem of part obsolescence for critical system components which means longer lead times for new parts, higher prices for replacement parts, and an increase in the number of defective or unusable parts. Situations where parts are no longer available or supported by the manufacturer make it difficult for the airport to repair or maintain the operation of the APM systems. Although the systems have been properly maintained, some critical spare parts for these vehicles (i.e., differentials, mechanical filters for printing circuit boards, and pneumatic reciprocating compressor parts) are becoming obsolete and the replacement parts are carrying very long lead times.

PROJECT START: October 2022

PROJECT END: March 2027

PFC LEVEL: \$4.50

PROJECT 22.01 - COST AND FUNDING

Table 5 – Proposed Plan of Finance

PFC Funds			AIP Funds	Other Funds		Total Cost
PAYGO	BOND	Financing Cost		FDOT	Local Funds	
\$ -	\$98,919,030	\$133,739,000	\$ -	\$47,978,293	\$78,102,677	\$358,739,000

**Total Cost includes PFC bond financing and interest cost*

PFC ELIGIBILITY: The project is PFC eligible as it preserves the capacity of the national air transportation system and directly relates to the movement of airline passengers within the airport. Based on current estimates, the total PFC eligible amount is \$192,095,818, or an estimated 85.38% of the project cost. Given current PFC program capacity constraints, not all eligible PFC costs are proposed to be funded with PFC funds. The amount of PFC funding requested for this project totals \$98,919,030.

NOTICE BY PUBLIC AGENCY FOR APPLICATION TO IMPOSE AND USE PASSENGER FACILITY CHARGE REVENUE (NEW PFC APPLICATION #22) AT ORLANDO INTERNATIONAL AIRPORT

Pursuant to 14 CFR Part 158.25, the Authority intends to submit a new PFC Application (PFC Application #22) to impose and use PFC revenue at MCO. A description of the projects to be included in PFC Application #22 is provided in the Section “New PFC Application #22” above.

PFC Level:	\$4.50
Proposed Charge Effective Date:	August 1, 2045
Proposed Charge Expiration Date:	November 1, 2046
Total Estimated PFC Revenue:	\$232,658,030