

PUBLIC NOTICE

Date of Posting: August 3, 2022

The Shreveport Airport Authority (the Authority) intends to file a new Passenger Facility Charge (PFC) application #6 with the Federal Aviation Administration (the FAA) to impose and use PFCs on one (1) new project at Shreveport Regional Airport (the Airport, or SHV) at a \$4.50 PFC collection rate.

The proposed effective date for the new application is February 1, 2023, and the estimated charge expiration date is August 1, 2024. The application requests \$2,362,000 of PFC collection and use authority.

REQUEST FOR COMMENTS: The Authority welcomes the public's comments and support for the projects discussed below and will review all comments submitted in writing by no later than September 2, 2022. Please address any questions or comments to:

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PROJECT INFORMATION

In accordance with 14 CFR §158.30, the Authority will be requesting authorization to impose and use PFC funds for the following project:

Project 6.01 – Replacement/Installation of Jet Bridges

Project Description: This project is to reimburse SHV for the costs to replace three passenger boarding bridges (PBBs) serving gates 5, 9, 11, and to install a PBB serving gate 3 at SHV. The project consisted of the procurement and installation of four used bridges, four ground power units (GPUs), and four preconditioned air units; and the removal/disposal of the four existing bridges. The project also included the procurement and installation of a Jet Bridge Spacer for the bridge serving gate 11.

The existing PBBs on gates 5, 9, and 11 were airport-owned and more than 15 years old. Gate 3 did not have a PBB prior to this project. The replacement bridge serving gate 5 was installed in August 2021 and is for preferential use. The replacement bridge serving gate 9 was installed in January 2022 and is for preferential use. The bridge serving gate 11 is in the process of being installed and will be serve as a per-turn use bridge (common use). The bridge serving gate 3 was installed in December 2021 and currently serves as a per-turn use bridge (common use).

United Airlines has operated out of Gate 4 using a PBB that it owns. The Airport has offered United to relocate to Gate 3, but United has not responded to the offer to date.

Project Justification: The PBBs being replaced are approximately 17 to 22 years old. Per FAA guidance, the useful life of a PBB is 20 years. Major maintenance is required at 15 years. Although PBB 11 is only 17 years old, its manufacturer, DEW Bridge, has been out of

business since 2012. Parts are no longer available or supported, preventing routine, as well as major maintenance. Similarly, the manufacturers of PBB 5 and PBB 9 are out of business, with parts no longer available or supported.

In recent months, the following concerns resulted from the outdated bridges:

- PBB 11 failed in excess of 90 days, resulting in a lawsuit, increased risk of passenger safety and an unsatisfactory customer experience;
- PBB 5 out of service in excess of 17 days, resulting in increased risk of passenger safety and an unsatisfactory customer experience; and
- PBB 9 out of service in excess of five days, resulting in a lawsuit, increased risk of passenger safety and an unsatisfactory customer experience.

The acquisition of the particular used PBBs included in this project have many advantages for SHV over the acquisition of new PBBs or other used PBBs.

- The cost of new PBBs are three-times the cost of the PBBs being acquired and beyond the means of the airport.
- These used PBBs will have a remaining useful life of 10-15 years. In other words, SHV is acquiring PBBs with one-half or more of the useful life of new PBBs at only one-third the cost.
- Delivery and installation of the used PBBs was faster than new PBBs. Three of the bridges have already been installed and the fourth is in the process of installation. Manufacturing of a new PBB typically adds eight to twelve months to the time required to complete acquisition and installation.
- The used bridges being acquired fit the PBB needs of the Airport and are of new style technology. When obtaining quotes, only older obsolete units were available from other sources due to the high demand for used PBBs.

The GPUs included in the project reduce aircraft generator use, thus reducing noise and air pollution.

The PCA units heat and cool parked aircraft instead of using aircraft power, which uses fuel. Thus, the PCA units will help reduce the Airport's carbon footprint.

The spacer for PBB 11 is necessary to provide a functioning bridge.

Installing an airport-owned PBB at Gate 3 will provide improved customer-service by eliminating the need to ground load through the gate.

There are currently no restraints on competition at SHV. This project will maintain the Airport's current capability to accommodate existing and expanded air service.

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
Pay-As-You-Go PFCs	<u>\$ 2,362,000</u>
Total Project Funding	\$ 2,362,000