



June 28, 2017

Air Carriers, Foreign Air Carriers and Others Operating at Lafayette Regional Airport.

Re: Notice by Public Agency of Intent to Apply for Authority to amend a Passenger Facility Charge Program at the Lafayette Regional Airport

Dear Operator:

The Lafayette Airport Commission (LAC) intends to submit an amendment application to the Federal Aviation Administration for its current Passenger Facility Charge (PFC) Program in order to gain 'Use' Authority for the project included in its recent application for the Terminal Program at the Lafayette Regional Airport.

The Airport Commission intends to submit an amendment application to the Federal Aviation Administration (FAA) to revise certain elements of its approved Passenger Facility Charge Program at the Lafayette Regional Airport. The LAC seeks to obtain use authority for its PFC program in accordance with Section 158.31.

As required by Section 158.23 of the Federal Aviation Regulations (FAR) Part 158, Passenger Facility Charges, the LAC is hereby providing written notice to all air carriers and foreign air carriers operating at the Airport. This letter serves to inform air carriers of the LAC's intent to modify its PFC Program and notify air carriers of a PFC Consultation Meeting scheduled for **Wednesday, August 2, 2017, at 11:00 AM CST** in the Airport's Sub-Conference room inside the Airport's terminal.

The project included in the Airport's program, which the LAC intends to amend, is:

1. New Passenger Terminal Building and Other Ancillary Facilities

In accordance with §158.23(e)(1), the LAC requests that air carriers confirm receipt of this letter and additionally state their intended presence for the scheduled consultation meeting. If an air carrier determines that the consultation meeting is not necessary, the LAC requests that the air carrier's certification of agreement or disagreement be forwarded with its written acknowledgment of receiving this notice of intent.



Reply to:

Lafayette Airport Commission

222 Jet Ranger X Drive

Lafayette, LA 70508-2159

Section 158.23 (a) (1) Description of Projects

New Passenger Terminal Building:

The Lafayette Regional Airport has conducted multiple Terminal Area Studies that have concluded that the Airport's current capacity is not sufficient to meet its future demand. The results of these studies determined that LFT will need a larger terminal than the existing building, more specifically, within the passenger and checked baggage screening space. Greeter and well-wisher gathering places, departure lounge concessions, the baggage claim lobby and terminal curb frontage are also recommended for increases in area. Public parking demands are projected to increase proportionately with passenger growth and consequently, additional parking is required especially for short-term parking. Ticket counters, airline ticket offices, TSA offices, and pre-security concessions are areas that are being analyzed for potential right sizing to better align with the forecast needs.

Also, the current terminal was not designed to house and efficiently maintain the needs to today's security screening processes. The TSA offices and screening areas were all designed to fit within the existing infrastructure. The new terminal will be designed to comply with the updated federal standards and account for space to grow security to meet a future demand.

The new two-level terminal will be constructed immediately to the east of the existing terminal. Because this will be a new facility, the various terminal functions can readily be sized and configured to match program requirements, and passenger flow is simple and clear. All building areas will be sized to accommodate anticipated passenger levels and the terminal is easily expandable in future years.

The terminal will provide more covered outdoor space at airside for the airlines to stage their equipment. Also, outbound and inbound baggage handling areas will be adjacent to each other, making for more efficient (and faster) airline operations.

The Studies have provided a number of alternatives in addition to the construction of a new terminal building, including expansion of the existing terminal and major renovations to the existing facility. The studies have all concluded the most efficient and comprehensive solution would be to construct a new terminal. This new terminal will meet all of the program requirements and remedies virtually all of the deficiencies of the existing facility. In addition to solving the Airport's impending capacity issues, a new terminal will also offer:



- Greater flexibility of aircraft parking and gate utilization;
- Future expandability;
- Elimination of conflicts with Taxiway Bravo;
- Greater opportunity for gateway or civic architecture;
- Greater opportunity for energy-efficient design;
- More straight-forward construction phasing.

The PFC Component of the budget is \$21,139,375. This budget includes \$10,000,000 of capital and \$11,139,375 of financing and interest.

Section 158.23 (a)(2) PFC Level, Effective Date, Expiration Date, and Total Revenue

The PFC Level, Charge Effective Date, Estimated Expiration Date, and Total PFC Revenue remained unchanged from the original application dated May 31, 2017.

Section 158.23 (a)(3) Request that a Class of Air Carriers Not Be Required to Collect the PFC

Under Section 158.11 of FAR Part 158, the Airport may request in its application to the FAA to impose a PFC that any class of air carrier not be required to collect the PFC if the number of passengers enplaned by the carriers in the class constitutes no more than one percent (1%) of the total number of passengers enplaned annually at the Airport. The number of passengers enplaned annually by the requested class of ATCO-Non-Scheduled/On-Demand Air Carriers filing FAA Form 1800-31 represents approximately 0.24% of total passengers enplaned at the Airport in 2015. The 2015 ACAIS Report included the following operators:

| | Enplanements | | | % of Total Enplanements |
|---------------------------------|--------------|--------------|------------|-------------------------|
| | Scheduled | Nonscheduled | Total | |
| Southern Seaplane, Inc. (SSP) | 0 | 20 | 20 | |
| Ultimate Jetcharters LLC (DTHA) | 0 | 566 | 566 | |
| ATCO Total | 0 | 586 | 586 | 0.24% |

The Airport believes that the PFC revenue to be collected from the requested class of carriers does not justify the administrative burden that would be imposed on the carriers and the Airport in collecting and accounting for the revenues.

The Airport further believes that the requested class of on-demand air taxi operators is logically distinguishable from the air carriers providing regularly scheduled air service at the main Airport passenger terminal building and that the exclusion of such on-demand operators will not have a discriminatory effect.



Section 158.23 (a)(4) Meeting Notice

The LAC will have an airline consultation meeting **Wednesday, August 2, 2017, at 11:00 AM CST** in the Airport's Sub-Conference room to discuss the proposed amendment and answer any questions. It is requested that you provide the LAC your written responses and Certifications of Agreement/Disagreement to the proposed action within 30 days of the Consultation Meeting or receipt of this letter if no meeting is desired.

Should you have any questions, please do not hesitate to contact us. We look forward to meeting with you to discuss this program with you.

Sincerely,

Steven L. Picou, AAE
Executive Director
Lafayette Regional Airport

Cc: Ms. Kimberly Harris – Federal Aviation Administration
Mr. Chris Groh – Kutchins & Groh, LLC
Mr. George L. Groh – Kutchins & Groh, LLC