

PUBLIC NOTICE

Greenville Spartanburg International Airport

Intention to:

File Passenger Facility Charge Application 24-02-C-00-GSP

The Greenville-Spartanburg Airport District (District), the operator of the Greenville-Spartanburg International Airport (GSP) is posting this public notice as part of the Passenger Facility Charge (PFC) process, adhering to the requirements under 14 CFR § 158.24. The District intends to submit an Application to “Impose & Use” PFCs on 11 projects. The District requests to utilize PFCs to reimburse for local funding on each project, with a total request to impose and use \$15,515,792 in PFCs at this time. The proposed PFC level of collection is proposed to continue at **\$4.50** per eligible enplaned passenger. The estimated charge effective date for this Application is anticipated as **October 1, 2024** with an estimated charge expiration date of **June 1, 2027**. The following projects anticipated for inclusion in this Application are identified and described below:

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Project Title	Requested PFC Amount	Project Description/Justification
Terminal Building Improvement Project (Design)	\$704,288 (8.8% of the Total Project Cost)	Description: The terminal building at the Greenville-Spartanburg International Airport was originally constructed in 1962 with a renovation/expansion in 1989. Between 1989 and 2011, passenger traffic increased by more than 25%. New technology and environmental changes made the terminal inefficient both in energy conservation and passenger convenience. In addition, the last terminal renovation was prior to the full implementation of ADA requirements and “Green” building technology. This project included the architectural/engineering design for a new terminal renovation and expansion with construction to commence in 2012. The design included but was not limited to the revision of passenger and baggage screening, new energy efficient systems, sustainable technology and changes recommended in the Terminal Area Planning Study completed in 2010. Design was partially funded under AIP-46 in 2011 with a total grant amount of \$3,770,082. This PFC request will reimburse the District for a portion of the unfunded share within the AIP eligibility determination of 60%.
Terminal Building Improvement Project (Construction)	\$10,762,440 (10% of Total Project Cost)	Description: The terminal building at the Greenville-Spartanburg International Airport was originally constructed in 1962 with a renovation/expansion in 1989. Between 1989 and 2011, passenger traffic increased by more than 25%. New technology and environmental changes made the terminal inefficient both in energy conservation and passenger convenience. In addition, the last terminal renovation was prior to the implementation of ADA requirements and “Green” building technology. This project included the construction phase costs for a new terminal renovation and expansion starting in 2012. The project included but was not limited to the building revisions necessary for new and improved passenger and baggage screening, new energy efficient systems, sustainable technology and changes recommended in the Terminal Area Planning Study completed in 2010. Construction costs of the Enabling and Bag

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		<p>Claim South Bridge Phases were partially funded under AIP-47 in 2012 with a grant amount of \$3,565,266. Additional funding was provided for the Enabling Phase and Bag Claim South Bridge Phase under AIP-48 in 2013 and for the Terminal Core Phase under AIP-52.</p> <p>The terminal eligibility was previously determined to be 60% AIP eligible during the AIP grant application process. This PFC request will reimburse the District for a portion of the unfunded share.</p>
Terminal Apron Rehabilitation Project Phase 1 (Design)	\$14,904 (6.9% of Total Project Cost)	<p>Description: The Greenville-Spartanburg Airport District conducted an Airfield PCC Evaluation and Analysis in 2012. The primary objective of this study was to develop a comprehensive pavement evaluation and provide recommendations on repair priorities for all airside apron PCC surfaces.</p> <p>The highest priority repair identified during the 2012 inspection was significant pavement distresses along and around the 1,740 linear feet trench drain on the Air Carrier (Terminal) Apron. The distresses in the PCC pavement around the trench drain varied in type and severity but they all exhibited high potential for FOD on the Terminal Apron located just behind the parking locations of most commercial aircraft. Some of the distresses were attributed to the shallow depth of the trench drain frame anchor studs as well as age of the trench drain.</p> <p>A second priority identified during the visual inspection was the taxilane at the FBO / General Aviation (GA) Apron near Taxiway A-5. The main peripheral taxilane width (+/-35) had a large number of shattered slabs and previously repaired slabs. The location and type of distress points toward load related problems. This section is used daily by fuel trucks as well as being the primary apron access point for larger GA aircraft.</p> <p>The two highest needs determined by the 2012 study were the trench drain on the Terminal Apron and the taxilane reconstruction on the General Aviation Ramp. Both items were in highly traveled areas and were a continuing maintenance problem.</p> <p>This project included the design phase costs for the Year 1 / Phase 1 recommended action items from the 2012 Report. Phase 1 engineering and design was partially funded under AIP-48. This PFC request will reimburse the District for a portion of the unfunded share of the project.</p>
Terminal Apron Rehabilitation Project Phase 1 (Construction)	\$201,907 (6.9% of Total Project Cost)	<p>Description: The Greenville-Spartanburg Airport District conducted an Airfield PCC Evaluation and Analysis in 2012. The primary objective of this study was to develop a comprehensive pavement evaluation and provide recommendations on repair priorities for all airside apron PCC surfaces.</p> <p>The highest priority repair identified during the 2012 inspection was significant pavement distresses along and around the 1,740 linear feet trench drain on the Air Carrier (Terminal) Apron. The distresses in the PCC pavement around</p>

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		<p>the trench drain varied in type and severity but they all exhibited high potential for FOD on the Terminal Apron located just behind the parking locations of most commercial aircraft. Some of the distresses were attributed to the shallow depth of the trench drain frame anchor studs as well as age of the trench drain.</p> <p>A second priority identified during the visual inspection was the taxilane at the FBO / General Aviation (GA) Apron near Taxiway A-5. The main peripheral taxilane width (+/-35) had a large number of shattered slabs and previously repaired slabs. The location and type of distress points toward load related problems. This section is used daily by fuel trucks as well as being the primary apron access point for larger GA aircraft.</p> <p>The two highest needs determined by the 2012 study were the trench drain on the Terminal Apron and the taxilane reconstruction on the General Aviation Ramp. Both items were in highly traveled areas and were a continuing maintenance problem.</p> <p>This project included the construction phase of the Year 1 / Phase 1 recommended action items from the 2012 Report. Phase 1 engineering and design was partially funded under AIP-48, construction was publicly bid in spring 2014 and the construction phase was completed in summer/fall 2014. The Terminal Apron Phase 1 (Construction Phase) was partially funded under AIP-49 with a grant total of \$2,828,410. This PFC request will reimburse the District for a portion of the unfunded share of the project.</p>
Terminal Apron Rehabilitation Project Phase 2 (Construction)	\$477,685 (7.5% of Total Project Cost)	<p>Description: The Greenville-Spartanburg Airport District conducted an Airfield PCC Evaluation and Analysis in 2012. The primary objective of this study was to develop a comprehensive pavement evaluation and provide recommendations on repair priorities for all airside apron PCC surfaces. After the highest priority areas were addressed in 2014, the second highest priority was addressed in 2015 under AIP-50.</p> <p>The next most critical element was the remainder of the original 1962 Terminal Apron. This area is approximately 52,100 square yards of aircraft rated pavement. As shown in the 2012 report, a majority of the concrete slabs in this area fell within the “major” repair and “replace” group. The original concrete was approximately 50 years old and included a mix of original slabs, repaired slabs and replaced slabs. In lieu of spending a considerable amount of money to continue repairing the area, a total replacement was advised for this area. This total replacement cost was in excess of \$10 million and was too difficult to fund without significant FAA discretionary funding. Due to this constraint, the reconstruction of the Terminal Apron was divided into two construction packages. Phase 2 reconstructed the pavement in front of Concourse “B” and would affect Gates B1 through B4 in 2015 and the construction phase costs were partially funded under AIP-50 with a total grant amount of \$5,689,899. This PFC request will reimburse the District for a portion of the unfunded share.</p>

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Taxiway G Rehabilitation Project (Construction)	\$55,371 (6.9% of Total Project Cost)	<p>Description: The GSP Taxiway G (TW G) Rehab Project focused on the repair of TW G, which is located north of the main terminal building, and adjacent to the General Aviation FBO and ramp area. TW G began showing signs of distress in the form of sliding and cracking pavement and the Greenville-Spartanburg Airport District (District) engaged an engineer to provide a preliminary assessment of the pavement, including geotechnical investigation and a report of recommendations. The report was completed in November 2014.</p> <p>Based on the recommendations and cost estimates presented in the report, the District chose to proceed with milling and replacing the existing asphalt pavement for the full width of the taxiway, from the hold position line to the parallel taxiway. Also included in the project was the installation of a new underdrain along both sides of TW G, from TW A to the runway paved shoulder. This project was partially funded under AIP-51 and included the TW G Rehab Project construction costs and construction phase engineering, RPR inspection services and materials testing services. This PFC request will reimburse the District for a portion of the unfunded share.</p>
Terminal Apron Rehabilitation Phase 3 (Design)	\$13,404 (6.9% of Total Project Cost)	<p>Description: The Greenville-Spartanburg Airport District conducted an Airfield PCC Evaluation and Analysis in 2012. The primary objective of this study was to develop a comprehensive pavement evaluation and provide recommendations on repair priorities for all airside apron PCC surfaces.</p> <p>After the highest priority items were addressed in 2014 under AIP-49 under Phase 1, the second highest priorities were phased, and Phase 2 was completed in 2015 under AIP-50. Phase 3 of work included the reconstruction of pavement in front of Concourse "A". This project includes the design and engineering for Phase 3 and was partially funded under AIP-51. This PFC request will reimburse the District for a portion of the unfunded share.</p>
Terminal Apron Rehabilitation Phase 3 (Construction)	\$1,254,755 (15.7% of Total Project Cost)	<p>Description: The Greenville-Spartanburg Airport District conducted an Airfield PCC Evaluation and Analysis in 2012. The primary objective of this study was to develop a comprehensive pavement evaluation and provide recommendations on repair priorities for all airside apron PCC surfaces.</p> <p>After the highest priority items were addressed in 2014 under AIP-49 under Phase 1, the second highest priorities were phased, and Phase 2 was completed in 2015 under AIP-50. Phase 3 of work included the reconstruction of pavement in front of Concourse "A". This project includes the construction phase costs for Phase 3 and was partially funded under AIP-52. This PFC request will reimburse the District for a portion of the unfunded share.</p>
Cargo Apron Project Phase 1 (Design)	\$74,400 (10.0% of Total Project Cost)	<p>Description: GSP experienced significant growth in air cargo and additional aircraft apron was required. For example, in November 2016, Senator International started scheduled wide body 747-400 service to Germany with 2 flights per week. That operation had grown to 8 flights per week and added service to Mexico by 2018. In FY2018, GSP handled over 1,200 commercial cargo operations.</p>

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		<p>A new air cargo apron was to be constructed immediately south of the existing North Cargo Apron that accommodated cargo integrators, FedEx, and UPS. The new cargo apron was designed to accommodate up to three 747-8 cargo aircraft simultaneously.</p> <p>This project includes the design phase costs for the new cargo apron and was partially funded under AIP-53. This PFC request will reimburse the District for the unfunded share.</p>
Cargo Apron Project Phase 1 and Phase 1a (Construction)	\$1,916,639 (10.0% of Total Project Cost)	<p>Description: GSP experienced significant growth in air cargo and additional aircraft apron was required. For example, in November 2016, Senator International started scheduled wide body 747-400 service to Germany with 2 flights per week. That operation had grown to 8 flights per week and added service to Mexico by 2018. In FY2018, GSP handled over 1,200 commercial cargo operations.</p> <p>A new air cargo apron was constructed immediately south of the existing North Cargo Apron that accommodated cargo integrators, FedEx, and UPS. The initial Phase 1 cargo apron could accommodate up to two 747-8 cargo aircraft simultaneously. An additional Phase 1a expanded the apron to accommodate up to three 747-8 cargo aircraft.</p> <p>This project includes the construction of Phase 1 and Phase 1a. These projects were partially funded under AIP-54 in the amount of \$11,194,334 and AIP-55 in the amount of \$6,337,551. This PFC request will reimburse the District for the unfunded share.</p>
PFC Application Development (Impose & Use)	\$40,000 (100% of Total Project Cost)	<p>Description: The project includes necessary costs associated with the development of the PFC application for GSP. The project includes compilation of PFC Application materials, confirmation of enplanement forecasts, required air carrier and public coordination, as well as additional tasks associated with the commencement and maintenance of the PFC program.</p>

Comments regarding the proposed PFC application, including agreement or disagreement with any of the proposed projects, or requests for additional information, should be addressed to Mr. Thomas Brook, VP/CFO, at the address below:

Greenville-Spartanburg Airport District
2000 GSP Drive, Suite 1
Greer, South Carolina 29651

All comments must be received **by 5pm on Wednesday, May 29, 2024**. Comments received by that date will be considered by the District and will be forwarded with the Application to the FAA.