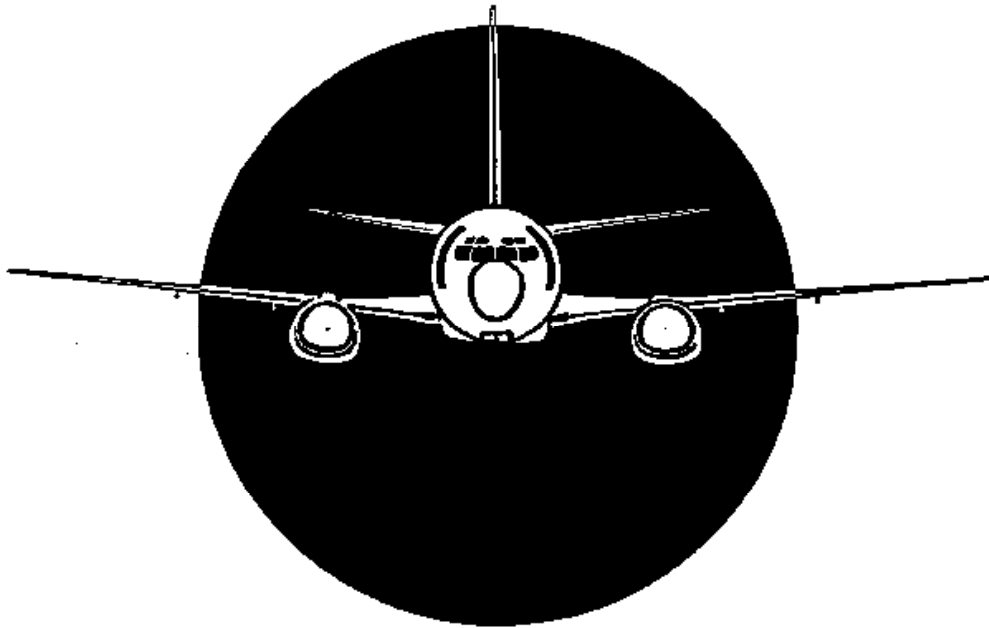


# **PASSENGER FACILITY CHARGES**

## **PROPOSED PROJECTS**



**Burlington International Airport**  
South Burlington, Vermont

September 2009

## **INTRODUCTION & BACKGROUND**

The Burlington International Airport Board of Airport Commissioners, South Burlington, Vermont intends to file an application with the Federal Aviation Administration (FAA) to use and to impose Passenger Facility Charges (PFCs) on various projects in the terminal/landside area.

On April 18, 1996, Burlington International Airport (BTV) held an airline consultation meeting to present the projects for which BTV intended to impose PFC's. On January 16, 1997, the Federal Aviation Administration (FAA) approved BTV's request to impose PFC's for five projects, the Expansion of the Terminal Area, the South Apron Expansion, the Air Carrier Apron Expansion, the Reconstruction of Taxiway A North, and the Purchase of a Vacuum Sweeper. Collections, consisting of \$3 per enplaned passenger, began on April 1, 1997.

On April 27, 1997, BTV held an additional airline consultation meeting to present the projects to be included in a new use application. On May 15, 1998, the FAA approved BTV's request to use PFC's for two projects: Expand Terminal/Landside and South Commuter Ramp Expansion. In addition, the FAA approved BTV's request to impose and use a PFC to cover the costs of the PFC application.

On November 11, 1999, BTV held another airline consultation meeting to present amendments to previous applications and to present projects to be included in a new application. The airport filed an amendment to delete two projects from the 1996 impose application, the Reconstruction of Taxiway A North and the Purchase of a Vacuum Sweeper. In addition, the airport revised the project scope and costs for two projects in the 1998 application, Expand Terminal/Landside and South Commuter Ramp Expansion. Further, the airport filed a new application for the use of the collected PFC funds for the North Apron Expansion, to impose and use funds for an expansion on the north end of the terminal building and to impose and use funds for the preparation of the application and amendments. On April 14, 2000, the FAA approved the two amendments. On July 10, 2000 the FAA approved the new impose and use application.

On January 27, 2003, one more airline meeting was held for the purpose of increasing PFC fees from \$3 to \$4.50 per enplanement.

## **PROJECTS TO BE INCLUDED IN THE NEW APPLICATION**

Projects to be included in the new application are as follows:

1. Expand/Rehab Terminal Building

The expansion of the terminal includes the following projects:

- a. Sterile Area - Gate 1 A
- b. Additional Boarding Bridges - Gates 6 & 9

- a. Upgrade Second Floor Restrooms and Central Corridor
  - b. Expand North End, Phase 1
2. Apron Expansion
  - a. The apron expansion includes the south terminal apron, adding approximately 4,000 square yards of new pavement.
3. Extend Roadway

The roadway will be realigned to the north and will be lengthened by approximately 25%. Included in this project will be a relocated employee parking area and new access to the existing FAA parking lots. In addition, a new utility corridor will be constructed to provide upgraded electrical, telephone, and data services to FAA and the north end of the terminal building.
4. Enclosed Walkway

The new enclosed walkway consists of a second level enclosed bridge/walkway, approximately 325' long. The walkway connects to an environmentally controlled three level vestibule with elevator and stairs located at the parking structure addition and to a vestibule at the terminal building.
5. PFC Application Costs

This will cover the work involved in the preparation of the application and the previous amendment to collect Passenger Facility Charges (PFC's)

## **REQUEST THAT A CLASS OF CARRIER NOT BE REQUIRED TO COLLECT PFCs**

Subsection 11 of FAR Part 158 permits the Airport to request that a class of air carriers or foreign air carriers not be required to collect PFCs. Such a class is one that constitutes no more than 1% of the total number of passengers enplaned annually at the airport at which the PFC is imposed. In the Notice of Intent, the Airport indicated that it intends to request that On Demand Air Taxi Commercial Operations (ATCO) that (1) do not enplane or deplane passengers at the Airport's main passenger terminal building and (2) enplane less than 200 passengers per year at the Airport be exempt from collecting PFCs. This class of carrier at Burlington International Airport represents 0.06% of total passengers enplaned annually as recorded on FAA Form 1800-31.

# PROJECT DESCRIPTIONS

## 1. EXPAND/REHAB TERMINAL BUILDING

### PROJECT BACKGROUND

In 1998, the Airport completed a portion of the expansion of the terminal building resulting in an increase of 13,305 square feet. In addition, some areas within the existing terminal building were renovated as part of the project. The total area involved in the project was 19,070 square feet. 78% of the project was eligible for reimbursement.

Under the 1998 project, a new passenger waiting area was created on the first floor adjacent to gate 3. This space was formerly part of one of the gift shops. A key element to the expansion of the terminal was to provide additional waiting areas for passengers before they enter the secure areas and waiting areas for meeters/greeters.

A mezzanine was created on the second floor that serves as additional waiting area for passengers prior to security screening and for meeters/greeters that are waiting for, or with, passengers.

In addition to increases in public space during the 1998 expansion, there were increases to the lease spaces as well. At the request of the gift shop owner, the rental cars companies, and the owner of the snack bar, additional space was provided for these leasees. The increase in rental car companies' area was 730 square feet. The gift shop area was increased slightly from 1,495 square feet to approximately 1,700 square feet. The snack bar space was increased from 115 square feet to 550 square feet.

The expansion to the south end of the terminal, completed in 2001, helped to alleviate the problem of substantial crowding in the departure lounges. This crowding occurred on an almost daily basis resulting in a great deal of inconvenience to the flying public. The expansion also included additional restrooms, a passenger screening area, and areas for airfield maintenance equipment, i.e. snow removal equipment and the friction tester vehicle. The commuter departure lounge, in the vicinity of Gates 6 and 7, was converted to a non-secure meeting/greeting area.

The south expansion added five (5) gate positions and approximately 3,000 SF of departure lounge space to the terminal, bringing the total area of departure lounges to approximately 10,000 SF. 93% of the project was eligible for reimbursement.

At this time, the airport proposes to continue the expansion of the terminal. The following projects are included:

- a. Sterile Area - Gate 1 A
- b. Additional Boarding Bridges - Gates 6 & 9
- c. Upgrade Second Floor Restrooms
- d. Expand North End, Phase 1

## **NEW PROJECT DESCRIPTIONS AND JUSTIFICATIONS**

### **a. Sterile Area - Gate 1 A**

#### Description:

This sterile area was constructed in 2001 and is intended to be a reimbursement to the airport for funds already spent.

The project included an expansion of the terminal building to the north dedicated as a sterile area for passengers flying to Washington's Reagan Airport. It was later incorporated into the new North Terminal, phase 1 project. Gate 1A still exists and is used for ground boarding aircraft. It includes an elevator from the Gate 1 area to ground level.

#### Justification and Objective:

As a result of the September 11, 2001 terrorist attacks and per Chapter XII of 49 CFR1562, Burlington International Airport was required to address new and specific security requirements for passengers flying from Burlington to Washington's Reagan Airport. Passengers were required to undergo additional security measures to insure that all passenger movement was contained in a sterile environment.

The construction of "Sterile Area – Gate 1A" and the subsequent increase in security, allowed Burlington International Airport to continue to offer flights between Burlington and Washington Reagan Airport. If the area had not been constructed, flights from Burlington to Washington Reagan would have to have been discontinued.

### **b. Additional Boarding Bridges - Gates 6 & 9**

#### Description:

Gates 6 and 9 are located in the south commuter concourse that was completed in 2000 with prior PFC funding. However, sufficient funding was not available during construction for the installation of passenger boarding bridges at all gates in the south concourse. This project was intended to be a reimbursement to the airport for the installation of the boarding bridges for gates 6 and 9. The bridges are permanently attached at one end by a pivot (or rotunda) to the terminal building and have the ability to swing left or right. The cab, located at the end of the loading bridge, may be raised or lowered, extended or retracted, and may pivot, in order to accommodate aircraft of different sizes. The bridges were provided with an accordion-like canopy, allowing the bridge to dock with aircraft with differing contours. The bridges also provided a weather-proof seal, protecting passengers from inclement weather.

#### Justification and Objective:

Prior to the installation of the boarding bridges, passengers were required to walk across the pavement among other aircraft and then climb portable aircraft stairs to board the airplanes. The portable stairs resulted in unsafe gaps from time to time between the stairs and the door to the aircraft and at other times unsafe drop-offs when stairs were positioned several feet below the aircraft doors. The portable stairs were considered a safety hazard for passengers.

Passenger boarding bridges are no longer just a system to enhance passenger comfort on the way from the terminal to the plane, but also a strategic security element and adding to ADA compliance. Boarding bridges allow passengers to move from the boarding gate in the terminal to their seat on the airplane in a controlled secure environment.

The additional boarding bridges have enabled passengers to board aircraft and disembark aircraft without having to go outside of the terminal building and were compliant with ADA requirements. The loading bridges provided all weather access to aircraft and they enhanced the safety of the passengers. The cab of the loading bridge can be raised and lowered in order to dock with aircraft of differing sill heights which allows multiple aircraft and airlines to utilize each gate.

### **c. Upgrade Second Floor Restrooms**

Description:

This project will upgrade the existing restrooms on the second floor of the terminal building.. The intent of the project is to upgrade the restrooms to make them compliant with requirements of the American Disabilities Act (ADA) as well as to make them equivalent with the style of the other restrooms in the terminal building. The project will also include modifying the central corridor to make it handicap accessible. The three steps leading down to the public access corridor near the airport administration area will be removed and replaced by a ramp, bringing the area into compliance with current ADA standards.

Justification and Objective:

Disabled passengers arriving at the terminal via the elevated walkway from the parking garage constantly find themselves attempting to descend three (3) stairs at a public corridor intersection leading to the second level screening and waiting areas. This is a violation of the American with Disabilities Act and needs to be remedied.

Currently the public restrooms in the central corridor and north end of the terminal building do not comply with the ADA standards as they do not have adequate handicap lavatories.

Removing the steps at the corridor intersection and replacing it with a ramp designed to ADA standards will help to resolve the ADA non-compliance issues at the terminal building. Additionally, renovating the restrooms on the second floor will assist in

improving and resolving ADA compliance issues.

**d. Expand North End, Phase 1**

Description:

This project expanded the north end of the terminal building. The expansion of the terminal added a total of 20,800 square feet on both floors of the terminal. The first floor included additional lobby area for meeters/greeters, a new escalator, and additional office space. The second floor included a new 5,100 square foot passenger secure holding area. In addition a non-sterile addition was added to the second floor that included a new concourse/corridor, new restrooms and a vending machine area.

Justification and Objective:

The terminal expansion was necessary to provide additional space for passenger traffic flow and to insure adequate seating in the gate areas. A portion of the new area replaced capacity reduced when expanded security facilities were installed in the vicinity of Gates 1 and 2.

The existing holding areas throughout the terminal, prior to construction, were approximately 8,515 square feet. Based on peak hour passenger calculations, an expansion of 5,100 square feet was required to bring the total area for holding rooms to 13,615 square feet. Based on the forecasts, the airport will need 13,615 square feet of passenger holding area sometime in 2013.

The new area for passenger holding rooms was based on the number of peak hour passengers. Peak hour passengers were estimated to be total enplanements times 0.0012. The area of the holding room was based on a factor of 15 square feet per peak hour passenger. The calculations for holding area requirements are attached.

These facts along with a greater than forecast level of passenger demand has created a higher (and earlier) need for an increase in passenger seating and circulation.

A copy of the calculations for the holding rooms is included in Appendix B.

**AVIATION FORECASTS**

The forecasts for passenger enplanements have been reviewed as part of the PFC process. The growth rate in local passenger levels is projected to 2.4% annually, less than the National average of 4.0%. This growth rate was used for the entire planning period. Aviation Forecasts are included in Appendix C.

**PROJECT COSTS**

Eligible Items:

a. Sterile Area - Gate 1 A	
• Pay-as-you-go .....	\$465,103
• Bond Capital .....	\$0
• Bond Financing & Interest .....	\$0
b. Additional Boarding Bridges - Gates 6 & 9	
• Pay-as-you-go .....	\$928,381
• Bond Capital .....	\$0
• Bond Financing & Interest .....	\$0
c. Upgrade Second Floor Restrooms	
• Pay-as-you-go .....	\$500,000
• Bond Capital .....	\$0
• Bond Financing & Interest .....	\$0
d. Expand North End, Phase 1	
• Pay-as-you-go .....	\$0
• Bond Capital .....	\$3,709,952
• Bond Financing & Interest .....	\$3,190,874
Total .....	\$8,794,310

Ineligible Items:\*

a. Sterile Area - Gate 1 A .....	\$0
b. Additional Boarding Bridges - Gates 6 & 9 .....	\$0
c. Upgrade Second Floor Restrooms .....	\$0
d. Expand North End, Phase 1 .....	\$ 458,533
Total .....	\$ 458,533
Total Project Cost .....	\$9,252,843

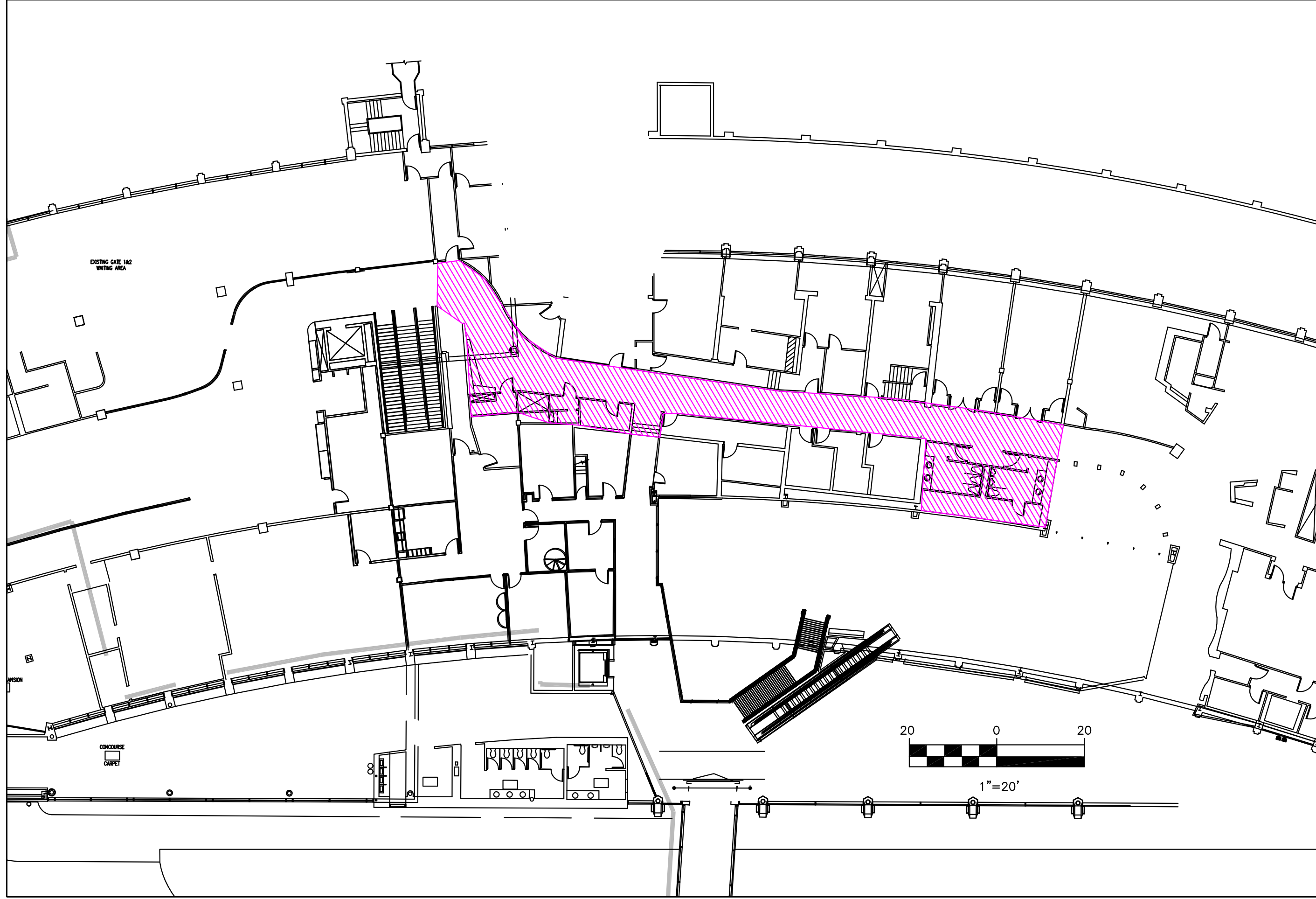
**SCHEDULE**

Project Implementation Dates:

a. Sterile Area - Gate 1 A .....	November 1, 2001
b. Additional Boarding Bridges - Gates 6 & 9 .....	July 1, 2002
c. Upgrade Second Floor Restrooms .....	January 1, 2010
d. Expand North End, Phase 1 .....	July 1, 2005

Project Completion Dates:

- a. Sterile Area - Gate 1 A..... November 30, 2001
- b. Additional Boarding Bridges - Gates 6 & 9 ..... June 30, 2003
- c. Upgrade Second Floor Restrooms ..... September 30, 2011
- d. Expand North End, Phase 1 ..... December 31, 2006



PROJECT NO.  
037737

CADD FILE NAME  
EXH-1-2008

**Hoyle, Tanner & Associates, Inc.**  
150 DOW STREET, MANCHESTER, NH 03101  
(603) 669-5555, WEB: HOYLETANNER.COM

**HFA**

BURLINGTON INTERNATIONAL AIRPORT  
PFC APPLICATION

EXHIBIT  
**1**

CHKD. BY  
KJF

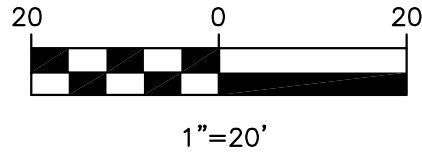
DR. BY  
DDS



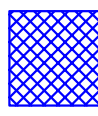
DES. BY  
KJF

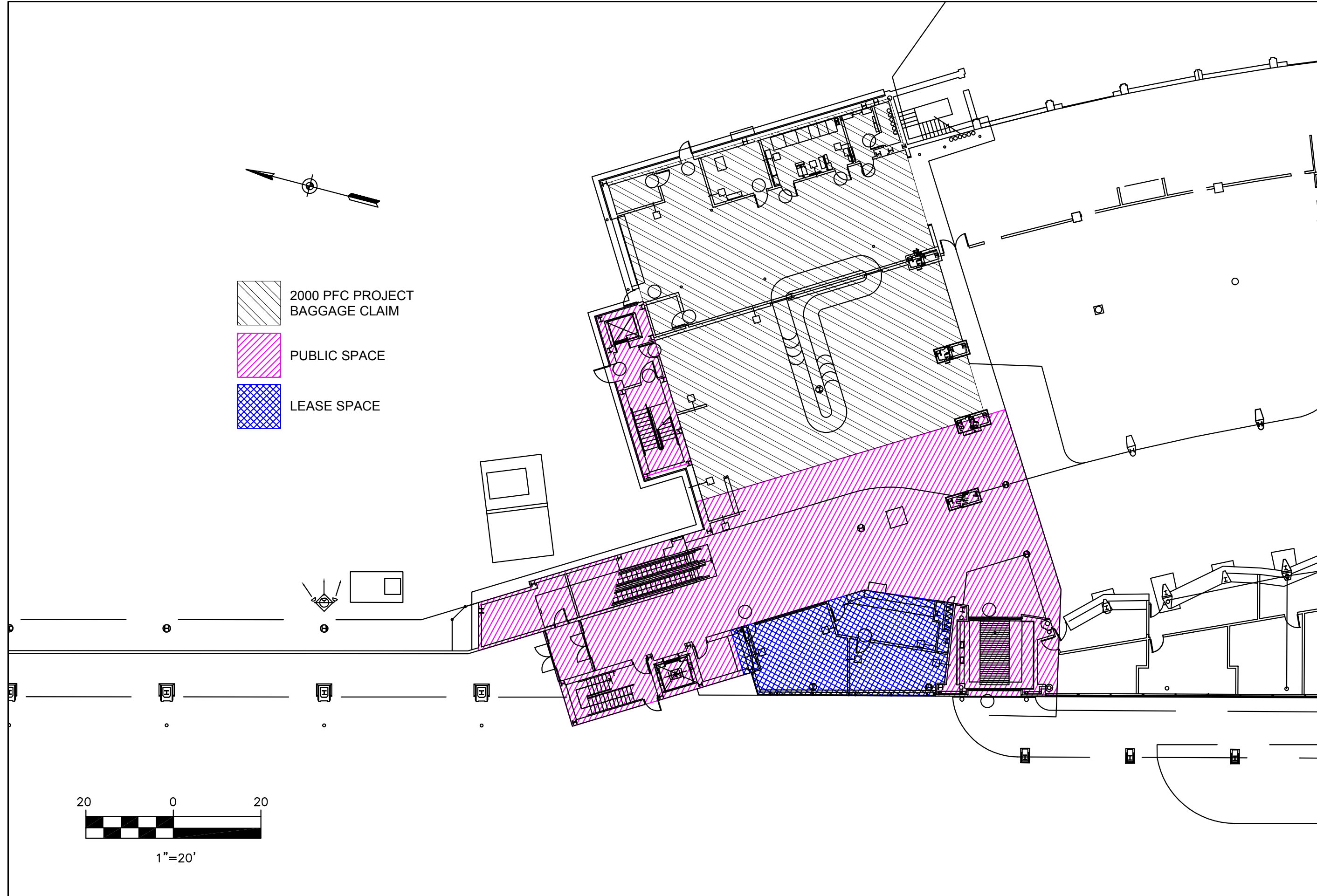
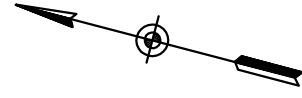
DATE:  
MAR 2008

SCALE:  
1" = 20'

PROJECT 1C  
UPGRADE SECOND FLOOR RESTROOMS



-  2000 PFC PROJECT BAGGAGE CLAIM
-  PUBLIC SPACE
-  LEASE SPACE



PROJECT NO.  
037737

CADD FILE NAME  
EXH-2-2008

**Hoyle, Tanner & Associates, Inc.**  
150 DOW STREET, MANCHESTER, NH 03101  
(603) 669-5555, WEB: HOYLETANNER.COM

**HFA**

CHKD. BY  
KJF

DR. BY  
DDS

DES. BY  
KJF

DATE:  
MAR 2008

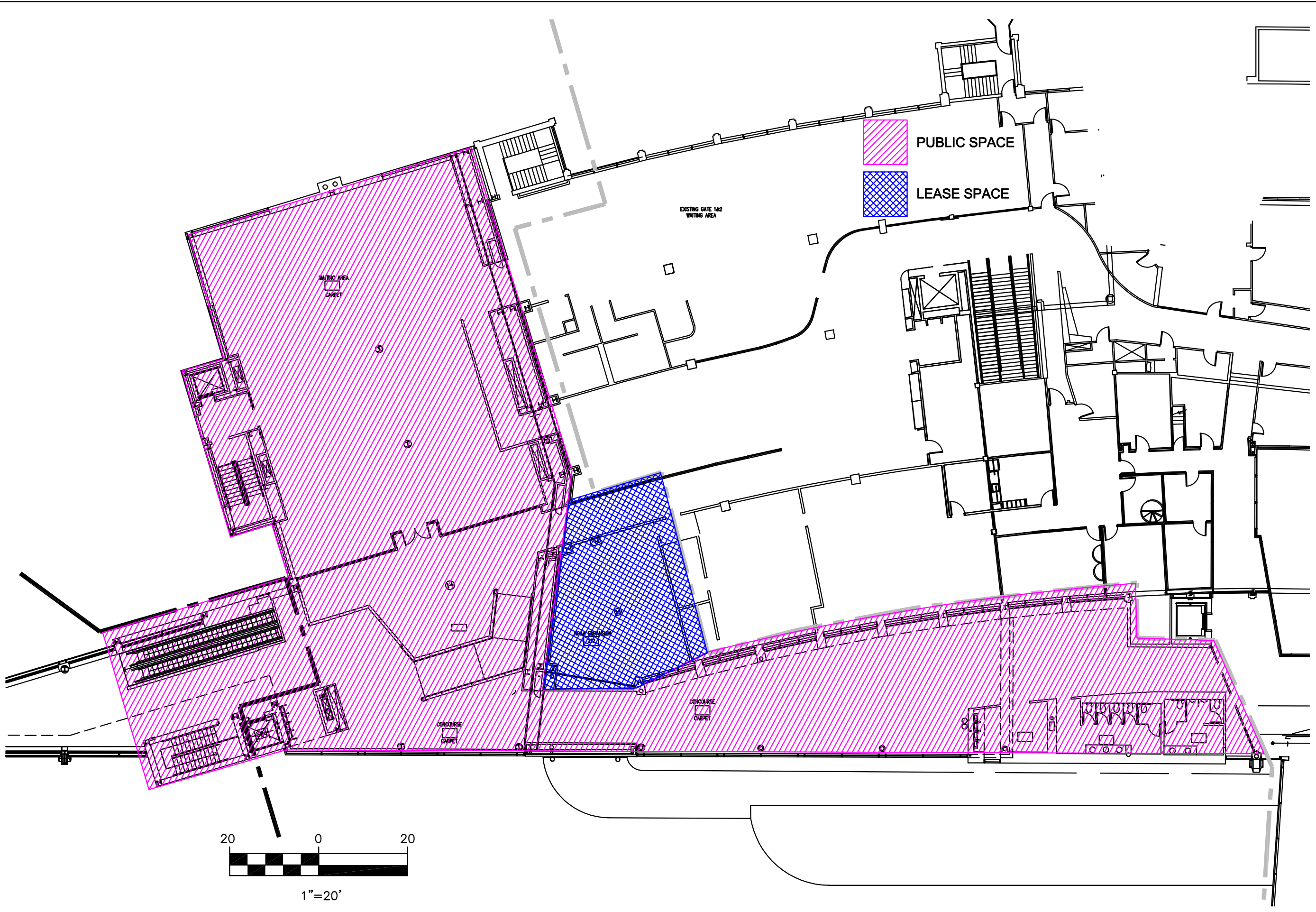
SCALE:  
1" = 20'

BURLINGTON INTERNATIONAL AIRPORT  
PFC APPLICATION

PROJECT 1D  
EXPAND NORTH END, PHASE 1  
FIRST FLOOR PLAN

EXHIBIT

**2**



PROJECT NO. 037737	<b>Hoyle, Tanner &amp; Associates, Inc.</b> 150 DOW STREET, MANCHESTER, NH 03101 (603) 669-5555, WEB: HOYLETANNER.COM	<b>HFA</b>		BURLINGTON INTERNATIONAL AIRPORT PFC APPLICATION	EXHIBIT <b>3</b>
CADD FILE NAME EXH-3-2008		CHKD. BY KJF	DR. BY DDS	DES. BY KJF	DATE: MAR 2008

PROJECT 1D  
EXPAND NORTH END, PHASE 1  
SECOND FLOOR PLAN

## 2. APRON EXPANSION

### DESCRIPTION

This project involved reducing the dimension of the island between the service and taxi areas on the landside of the terminal, relocation of part of the roadway, relocation of a portion of the security fence to create more airside space, and expansion of the south apron approximately 1,000 square yards. This project is completed and the expanded apron is being used.

### JUSTIFICATION

The distance from the south concourse to the security fence did not provide sufficient space for the safe maneuverability of aircraft on the west side of the south concourse. Over the last several years, there has been a considerable increase in the number of commuter aircraft serving BTV resulting in an increased number of aircraft were utilizing the gates on the west side. The increase in commuter operations often created situations where there were several commuter aircraft on the south apron at the same time. By expanding the apron area, additional aircraft could more safely access all gates on the west side of the south concourse.

### PROJECT OBJECTIVE

The relocation of the security fence and roadway and an expansion of the west side of the south commuter apron provided enough space so that the commuter aircraft could safely maneuver without adverse impacts.

### PROJECT COST

1) Pay-as-you-go .....	\$374,786
2) Bond Capital .....	\$0
3) Bond Financing & Interest .....	\$0

Total Estimated Project cost ..... \$374,786

### SCHEDULE

Project Implementation Date: ..... November 1, 2003

Project Completion Date:..... January 1, 2004



PROJECT NO. 037737	CADD FILE NAME EXH-4-2008	<b>Hoyle, Tanner &amp; Associates, Inc.</b>		<b>HFA</b>		EXHIBIT <b>4</b>
		150 DOW STREET, MANCHESTER, NH 03101 (603) 669-5555, WEB: HOYLETANNER.COM		BURLINGTON INTERNATIONAL AIRPORT PFC APPLICATION		
		CHKD. BY KJF	DR. BY DDS	DES. BY KJF	DATE: MAR 2008	PROJECT 2 SOUTH APRON EXPANSION
		SCALE: 1" = 50'				

### 3. EXTEND ROADWAY

#### DESCRIPTION

The airport roadway in front of the terminal was realigned to the north and lengthened by approximately 1,000 feet. The airport exit was relocated from the intersection of LeDoux Terrace and Airport Drive to the intersection of Maryland St and Airport Drive in South Burlington, VT.

#### JUSTIFICATION

The proximity of the airport exit to the terminal building caused major congestion in front of the terminal especially during peak periods. In addition, the roadway exit was often congested with traffic which resulted in long queues that interfered with the traffic flow in front of the terminal.

The relocation of the airport exit road reduced vehicular queuing in front of the terminal building and helped resolve the congestion and potential safety problems.

The roadway construction was part of the larger project to construct the parking garage extension and various non-public use parking lots at the airport. The portion of the roadway considered eligible for PFC collections was determined by breaking down the project into the various work elements that were assigned to "sitework & roadway". For example, elements of work associated only with the parking structure were considered 100% ineligible. These included sitework items associated with excavation and footings. Other elements such as upgrading of the drainage system at the north end of the airport to meet current stormwater regulations, pedestrian sidewalks, roadway cold planing and roadway marking/stripping was considered 100% eligible.

In order to assess eligibility for the bulk of the work elements, however, meetings were held with the Construction Manager and project Superintendent to analyze quantities and group the work elements into manageable categories. The result was the following:

- a. 75% eligible. It was determined that 25% of the electrical was not associated with the extension of the utility corridor but was associated with parking lots and the parking garage infrastructure. Thus only 75% of these costs were determined as eligible.
- b. 50% eligible. These items included site demolition, temporary and permanent fencing, topsoil and temporary lighting. Half of the work was associated with the new roadway and half was assigned to parking lots and areas around the parking structure.
- c. 31.8% eligible. Detailed analysis of areas to be paved based on square yards of paved surface resulted in determination that 31.8% of the excavation, subbase

material, patching and paving was associated with the roadway system with the remainder associated with employee and public parking lots.

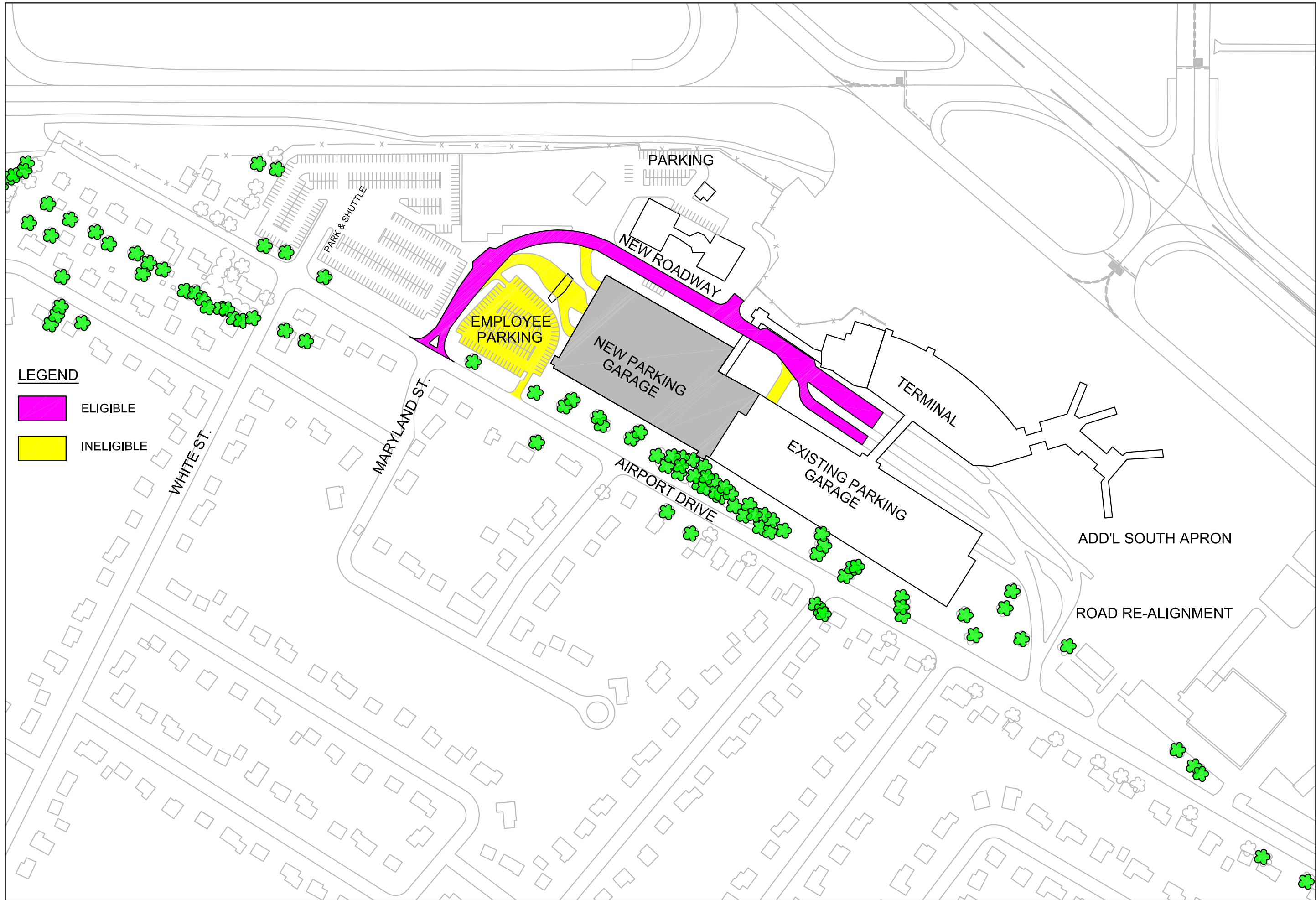
- d. 53.6% eligible. The total of eligible work elements approximated 53.6% of total construction costs. Therefore, 53.6% of overall general conditions associated with the roadway project along with overhead/profit/bonding costs were determined to be eligible costs.

**PROJECT COST**

1. Pay-as-you-go .....	\$ 0
2. Bond Capital .....	\$1,272,717
3. Bond Financing & Interest .....	\$1,094,645
4. Ineligible portion.....	\$1,101,755
 Total Project cost .....	 \$3,469,117

**SCHEDULE**

Project Implementation Date ..... May 1, 2003  
Project Completion Date..... November 1, 2003



- LEGEND**
- ELIGIBLE
  - INELIGIBLE

PROJECT NO. 037737	CADD FILE NAME EXH-5-2008	Hoyle, Tanner & Associates, Inc. <b>HIA</b> <small>150 DOW STREET, MANCHESTER, NH 03101 (603) 669-5555, WEB: HOLEYTANNER.COM</small>	BURLINGTON INTERNATIONAL AIRPORT PFC APPLICATION PROJECT 3 EXTEND ROADWAY	EXHIBIT <h1 style="margin: 0;">5</h1>
CHD. BY KJF	DR. BY DDS	DES. BY KJF	DATE: MAR 2008	SCALE: 1" = 200'

## 4. ENCLOSED WALKWAY

### DESCRIPTION

An environmentally controlled three level vestibule with elevator and stairs was constructed to connect the parking structure addition to the terminal. The vestibule connected at the second level of the parking garage expansion to an enclosed bridge/walkway, approximately 325' long, to another vestibule at the terminal building. At the terminal building a new escalator, elevator, and stairway connections were constructed to carry passengers to the ground level.

### JUSTIFICATION

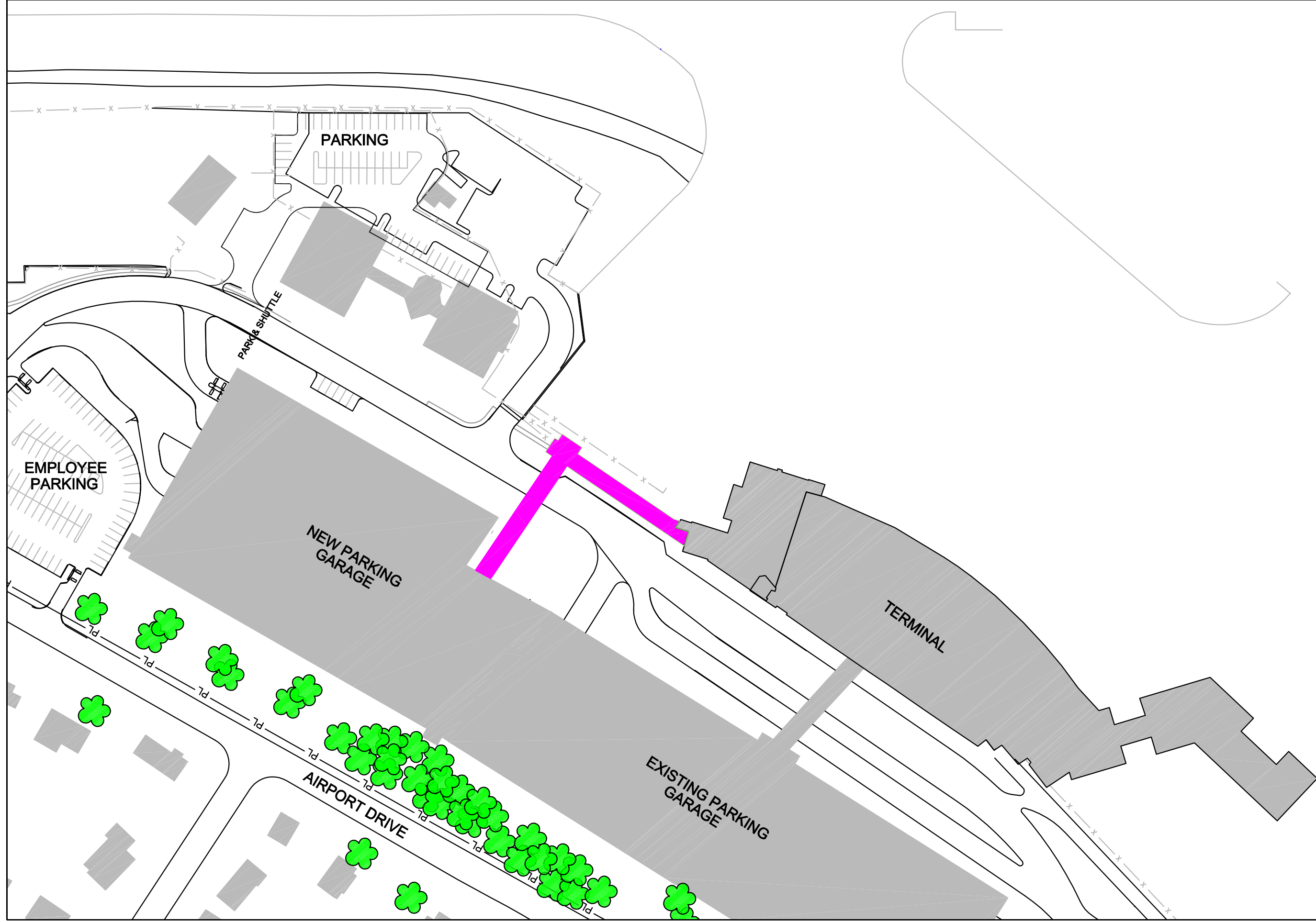
The expansion of the parking garage to the north raised concerns about passenger safety as they attempted to travel from the garage to the terminal building. Although there is an elevated walkway from the older section of the garage to the terminal building, it was felt that an additional elevated walkway off of the garage expansion would ensure the safety of passengers as they walk between the terminal and the parking garage. The walkway provided passengers with a safe route to cross six lanes of vehicular at the second level and provided protection from inclement weather for passengers.

### PROJECT COST

1. Pay-as-you-go .....	\$0
2. Bond Capital .....	\$3,038,568
3. Bond Financing & Interest .....	\$2,548,128
4. Ineligible portion.....	\$0
Total Project cost .....	\$5,586,696

### SCHEDULE

Project Implementation Date .....	August 1, 2003
Project Completion Date.....	March 31, 2004



PROJECT NO.  
037737

CADD FILE NAME  
EXH-6-2008

**Hoyle, Tanner & Associates, Inc.**

150 DOW STREET, MANCHESTER, NH 03101  
(603) 669-5555, WEB: HOYLETANNER.COM

**HFA**

BURLINGTON INTERNATIONAL AIRPORT  
PFC APPLICATION

CHKD. BY  
KJF

DR. BY  
DDS

DES. BY  
KJF

DATE:  
MAR 2008

SCALE:  
1" = 100'

PROJECT 4  
NEW WALKWAY ENCLOSED

EXHIBIT

**6**

**5. PFC APPLICATION COSTS**

**DESCRIPTION**

The expansion of the parking garage to the north raised concerns about passenger safety as they attempted to travel from the garage to the terminal building. Although there is an elevated walkway from the older section of the garage to the terminal building, it was felt that an additional elevated walkway off of the garage expansion would ensure the safety of passengers as they walk between the terminal and the parking garage. The walkway provided passengers with a safe route to cross six lanes of vehicular at the second level and provided protection from inclement weather for passengers.

**JUSTIFICATION**

The Owner has requested assistance with the preparation of documentation, cost estimates of projects, graphics, assistance with airline consultation, and general matters relating to the application to collect PFC's.

**ESTIMATED GROSS PROJECT COST**

PFC Application Costs..... \$109,650

**PROPOSED SCHEDULE**

Estimated Project Implementation Date..... July 1, 2002  
Estimated Project Completion Date ..... October 31, 2009

# **FINANCIAL PLAN**

## **Financial Plan**

Exhibit A-1 shows a Summary of Project Costs for the entire PFC program at Burlington International Airport. The additional amount to be included in this impose and use application is \$17,298,103.

In accordance with Section 158.23(b)(3)(ii), Exhibit A-2 presents the calculation of the net PFC revenue that is anticipated to be collected by the City and used to payback the bonds for the PFC projects. Interest earned on the PFC revenue was based on the average of the beginning and ending balance for each year at an estimated interest rate of 2%.

PFC collections began on April 1, 1997 at rate of \$3.00 per passenger. Collections were increased to \$4.50 on September 1, 2003. Exhibit A-2 shows the amount of PFC fees collected through June 30, 2009. It is estimated that 91.75% of the projected enplaned passengers will be required to pay a PFC. The air carrier fee is calculated at \$0.11 per qualifying passenger.

Exhibit A-3 presents a cash flow of the projects indicating the project costs per year, the bond interest and debt services paid, plus the net collected PFC revenues. Anticipated interest to be paid on the bond is included in Exhibits A-4a, A-4b, and A-4c.

**EXHIBIT A-1a**

**2009 APPLICATION**

**PROJECT COST SUMMARY  
TOTAL PFC PROGRAM**

		<b>Construction A/E Costs</b>	<b>PFC Eligible</b>	<b>PFC Ineligible</b>	<b>Bond Principal</b>	<b>Pay-As You-Go</b>	<b>Bond Costs (Interest &amp; Fees)</b>	<b>Eligible Proj. Total</b>	<b>Total</b>
1	Expand Terminal Area a. Terminal Lobby/ Canopy/walkways, access roadway b. Commuter Concourse	\$8,919,988 \$6,234,695 \$15,154,683	\$7,431,788 \$5,907,343	\$1,488,200 \$327,352 \$1,815,552	\$6,920,214 \$5,450,927 \$12,371,141	\$511,574 \$456,416 \$967,990	\$4,763,219 \$4,134,966 \$8,898,185	\$12,195,007 \$10,042,309 \$22,237,316	\$13,683,207 \$10,369,661 \$24,052,868
2	South Apron Expansion	\$1,742,249	\$1,742,249	\$0	\$1,742,249	\$0	\$1,323,896	\$3,066,145	\$3,066,145
3	North End Expansion (Baggage Claim)	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$758,581	\$1,758,581	\$1,758,581
4	Air Carrier Apron Expansion - North End	\$419,203	\$419,203	\$0	\$419,203	\$0	\$328,600	\$747,803	\$747,803
5	Expand Terminal Building a. Sterile Area - Gate 1 A b. Additional Boarding Bridges - Gates 6 & 9 c. Upgrade Second Floor Restrooms d. Expand North End, Phase 1	\$465,104 \$928,381 \$500,000 \$4,168,485 \$6,061,970	\$465,104 \$928,381 \$500,000 \$3,709,952 \$5,603,437	\$0 \$0 \$0 \$458,533 \$458,533	\$0 \$0 \$0 \$3,709,952 \$3,709,952	\$465,104 \$928,381 \$500,000 \$0 \$1,893,485	\$0 \$0 \$0 \$3,190,874 \$3,190,874	\$465,104 \$928,381 \$500,000 \$6,900,826 \$8,794,311	\$9,252,844
6	Apron Expansions a. South Apron Expansion	\$374,786	\$374,786	\$0		\$374,786		\$374,786	\$374,786
7	Extend Roadway System	\$2,374,472	\$1,272,717	\$1,101,755	\$1,272,717	\$0	\$1,094,645	\$2,367,362	\$3,469,117
8	Enclosed Walkway	\$3,038,568	\$3,038,568	\$0	\$3,038,568	\$0	\$2,613,427	\$5,651,995	\$5,651,995
9	PFC Application Costs (1994 to present)	\$186,250	\$186,250	\$0	\$0	\$186,250	\$0	\$186,250	\$186,250
		<b>\$30,352,181</b>	<b>\$13,637,210</b>	<b>\$3,375,840</b>	<b>\$23,553,830</b>	<b>\$3,422,511</b>	<b>\$18,208,209</b>	<b>\$45,184,549</b>	<b>\$48,560,390</b>

**EXHIBIT A-1b**

**2009 APPLICATION**

**PROJECT COST SUMMARY**

PROJECT	DESCRIPTION	Construction	A/E Costs	Total	PFC Eligible	PFC Ineligible	Bond Principal	Pay-As You-Go	Bond Interest	Eligible Proj. Total	Total
1	Expand/Rehab Terminal Building										
	a. Sterile Area - Gate 1 A	\$435,722	\$29,381	\$465,103	\$465,103	\$0	\$0	\$465,103	\$0	\$465,103	\$465,103
	b. Additional Boarding Bridges - Gates 6 & 9	\$825,555	\$102,826	\$928,381	\$928,381	\$0	\$0	\$928,381	\$0	\$928,381	\$928,381
	c. Upgrade Second Floor Restrooms	\$400,000	\$100,000	\$500,000	\$500,000	\$0	\$0	\$500,000	\$0	\$500,000	\$500,000
	d. Expand North End, Phase 1	\$3,439,204	\$729,281	\$4,168,485	\$3,709,952	\$458,533	\$3,709,952	\$0	\$3,190,874	\$6,900,826	\$6,900,826
	Total	\$5,100,481	\$961,488	\$6,061,969	\$5,603,436	\$458,533	\$3,709,952	\$1,893,484	\$3,190,874	\$8,794,310	\$9,252,843
2	South Apron Expansion	\$298,372	\$76,414	\$374,786	\$374,786	\$0	\$0	\$374,786	\$0	\$374,786	\$374,786
3	Extend Roadway System	\$1,978,138	\$396,334	\$2,374,472	\$1,272,717	\$1,101,755	\$1,272,717	\$0	\$1,094,645	\$2,367,362	\$3,469,117
4	Enclosed Walkway	\$2,685,694	\$352,874	\$3,038,568	\$3,038,568	\$0	\$3,038,568	\$0	\$2,613,427	\$5,651,995	\$5,651,995
5	PFC Application & Amendments Costs		\$109,650	\$109,650	\$109,650	\$0	\$0	\$109,650	\$0	\$109,650	\$109,650
	<b>TOTAL:</b>	<b>\$10,062,685</b>	<b>\$1,896,760</b>	<b>\$11,959,445</b>	<b>\$10,399,157</b>	<b>\$1,560,288</b>	<b>\$8,021,237</b>	<b>\$2,377,920</b>	<b>\$6,898,947</b>	<b>\$17,298,103</b>	<b>\$18,858,392</b>

**EXHIBIT A-2**

**2009 APPLICATION**

**BURLINGTON INTERNATIONAL AIRPORT  
CALCULATION OF TOTAL PASSENGER FACILITY CHARGE REVENUE  
PFC PROGRAM**

CALENDAR YEAR	TOTAL ENPLANED PASSENGERS (1)	ASSUMED PFC - ELIGIBLE ENPLANED PASSENGERS (2)	TOTAL ESTIMATED PFC REVENUE (3)	AIRLINE COLLECTION FEES (4)	NET PFC REVENUE (5)	ESTIMATED INTEREST INCOME (6)
Collected through June 30, 2009					\$23,716,707	\$1,246,768
2009	349,859	320,995	\$1,444,478	\$35,309	\$1,409,169	\$28,308
2010	691,591	634,534	\$2,855,403	\$69,798	\$2,785,605	\$65,081
2011	708,189	649,763	\$2,923,934	\$71,473	\$2,852,461	\$82,694
2012	725,185	665,358	\$2,994,107	\$73,189	\$2,920,918	\$101,660
2013	742,590	681,326	\$3,065,967	\$74,945	\$2,991,022	\$122,006
2014	760,412	697,678	\$3,139,551	\$76,744	\$3,062,807	\$143,773
2015	778,662	714,422	\$3,214,899	\$78,586	\$3,136,313	\$167,012
2016	797,350	731,568	\$3,292,056	\$80,472	\$3,211,584	\$191,683
2017	125,908	115,520	\$519,840	\$12,707	\$507,133	\$189,947
2018						
2019						
2020						
2021						
2022						
2023						
2024						
2025						
2026						
2027						
2028						
	5,329,886	5,211,166	\$23,450,234	\$573,223	\$22,877,011	\$2,338,931
						<b>\$20,538,079</b>

(1) Based on actual enplaned passengers thru Sept 30,2008 plus 10% growth over 2007 for Oct-Dec.

(2) Based on 91.75% of Total Enplaned Passengers

(3) Assumed PFC eligible passengers X \$4.50

(4) Assumed PFC eligible passengers X \$0.11/passenger

(5) Total Estimated PFC Revenue - Airline Collection Fees

(6) ((Cash Balance Beginning CY + Total Available Next CY) /2) X 2%

\* Start April 1, 1997

\*\* End January 26, 2017

Average monthly collection:  $\$22,877,011 / 238 \text{ months} = \$96,122$

Interest collection = \$2,338,931      This represents approx. 24 months of collection, therefore the collection period will be reduced by 24 months.

**Anticipated Expiration Date is therefore February 1, 2015**

**EXHIBIT A-3**

**2009 APPLICATION**

**BURLINGTON INTERNATIONAL AIRPORT  
PFC PROGRAM  
CASH FLOW**

<b>PROJ</b>	<b>DESCRIPTION</b>	<b>CY 2009</b>	<b>CY 2010</b>	<b>CY 2011</b>	<b>CY 2012</b>	<b>CY 2013</b>
	<b>CASH BALANCE: (BEGIN CY)</b>		\$2,830,759	\$3,677,391	\$4,591,967	\$5,574,045
	Bond Infusion	\$23,553,830				
1	Expand Terminal Area a. Terminal Lobby/ Canopy/walkways, access roadway b. Commuter Concourse	(\$14,440,553) (\$10,572,667)	(\$584,292) (\$468,626)	(\$584,561) (\$468,626)	(\$584,277) (\$468,626)	(\$583,841) (\$468,626)
2	South Apron Expansion	(\$3,235,661)	(\$149,784)	(\$149,784)	(\$149,784)	(\$149,784)
3	North End Terminal Expansion (Baggage Claim)	(\$1,769,906)	(\$85,972)	(\$85,972)	(\$85,972)	(\$85,972)
4	Air Carrier Apron Expansion - North End	(\$752,551)	(\$36,040)	(\$36,040)	(\$36,040)	(\$36,040)
5	Expand Terminal Building a. Sterile Area - Gate 1 A b. Additional Boarding Bridges - Gates 6 & 9 c. Upgrade Second Floor Restrooms d. Expand North End, Phase 1	(\$1,476,668) (\$465,103) (\$928,381) (\$500,000) (\$3,709,952)	(\$284,105)	(\$283,477)	(\$284,050)	(\$284,120)
6	Apron Expansions a. South Apron Expansion	(\$374,786)				
7	Extend Roadway System	(\$1,779,295)	(\$97,464)	(\$97,248)	(\$97,445)	(\$97,469)
8	Enclosed Walkway	(\$4,248,006)	(\$232,691)	(\$232,177)	(\$232,646)	(\$232,703)
9	PFC Application Cost	(\$186,250)	\$0	\$0	\$0	\$0
	<b>TOTAL ANNUAL COST:</b>	(\$44,439,778)	(\$1,938,973)	(\$1,937,884)	(\$1,938,839)	(\$1,938,553)
	<b>NET COLLECTED PFC (CY):</b>	<b>\$23,716,707</b>	<b>\$2,785,605</b>	<b>\$2,852,461</b>	<b>\$2,920,918</b>	<b>\$2,991,022</b>
	<b>TOTAL AVAILABLE NEXT CY:</b>	<b>\$2,830,759</b>	<b>\$3,677,391</b>	<b>\$4,591,967</b>	<b>\$5,574,045</b>	<b>\$6,626,514</b>

**EXHIBIT A-3**

**2009 APPLICATION**

**BURLINGTON INTERNATIONAL AIRPORT  
PFC PROGRAM  
CASH FLOW**

<b>PROJ</b>	<b>DESCRIPTION</b>	<b>CY 2014</b>	<b>CY 2015</b>	<b>CY 2016</b>	<b>CY 2017</b>	<b>CY 2018</b>
	CASH BALANCE: (BEGIN CY)	\$6,626,514	\$7,750,833	\$8,950,319	\$10,217,943	\$8,776,761
	Bond Infusion					
1	Expand Terminal Area					
	a. Terminal Lobby/ Canopy/walkways, access roadway	(\$584,382)	(\$581,947)	(\$584,481)	(\$586,887)	\$0
	b. Commuter Concourse	(\$468,626)	(\$468,626)	(\$468,626)	(\$468,626)	(\$468,626)
2	South Apron Expansion	(\$149,784)	(\$149,784)	(\$149,784)	(\$149,784)	(\$149,784)
3	North End Expansion (Baggage Claim)	(\$85,972)	(\$85,972)	(\$85,972)	(\$85,972)	(\$85,972)
4	Air Carrier Apron Expansion - North End	(\$36,040)	(\$36,040)	(\$36,040)	(\$36,040)	(\$36,040)
5	Expand Terminal Building	(\$283,839)	(\$284,197)	(\$286,324)	(\$287,226)	(\$286,058)
	a. Sterile Area - Gate 1 A					
	b. Additional Boarding Bridges - Gates 6 & 9					
	c. Upgrade Second Floor Restrooms					
	d. Expand North End, Phase 1					
6	Apron Expansions					
	a. South Apron Expansion					
7	Extend Roadway System	(\$97,372)	(\$97,495)	(\$98,225)	(\$98,534)	(\$98,134)
8	Enclosed Walkway	(\$232,473)	(\$232,766)	(\$234,509)	(\$235,247)	(\$234,291)
9	PFC Application Costs	\$0	\$0	\$0	\$0	\$0
	<b>TOTAL ANNUAL COST:</b>	<b>(\$1,938,488)</b>	<b>(\$1,936,827)</b>	<b>(\$1,943,960)</b>	<b>(\$1,948,315)</b>	<b>(\$1,358,904)</b>
	<b>NET COLLECTED PFC (CY):</b>	<b>\$3,062,807</b>	<b>\$3,136,313</b>	<b>\$3,211,584</b>	<b>\$507,133</b>	<b>\$0</b>
	<b>TOTAL AVAILABLE NEXT CY:</b>	<b>\$7,750,833</b>	<b>\$8,950,319</b>	<b>\$10,217,943</b>	<b>\$8,776,761</b>	<b>\$7,417,858</b>

**EXHIBIT A-3**

**2009 APPLICATION**

**BURLINGTON INTERNATIONAL AIRPORT  
PFC PROGRAM  
CASH FLOW**

<b>PROJ</b>	<b>DESCRIPTION</b>	<b>CY 2019</b>	<b>CY 2020</b>	<b>CY 2021</b>	<b>CY 2022</b>	<b>CY 2023</b>
	CASH BALANCE: (BEGIN CY)	\$7,417,858	\$6,057,966	\$5,006,927	\$4,326,381	\$3,708,427
	Bond Infusion					
1	Expand Terminal Area a. Terminal Lobby/ Canopy/walkways, access roadway b. Commuter Concourse	\$0 (\$468,626)	\$0 (\$234,313)	\$0	\$0	\$0 \$0
2	South Apron Expansion	(\$149,784)	(\$74,892)	\$0		\$0
3	North End Expansion (Baggage Claim)	(\$85,972)	(\$85,972)	(\$42,986)	\$0	
4	Air Carrier Apron Expansion - North End	(\$36,040)	(\$36,040)	(\$18,020)	\$0	
5	Expand Terminal Building a. Sterile Area - Gate 1 A b. Additional Boarding Bridges - Gates 6 & 9 c. Upgrade Second Floor Restrooms d. Expand North End, Phase 1	(\$286,515)	(\$286,678)	(\$286,548)	(\$285,814)	(\$287,078)
6	Apron Expansions a. South Apron Expansion					
7	Extend Roadway System	(\$98,290)	(\$98,346)	(\$98,302)	(\$98,050)	(\$98,483)
8	Enclosed Walkway	(\$234,665)	(\$234,798)	(\$234,692)	(\$234,090)	(\$235,126)
9	PFC Application Cost	\$0	\$0	\$0	\$0	\$0
	<b>TOTAL ANNUAL COST:</b>	<b>(\$1,359,891)</b>	<b>(\$1,051,039)</b>	<b>(\$680,546)</b>	<b>(\$617,954)</b>	<b>(\$620,687)</b>
	<b>NET COLLECTED PFC (CY):</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>TOTAL AVAILABLE NEXT CY:</b>	<b>\$6,057,966</b>	<b>\$5,006,927</b>	<b>\$4,326,381</b>	<b>\$3,708,427</b>	<b>\$3,087,740</b>

**EXHIBIT A-3**

**2009 APPLICATION**

**BURLINGTON INTERNATIONAL AIRPORT  
PFC PROGRAM  
CASH FLOW**

<b>PROJ</b>	<b>DESCRIPTION</b>	<b>CY 2024</b>	<b>CY 2025</b>	<b>CY 2026</b>	<b>CY 2027</b>	<b>CY 2028</b>	<b>TOTAL</b>
	CASH BALANCE: (BEGIN CY)	\$3,087,740	\$2,470,845	\$1,853,420	\$1,234,937	\$618,483	
	Bond Infusion						<b>\$23,553,830</b>
1	Expand Terminal Area						
	a. Terminal Lobby/ canopy/walkways, access roadway	\$0	\$0	\$0	\$0	\$0	(\$19,115,221)
	b. Commuter Concourse	\$0	\$0	\$0	\$0	\$0	(\$15,493,236)
2	South Apron Expansion	\$0	\$0	\$0	\$0	\$0	(\$4,808,394)
3	North End Expansion (Baggage Claim)	\$0	\$0	\$0	\$0	\$0	(\$2,758,581)
4	Air Carrier Apron Expansion - North End	\$0	\$0	\$0	\$0	\$0	(\$1,167,006)
5	Expand Terminal Building	(\$285,324)	(\$285,569)	(\$286,058)	(\$285,120)	(\$286,058)	(\$6,900,826)
	a. Sterile Area - Gate 1 A						(\$465,103)
	b. Additional Boarding Bridges - Gates 6 & 9						(\$928,381)
	c. Upgrade Second Floor Restrooms						(\$500,000)
	d. Expand North End, Phase 1						(\$3,709,952)
6	Apron Expansions						
	a. South Apron Expansion	\$0	\$0	\$0	\$0	\$0	(\$374,786)
6	Extend Roadway System	(\$97,882)	(\$97,966)	(\$98,134)	(\$97,812)	(\$98,134)	(\$3,640,079)
7	Enclosed Walkway	(\$233,689)	(\$233,890)	(\$234,291)	(\$233,522)	(\$234,291)	(\$8,690,563)
8	PFC Application Cost	\$0	\$0	\$0	\$0	\$0	(\$186,250)
	<b>TOTAL ANNUAL COST:</b>	<b>(\$616,895)</b>	<b>(\$617,425)</b>	<b>(\$618,483)</b>	<b>(\$616,455)</b>	<b>(\$618,483)</b>	<b>(\$45,184,549)</b>
	<b>NET COLLECTED PFC (CY):</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,184,549</b>
	<b>TOTAL AVAILABLE NEXT CY:</b>	<b>\$2,470,845</b>	<b>\$1,853,420</b>	<b>\$1,234,937</b>	<b>\$618,483</b>	<b>\$0</b>	<b>\$0</b>

# EXHIBIT A-4a

2009 APPLICATION

## BURLINGTON INTERNATIONAL AIRPORT PFC PROGRAM

### 1997 SERIES A & B BOND PAYMENTS

	<u>Principal</u>	<u>Eligible Portion</u> <u>Interest</u>	<u>P &amp; I</u>
1998	\$150,220.92	\$417,862.86	\$568,083.78
1999	\$219,075.71	\$368,032.56	\$587,108.27
2000	\$228,081.05	\$358,461.48	\$586,542.53
2001	\$237,962.89	\$347,924.26	\$585,887.15
2002	\$247,844.73	\$336,454.62	\$584,299.36
2003	\$260,914.49	\$324,054.59	\$584,969.08
2004	\$274,860.75	\$310,719.68	\$585,580.43
2005	\$288,807.01	\$296,423.63	\$585,230.64
2006	\$302,753.27	\$281,115.77	\$583,869.03
2007	\$320,763.94	\$264,747.15	\$585,511.09
2008	\$338,774.62	\$247,114.34	\$585,888.96
2009	\$357,661.80	\$228,133.32	\$585,795.12
2010	\$376,548.98	\$207,743.09	\$584,292.07
2011	\$398,624.07	\$185,936.99	\$584,561.07
2012	\$421,575.67	\$162,701.19	\$584,276.86
2013	\$445,403.77	\$138,436.92	\$583,840.69
2014	\$471,543.29	\$112,838.92	\$584,382.20
2015	\$496,247.88	\$85,699.32	\$581,947.20
2016	\$527,328.32	\$57,152.36	\$584,480.68
2017	\$555,220.84	\$31,666.19	\$586,887.03
	\$6,920,214.00	\$4,763,219.24	\$11,683,433.24

## EXHIBIT A-4b

### 1997 & 2000 BOND ISSUANCE FEES

PROJECT	DESCRIPTION	Design and Construction	Bonded	Issuance Fee	Estimated Debt Service	Project Total
1b	South Terminal Expansion (Commuter Concourse)	\$5,559,241	\$5,450,927	\$213,381	\$3,921,585	\$9,585,893
2	South Apron Expansion	\$1,800,000	\$1,800,000	\$70,462	\$1,253,434	\$3,123,896
3	North End Expansion (Baggage Claim)	\$1,000,000	\$1,000,000	\$39,146	\$719,435	\$1,758,581
4	Air Carrier Apron Expansion - North End	\$690,000	\$690,000	\$27,011	\$301,589	\$1,018,600
	<b>TOTAL:</b>	<b>\$9,049,241</b>	<b>\$8,940,927</b>	<b>\$350,000</b>	<b>\$6,196,043</b>	<b>\$15,486,970</b>

# EXHIBIT A-4c

2009 APPLICATION

## BURLINGTON INTERNATIONAL AIRPORT PFC PROGRAM

### 2004 BOND SUMMARY

Period Ending	Principal	Coupon	Interest	Total Debt Service	Debt Service - Roadway	Debt Service - Walkway	Debt Service - Terminal
07/01/03	0	0.000%	0.00	0.00			
07/01/04	0	0.000%	\$1,074,150.50	\$1,074,150.50	\$60,114.24	\$143,520.69	\$175,232.15
07/01/05	0	0.000%	\$1,017,616.28	\$1,017,616.28	\$56,950.34	\$135,966.97	\$166,009.41
07/01/06	\$725,000	2.000%	\$1,017,616.28	\$1,742,616.28	\$97,524.57	\$232,836.54	\$284,282.70
07/01/07	\$735,000	2.250%	\$1,003,116.28	\$1,738,116.28	\$97,272.73	\$232,235.28	\$283,548.59
07/01/08	\$755,000	2.500%	\$986,578.78	\$1,741,578.78	\$97,466.50	\$232,697.92	\$284,113.45
07/01/09	\$770,000	2.750%	\$967,703.78	\$1,737,703.78	\$97,249.64	\$232,180.17	\$283,481.30
07/01/10	\$795,000	3.000%	\$946,528.78	\$1,741,528.78	\$97,463.70	\$232,691.24	\$284,105.29
07/01/11	\$815,000	3.250%	\$922,678.78	\$1,737,678.78	\$97,248.24	\$232,176.83	\$283,477.22
07/01/12	\$845,000	3.500%	\$896,191.28	\$1,741,191.28	\$97,444.82	\$232,646.14	\$284,050.23
07/01/13	\$875,000	3.625%	\$866,616.28	\$1,741,616.28	\$97,468.60	\$232,702.93	\$284,119.57
07/01/14	\$905,000	3.625%	\$834,897.52	\$1,739,897.52	\$97,372.41	\$232,473.28	\$283,839.17
07/01/15	\$940,000	3.400%	\$802,091.26	\$1,742,091.26	\$97,495.18	\$232,766.39	\$284,197.05
07/01/16	\$985,000	3.500%	\$770,131.26	\$1,755,131.26	\$98,224.96	\$234,508.71	\$286,324.34
07/01/17	\$1,025,000	3.625%	\$735,656.26	\$1,760,656.26	\$98,534.16	\$235,246.92	\$287,225.66
07/01/18	\$1,055,000	4.000%	\$698,500.00	\$1,753,500.00	\$98,133.67	\$234,290.75	\$286,058.22
07/01/19	\$1,100,000	4.000%	\$656,300.00	\$1,756,300.00	\$98,290.37	\$234,664.87	\$286,515.00
07/01/20	\$1,145,000	4.000%	\$612,300.00	\$1,757,300.00	\$98,346.33	\$234,798.48	\$286,678.14
07/01/21	\$1,190,000	5.000%	\$566,500.00	\$1,756,500.00	\$98,301.56	\$234,691.59	\$286,547.63
07/01/22	\$1,245,000	5.000%	\$507,000.00	\$1,752,000.00	\$98,049.72	\$234,090.33	\$285,813.52
07/01/23	\$1,315,000	5.000%	\$444,750.00	\$1,759,750.00	\$98,483.45	\$235,125.83	\$287,077.82
07/01/24	\$1,370,000	5.000%	\$379,000.00	\$1,749,000.00	\$97,881.83	\$233,689.49	\$285,324.11
07/01/25	\$1,440,000	5.000%	\$310,500.00	\$1,750,500.00	\$97,965.77	\$233,889.91	\$285,568.82
07/01/26	\$1,515,000	5.000%	\$238,500.00	\$1,753,500.00	\$98,133.67	\$234,290.75	\$286,058.22
07/01/27	\$1,585,000	5.000%	\$162,750.00	\$1,747,750.00	\$97,811.87	\$233,522.48	\$285,120.19
07/01/28	\$1,670,000	5.000%	\$83,500.00	\$1,753,500.00	\$98,133.67	\$234,290.75	\$286,058.22
	\$24,800,000		\$17,501,173.32	\$42,301,173.32	\$2,367,362.00	\$5,651,995.26	\$6,900,826.03

## **EXCLUDED CARRIERS**

## Burlington International Airport Passenger Facility Charge Program

### Carriers Excluded From Collecting PFC's

#### JUSTIFICATION:

BTV is excluding ATCOs enplaning less than 200 passengers per year. The annual revenue to BTV from each proposed excluded carrier would be less than \$200.00. These revenues would not cover the cost of the airports recordkeeping requirements and the cost of the annual audit.

For the largest collecting carrier this translates to a compensation of \$0.79 per month to pay for the expense of collecting and remitting the PFCs. This also translates to \$3.15 per quarter to cover the cost of the quarterly report requirements of FAR Part 158.65, if the quarterly reports are not required then there is only \$9.46 available for the required annual report. These dollar figures for compensation do not cover the costs of the monthly remittance and annual report for the carrier.

#### EXCLUDED CARRIERS:

Subsection 11 of FAR Part 158 permits the Burlington International Airport to request that a class of air carriers not be required to collect PFCs. Such a class is one that constitutes less than 1% of the total number of passengers enplaned annually at the airport. The airport intends to request that *On Demand Air Taxi Commercial Operators* (ATCO) that (1) do not enplane or deplane passengers at the airport's main passenger terminal building and (2) enplane less than 200 passengers per year at the airport, be exempt from collecting PFCs. This class of carriers represents less than 1% of total passengers enplaned annually as recorded on FAA Form 1800-31.

Carriers excluded from collecting PFCs at the Burlington International Airport based on FAA Form 1800-31 for calendar year 2008 are:

<b>Airline</b>	<b>Enplanements</b>
Maine Instrument Flight (BFYA)	15
Nxaero Llc (SO5A)	4
Tradewind Aviation LLC (04Q)	18
Shuttle America Corporation (S5)	86
Swift Air, Llc (09Q)	24
Air Canada Jazz (AC)	44
Total	191
Total enplanements of all carriers	746,570
Percentage of total enplanements for excluded carriers	0.03%

**APPENDIX A**

**DEPARTURE LOUNGE CALCULATIONS**

**BURLINGTON INTERNATIONAL AIRPORT  
CALCULATION OF PEAK HOUR AND DEPARTURE LOUNGES**

CALENDAR YEAR	FORECAST	PEAK HOUR ENPLANEMENTS	DEPARTURE LOUNGE AREA
2010	691,591	830	12,449
2011	708,189	850	12,747
2012	725,185	870	13,053
2013	742,590	891	13,367
2014	760,412	912	13,687
2015	778,662	934	14,016
2016	797,350	957	14,352
2017	816,486	980	14,697
2018	836,082	1003	15,049
2019	856,148	1027	15,411
2020	876,695	1052	15,781
2021	897,736	1077	16,159
2022	919,282	1103	16,547
2023	941,344	1130	16,944
2024	963,937	1157	17,351
2025	987,071	1184	17,767

Peak Hour Enplanements = Total enplanements times 0.0012  
Departure Lounge area = Peak Hour Enplanements times 15 SF

# BURLINGTON INTERNATIONAL AIRPORT

## DEPARTURE LOUNGE AREAS

### Existing

<i>Gates 1 &amp; 2</i>	2,840 SF
<i>Gate 3 - currently used by TSA</i>	0 SF
<i>Gate 4</i>	930 SF
<i>Gate 5</i>	356 SF
<i>Gate 6</i>	488 SF
<i>Gate 7</i>	370 SF
<i>Gate 8</i>	1,177 SF
<i>Gates 9&amp;10</i>	680 SF
	1,674 SF
<b>Subtotal Existing</b>	<b>8,515 SF</b>

### New

5,100 SF

### **Total**

**13,615 SF**

**APPENDIX B**

**TERMINAL BUILDING**

**ELIGIBILITY CALCULATIONS**

# BURLINGTON INTERNATIONAL AIRPORT

## TERMINAL EXPANSION PHASE 1 CALCULATION OF PUBLIC SPACE

AREA IDENTIFICATION		UNITS	AREA
<i>First Floor Area-</i>			
<i>Public Space:</i>			
	Stair No. 6	SF	400
	Escalator	SF	1,400
	Lobby	SF	2,800
	Entry	SF	400
			<u>5,000</u>
<i>Lease Space:</i>			
	Office	SF	900
<i>Second Floor Area-</i>			
<i>Public Space:</i>			
	Stair No. 6	SF	500
	Escalator	SF	1,100
	Greeting area	SF	5,800
	Vending Area	SF	200
	Restrooms	SF	800
	Waiting Room	SF	5,100
			<u>13,500</u>
<i>Lease Space:</i>			
	NOAA Expansion	SF	1,400
<p style="text-align: right;">Total New Space      20,800 SF</p> <p style="text-align: right;">Total Public Space    18,500 SF</p> <p style="text-align: right;">Total Lease Space     2,300 SF</p> <p style="text-align: right;"><b>% Public Space      89%</b></p>			

**APPENDIX C**  
**AVIATION FORECASTS**

**BURLINGTON INTERNATIONAL AIRPORT  
AVIATION FORECASTS**

CALENDAR YEAR	FORECAST
2010	691,591
2011	708,189
2012	725,185
2013	742,590
2014	760,412
2015	778,662
2016	797,350
2017	816,486
2018	836,082
2019	856,148
2020	876,695
2021	897,736
2022	919,282
2023	941,344
2024	963,937
2025	987,071
2026	1,010,761
2027	1,035,019
2028	1,059,860
2029	1,085,296
2030	1,111,343

## **APPENDIX D**

# **ROADWAY ELIGIBILITY CALCULATIONS**

## AIRPORT DEVELOPMENT PROJECT: 01/02 ROADWAY

### ACTUAL COSTS VS INITIAL EXPENSES

WORK ELEMENT	ACTUAL	ELIGIBLE PERCENTAGE	EIIGIBLE COST	INELIGIBLE COST	COMMENT
<b>CONSTRUCTION</b>					
<b>ROADWAY/SITE WORK (NET)</b>	<b>\$2,275,137</b>				
Site Conditions (ECI)	108,213	52.0%	\$56,271	48.0%	
General Conditions (SDI)	99,000	52.0%	\$51,480	48.0%	
Erosion Control and Reporting	27,000	52.0%	\$14,040	48.0%	
Safety and Traffic Control	22,500	52.0%	\$11,700	48.0%	
Site Demolition	27,000	50.0%	\$13,500	50.0%	
Temp Fence	14,400	50.0%	\$7,200	50.0%	
New Fencing	51,300	50.0%	\$25,650	50.0%	
Earthwork, Cut, Fill, Grade	85,500	31.8%	\$27,189	68.2%	
Storm Pipe and Structures	162,000	100.0%	\$162,000	0.0%	
Storm Treatment Basin	86,400	100.0%	\$86,400	0.0%	
Sewer Pipe and Structures	26,100	100.0%	\$26,100	0.0%	
Water Lines	19,530	100.0%	\$19,530	0.0%	
Trenching	32,400	100.0%	\$32,400	0.0%	
Road and Parking Subbase	211,500	31.8%	\$67,257	68.2%	
Concrete Curbs and Walks	69,570	31.8%	\$22,123	68.2%	
Concrete Encasement (duct)	68,400	100.0%	\$68,400	0.0%	
Light Pole Base and Misc Site Conc	17,730	31.8%	\$5,638	68.2%	
Traffic Signage	7,425	31.8%	\$2,361	68.2%	
Topsoil, place and grade	16,200	50.0%	\$8,100	50.0%	
Sitework Contingency	36,000	50.0%	\$18,000	50.0%	
Asphalt Patching	18,000	31.8%	\$5,724	68.2%	
Asphalt Paving, Roads and Parking	248,679	31.8%	\$79,080	68.2%	
Asphalt Paving, Walks	8,730	100.0%	\$8,730	0.0%	
Cold Planing	9,000	100.0%	\$9,000	0.0%	
Pavement Markings	7,020	100.0%	\$7,020	0.0%	
Transplanting	16,439	0.0%	\$0	100.0%	
New Trees and Shrubs	52,052	0.0%	\$0	100.0%	
Planting Beds and Perennials	34,937	0.0%	\$0	100.0%	
Irrigation System	7,268	0.0%	\$0	100.0%	
Seeding	17,081	31.8%	\$5,432	68.2%	
Cedar Fence	8,123	0.0%	\$0	100.0%	
Electrical Demolition	6,570	31.8%	\$2,089	68.2%	
Vaults and Handholes	36,630	75.0%	\$27,473	25.0%	
Power, Tele, Data Duct Banks	99,059	75.0%	\$74,294	25.0%	
Site Lighting Underground	22,120	75.0%	\$16,590	25.0%	
Site Lighting Fixtures	30,609	31.8%	\$9,734	68.2%	
Toll Booth and Traffic Control Wiring	14,848	0.0%	\$0	100.0%	
Baggage Vault & Generator	18,517	100.0%	\$18,517	0.0%	
Temporary Site Lighting	10,000	50.0%	\$5,000	50.0%	
<b>Construction Portion:</b>	<b>1,853,850</b>		<b>\$994,022</b>	<b>\$859,828</b>	<b>53.6%</b>
<b>CONSTRUCTION MANAGER SERVICES (ECI)</b>					
Preconstruction Services	\$4,998	53.6%	\$2,679	46.4%	
General Conditions	\$46,430	53.6%	\$24,886	46.4%	
Overhead/Profit	\$40,000	53.6%	\$21,440	46.4%	
Construction Bond	\$0	53.6%	\$0	46.4%	
<b>TOTAL CM FEES:</b>	<b>\$91,428</b>		<b>\$49,005</b>	<b>\$0</b>	
<b>TOTAL CM CONTRACT:</b>	<b>\$1,945,278</b>		<b>\$1,043,027</b>	<b>\$859,828</b>	<b>53.6%</b>
Signage:	\$1,875				
Airport Sidewalk	\$19,500				
Electrical upgrades parking/roadway	\$9,610				
<b>Add'l Airport Construction:</b>	<b>\$30,985</b>	<b>53.6%</b>	<b>\$16,608</b>	<b>46.4%</b>	
<b>TOTAL CONSTRUCTION COSTS:</b>	<b>\$1,978,138</b>		<b>\$1,059,635</b>	<b>\$859,829</b>	<b>53.6%</b>
<b>UTILITY COSTS</b>	<b>\$225</b>		<b>\$180</b>		
<b>TOTAL UTILITY:</b>	<b>\$225</b>	<b>80.0%</b>	<b>\$180</b>	<b>20.0%</b>	
<b>PERMITTING/OTHER</b>	<b>\$8</b>				
<b>TOTAL PERMIT/OTHER:</b>	<b>\$8</b>	<b>53.6%</b>	<b>\$4</b>	<b>46.4%</b>	
<b>DESIGN/ENGINEERING</b>					
<b>TOTAL DESIGN/ENGINEERING:</b>	<b>\$396,101</b>	<b>53.6%</b>	<b>\$212,310</b>	<b>46.4%</b>	
<b>PROJECT TOTAL:</b>	<b>\$2,374,472</b>		<b>\$1,272,717</b>	<b>\$1,101,755</b>	<b>53.6%</b>

REVISED: 8/14/09