Joe Foss Field - Sioux Falls Regional Airport
Passenger Facility Charge (PFC)
Application #02 (24-02-C-00-FSD)

Subject: Notice for Public Comment
Notice Date: May 28, 2024

The Sioux Falls Regional Airport Authority intends to file an application with the Federal Aviation Administration (FAA) to continue collection of a Passenger Facility Charge (PFC). The PFC will help reimburse local airport funds for improvement projects at Joe Foss Field - Sioux Falls Regional Airport in Sioux Falls, SD. The application for the PFC will be completed in accordance with Federal Aviation Regulation (FAR) Part 158 "Passenger Facility Charges". This notice is intended to give adequate time for public review and comment of the identified projects on the proposed PFC application.

The Airport intends to use the PFC funds to finance eligible projects and to reimburse the airport fund for local airport share of projects. As a part of this notice, certain elements are required and are as follows:

- Proposed Effective Date: April 1, 2025 or at the full collection of PFCs approved in Application #16-01-C-00-FSD
- Estimated Expiration Date: 06/01/2030
- Proposed Charge Level: $4.50 per Enplaned Passenger
- Estimated Total PFC Revenue Imposed/Used: $16,643,089

Any comments on the proposed PFC Application, including agreement or disagreement with any of the proposed projects, should be addressed to Dan Letellier, Executive Director; 2801 Jaycee Lane, Sioux Falls, SD, 57104. All comments should be received no later than thirty (30) days from the date of this notice.

Project Name: **W. GA Apron Expansion and Deicing/RON Apron Design (Airport Share)**	PFC Project: **#1**	Total PFC Revenue To be Collected: **$81,406**
Project Description	West General Aviation Apron - Design and construct an expansion of the West General Aviation Apron. The expansion is approximately 140' x 384' or approximately 6,000 SY. Apron lighting and detention pond expansion grading are also included. Deicing/RON Apron - The project consists of the design of the following: •Terminal Deicing & Remain Overnight (RON) Apron is approximately 41,800 SY. Including deicing collection system and edge lighting. •South Terminal Apron Partial Pavement Replacement replaces approximately 2200 SY of concrete pavement on the south side of the Terminal Apron near Gate 1. •East Cargo Apron Expansion is approximately 1,400 SY of apron widening, relocation of taxiway edge lighting and apron markings.	

Project Justification	The West GA Apron expansion is needed to accommodate the increasing GA and corporate aircraft traffic at the West GA Apron. The FBO located on the apron has had to routinely turn away traffic due to the lack of aircraft parking space. Deicing/RON Apron •Terminal Deicing Apron – There are currently routine commercial service aircraft delays due to aircraft pushing back on the terminal apron to deice and blocking the apron taxilane for other aircraft. Constructing a separate deicing apron for use by the outer gates will eliminate routine delays. Automation of the deicing collection, storage and disposal system will reduce manual input required and risk of spill/violation to adjacent receiving stream and regulate discharge to sanitary sewer to control disposal fees. •RON Apron – Currently all 10 gate positions at the terminal apron are typically full overnight. In order to plan for future growth and the occasional mechanically grounded aircraft, additional aircraft overnight parking is required. The proposed RON Apron will provide remote aircraft parking for up to 2 – A320's or 3 – ERJ175's. •South Terminal Apron Partial Pavement Replacement – There is approx. 2,200 SY of 1979 pavement remaining near Gate 1B that had a 2018 PCI of 10 (failed). The 40-year-old pavement is beyond its useful life and causes routine FOD issues. The remaining apron has all been reconstructed since 2000. •East Cargo Apron Expansion - Expanding the E Cargo Apron will allow the apron taxilane to be shifted west to accommodate A300 aircraft parked nose in while allowing other aircraft to utilize the apron taxilane while maintaining proper wingtip clearances.	
Project Name: **2017 FSD Roadway Improvements**	PFC Project: **#2**	Total PFC Revenue To be Collected: **$928,097**
Project Description	•Extend National Guard Drive around the backside of the SD Army Reserve National Guard (SDARNG) motor pool lot and connect into the north end of Maverick Drive (approx. 2500'). The street section is a 33' wide urban section with curb & gutter and asphalt surfacing with street lighting. Storm sewer inlets and pipe installed as required to meet City design standards. Reconstruct and realign approximately 600' of National Guard Drive to eliminate the three-way intersection at the entrance to SDARNG with a 33' wide urban section with curb & gutter and asphalt surfacing. •Reconstruct and realign approximately 600' of the West Airfield Access Road from National Guard Drive to the W Cargo Apron Access Gate. The street section will be a 25' wide urban section with curb & gutter and asphalt surfacing. •Reconstruct and realign SDARNG's main entrance road. The entrance road section will be concrete surfaced with curb & gutter and a raised median. •Construction of an Extended Detention/BMP Pond to the NW of the SDARNG motor pool and on the west side of the new National Guard Drive alignment. The pond is sized to accommodate SDARNG's proposed future parking improvements and the National Guard Drive extension surfacing.	

	•Rehabilitate National Guard Drive from the realignment area to Minnesota Avenue (approximately 2400'). Rehab work is anticipated to include select full depth repairs, an asphalt overlay and new pavement markings. •Rehabilitate Hangar Street including replacement of curb & gutter, approach pavements, select full depth repairs, storm inlet rehabilitation, an asphalt overlay and new pavement markings. The work shall also include narrowing up the west half of the street from 64' to 41' to match the east half of the street width. The revised street will provide for single lane two-way traffic and parallel parking on both sides. •Rehabilitate Aviation Avenue including select full depth repairs, an asphalt overlay and new pavement markings. •Replace curb and gutter and asphalt patching at three locations along Jaycee Lane and the main parking lot entrance. Install an inlet and storm sewer lateral along the east curb line of Jaycee Lane near the south end of the drop off median to intercept runoff before pedestrian crossing and handicapped sidewalk ramp.	
Project Justification	Realignment of National Guard Drive in front of the SD Army Reserve National Guard camp was requested by both the Airport and SDARNG to provide a through route to the continually growing aviation related development at the NW quadrant of the airfield. The current alignment led directly to the SDARNG property and required several turns to get to the NW development area causing confusion and resulting in the public inadvertently ending up on SDARNG property. As part of the realignment, National Guard Drive was also extended around the backside of the SDARNG lease area to provide a direct connection with Maverick Drive to direct the public around the SDARNG camp. Rehabilitation of National Guard Drive between the West Airfield Access Road and the East Airfield Access Road, Aviation Avenue and Hangar Street was required to preserve the existing pavement infrastructure and extend the useful life. Construction of the detention pond to the NW of the SDARNG and outlet to the Big Sioux River was required to reduce peak runoff rates to predeveloped rates for the National Guard Drive improvements and future paving of gravel SDARNG parking lots. The pond was funded by SDARNG and not part of PFC. National Guard Drive improvements up to the SDARNG camp were funded by the Airport but are not an eligible portion of the PFC per FAA eligibility requirements.	
Project Name: **Terminal Customs Remodel**	PFC Project: **#3**	Total PFC Revenue To be Collected: **$239,179**
Project Description	The project involved a major remodel of the existing U.S. Customs clearance facility that was originally constructed in 2002. The project was intended to comply with CBP Federal Inspection Service (FIS) guidelines from 1995 in order to process commercial international charters. The Airport at the time did not meet all specifications required and the Federal Government never officially recognized the office as a FIS. In 2012 the Airport was informed that unless the facility was upgraded to current standards (for safety and security purposes), the U.S. Customs Department would cease to clear international shipments at the airport and close the port. Design work began to bring the office up to current standards for a General Aviation Facility (GAF) in order to maintain the port status at the airport.	

Project Justification	As the only International Port in South Dakota, it is necessary to provide the facility necessary for U.S. Customs to conduct operations in the State which includes the clearance of international freight shipments, cargo flights and general aviation aircraft that arrive into Sioux Falls directly from an international location. Failure to maintain this facility would result in hundreds of cargo flights routed to other midwestern cities, and a vital economic connection would be lost to the region and State.	
Project Name: **Runway 3-21 Reconstruct - Phase 1 (Airport Share)**	PFC Project: **#4**	Total PFC Revenue To be Collected: **$245,188**
Project Description	The project is the design, bidding and construction phase for reconstruction of the following: •Runway 3-21 – Reconstruct a segment of runway 1,450'x 150' north of crosswind Runway 15-33 The project is the design and bidding phase for reconstruction or rehabilitation of the following: •Runway 3-21 – reconstruct a segment of runway 4,100' x 150' south of Runway 15-33. •Runway 3-21 – rehabilitation of a 558' x 50' section of concrete runway beginning 250' off the approach end of Runway 3. The project also includes installation of runway centerline and touchdown zone lighting; installation of Runway 3-21 pavement markings; improvements to the airfield drainage along Runway 3-21 including partial RSA grading and installation of edge drains that will connect to the existing storm sewer.	
Project Justification	Runway 3-21 Partial Reconstruction - The sections of the runway listed in this project were constructed in 1976. Since that time, there have been three known rehabilitation projects. 2015 PCI's for both the north and south sections of the runway were all in the mid 60s. Runway 3-21 Partial Rehabilitation - The runway rehabilitation section was constructed in 1992 and has not had any rehab work done to date. Severe mapping has progressed rapidly in the last year or two as documented in a tech memo dated May 22, 2017 and submitted to Dave Anderson, FAA-ADO. Core analysis indicates that ASR (alkali-silica reaction) is present. The 558'x50' area is in the take-off/touchdown area of the runway.	
Project Name: **Runway 3-21 Reconstruct - Phase 2 (Airport Share)**	PFC Project: **#5**	Total PFC Revenue To be Collected: **$388,539**
Project Description	The project is the construction phase for reconstruction or rehabilitation of the following: •Runway 3-21 – reconstruct a segment of runway 4,100' x 150' south of Runway 15-33. •Runway 3-21 – rehabilitation of a 558' x 50' section of concrete runway beginning 250' off the approach end of Runway 3. The project also includes installation of runway centerline lighting; installation of Runway 3-21 pavement markings; improvements to the	

	airfield drainage along Runway 3-21 including partial RSA grading and installation of edge drains that will connect to the existing storm sewer.	
Project Justification	Runway 3-21 Partial Reconstruction - The sections of the runway listed in this project were constructed in 1976. Since that time, there have been three known rehabilitation projects. 2015 PCIs for the runway were all in the mid 60s. Runway 3-21 Partial Rehabilitation - The runway rehabilitation section was constructed in 1992 and has not had any rehab work done to date. Severe mapping has progressed rapidly in the last year or two as documented in a tech memo dated May 22, 2017 and submitted to Dave Anderson, FAA-ADO. Core analysis indicates that ASR (alkali-silica reaction) is present. The 558'x50' area is in the take-off/touchdown area of the runway.	
Project Name: **Acquire RT3 Friction Meter**	PFC Project: **#6**	Total PFC Revenue To be Collected: **$61,824**
Project Description	The project is to purchase a Continuous Friction Measuring Equipment (CFME) to replace the Bowmonk unit (mechanical decelerometer) which was utilized for the previous 15 years. The airport is responsible for the removal of snow and ice from all airfield surfaces, primarily the runway. In order to determine the friction or braking-action of a plowed surface, equipment such as a decelerometer or newer technology that records the friction on a continuous basis (CFME).	
Project Justification	Providing an improved level of safety was our primary justification for this purchase. Improved accuracy of runway surface conditions allows us to properly remove the ice and snow as well as provide chemical treatment if necessary. It also allows the Airport to relay the most current surface conditions to pilots using the runway.	
Project Name: **Concourse Pet Relief Area Improvements**	PFC Project: **#7**	Total PFC Revenue To be Collected: **$165,615**
Project Description	Project included design and construction of a 127 SqFt pet relief area room along the terminal concourse including plastic sheeting wall panels with sound insulation, drainable artificial turf area with underdrain system, fake fire hydrant, rinsing hose, sink, dog bag dispenser, soap dispenser, paper towel dispenser, coat hooks and signage.	
Project Justification	Pet relief area is required to comply with DOT regulations and with Section 504, Rehabilitation Act of 1973—49 CFR, Part 27 as follows: • 27.71 Airport facilities. • (h) Service animal relief areas. Each airport with 10,000 or more annual enplanements shall cooperate with airlines that own, lease, or control terminal facilities at that airport to provide wheelchair accessible animal relief areas for service animals that accompany passengers departing, connecting, or arriving at the airport.	
Project Name: **Baggage Claim Expansion**	PFC Project: **#8**	Total PFC Revenue To be Collected: **$5,086,156**
Project Description	The project included expansion of the baggage claim area by approximately 50% including a lost bag counter and storage area; expansion of the baggage handling area and installation of a new baggage handling systems with three sloped-plate carousels; and relocation of impacted sanitary sewer, sanitary sewer lift station, water	

	mains and associated airside and landside pavement. Total public and non-public baggage claim area when complete will be approximately 20,000 SqFt.	
Project Justification	The terminal was constructed in 1970 and was designed to handle a smaller number of annual enplaned passengers. Over the last 32 years, enplanements at Joe Foss Field have increased from roughly 237,000 (1990) to 612,000 (2022). With roughly a 258% increase in enplaned passengers and increase in airline service from three to five carriers, the previous baggage claim layout was no longer capable of efficiently processing people and baggage. By completing this project, the airport has an updated baggage area with bag belt presentation frontage length, baggage claim area and baggage handling area meeting PAL 3/PAL 4 levels as identified in the 2014 Master Plan which will accommodate forecasted enplanement levels for 10-15 years.	
Project Name: **Replace Terminal Back-up Generator**	PFC Project: **#9**	Total PFC Revenue To be Collected: **$655,472**
Project Description	This project description is to replace our current back-up emergency power generator with a new larger 800 kW unit. The existing back-up generator was installed 44 years ago and is at the end of its useful life. The generator was also designed for a much smaller building and to provide emergency lighting only, not enough power to resume operations.	
Project Justification	The current generator is not only past its useful life but is significantly undersized to meet the emergency power requirements of our current facility. The original function of the generator was to provide limited emergency lighting, not to allow for the continuation of limited flight operations. We have had several instances in the past few years of extend power outages that impacted flight operations as our back-up power would not operate jet bridges, passenger screening equipment, luggage screening equipment, conveyor systems or even basic power to operate security access doors and computer systems. The need to provide ample power during these outages is necessary to maintain a minimal flight operation that is not completely shut down which is the case today.	
Project Name: **Parking Garage Alt 1 - Pedestrian Skywalk**	PFC Project: **#10**	Total PFC Revenue To be Collected: **$8,473,134**
Project Description	Construction of an 80' long x 15' wide pedestrian skywalk across Jaycee Lane from the second level of the proposed four-story parking garage to the Terminal building. Skywalk construction also includes construction of a two-story Terminal foyer (3800 SqFt per floor) with escalators, elevator and stairs.	
Project Justification	Skywalk will reduce pedestrian/vehicle conflicts along Jaycee Lane that will increase due to additional parking in the garage and increased traffic along Jaycee Lane. Terminal foyer addition is necessary to provide pedestrian vertical circulation from the second-floor skywalk level back to the ground floor of the terminal. The increased pedestrian and vehicle traffic are a result of consistent annual increases in enplanements (258% in past 32 years).	

Project Name: **Prepare PFC Application No. 24-02-C-00-FSD**	PFC Project: **#11**	Total PFC Revenue To be Collected: **$ 62,794**
Project Description	Prepare Passenger Facility Charge (PFC) Application #24-02-C-00-FSD. Preparation of Passenger Facility Charge (PFC) Application #24-02-C-00-FSD at Joe Foss Field consists of the preparation of documents for funding reimbursement of eligible airport projects. This application is intended to assist the airport in recovering the local share(s) of eligible project costs, including the PFC application, through the form of airline ticket taxes, at a rate of $4.50 per eligible enplaned passenger.	
Project Justification	Preparation of the PFC application is necessary to allow collections of PFCs by the airport. The recovery of the cost of preparation of PFC Application #24-02-C-00-FSD are considered "allowable cost" by the FAA. Specific language to the effect is included in the preamble to Part 158 and the FAA PFC handbook. Preparation of the PFC application including airline consultation, project eligibility and financing, as well as other costs incurred in the preparations of the PFC application are necessary to complete the application.	
Project Name: **W. GA Txln Extension and Twy A & A2 Rehab (Airport Share)**	PFC Project: **#12**	Total PFC Revenue To be Collected: **$64,676**
Project Description	The project is the design and construction phase for the following: •Rehabilitate approximately 700’ of Taxiway Alpha concrete pavement between the Terminal Apron and Taxiway A2. •Rehabilitate the concrete pavement on Taxiway A2. •Extend the West GA Taxilane approximately 700’ including realignment of approximately 700’ of Perimeter Road	
Project Justification	The section of Taxiway A beginning from approximately 125’ south to 825’ south of the terminal apron entrance had a 2015 PCI value of 52 (poor). Due to other funding demands for the runway reconstruction project, an extensive rehabilitation is proposed to attempt to extend the life of this section another 8-12 years. Taxiway A2 also had a 2015 PCI value of 52 (poor). The draft airport layout plan/master plan shows this angled exit taxiway connector to be realigned in 10-20 years when Runway 9-27 is converted into a taxiway. With the taxiway going away in the near future, an extensive rehabilitation is proposed instead of full reconstruction in order to extend the life for 10-20 years. The extensive rehabilitation will involve removal and replacement of about 80-90% of the concrete pavement. The West GA Taxilane extension is needed to accommodate the increasing GA and corporate aircraft traffic at the West GA Apron. The airport has had to routinely turn away requests for hangar development due to the lack of available taxilane to accommodate these requests.	
Project Name: **Taxiways A, B4 and B5 Reconstruct (Airport Share)**	PFC Project: **#13**	Total PFC Revenue To be Collected: **$130,056**
Project Description	The project is the design, bidding and construction phase for reconstruction or rehabilitation of the following: •Reconstruct Taxiway A (approximately 800’ x 75’) within the Runway 3-21 OFA	

	•Reconstruct Taxiway B4 (approximately 350’ x 100’ plus paved shoulders) within the Runway 3-21 OFA •Reconstruct Taxiway B5 (approximately 350’ x 75’ plus paved shoulders) within the Runway 3-21 OFA •Rehabilitate Taxiway K (approximately 350’ x 50’) within the Runway 3-21 OFA The project is the design and bidding phase for reconstruction of the following: •Reconstruct Taxiway B1 (approximately 350’ x 75’ plus paved shoulders) within the Runway 3-21 OFA •Reconstruct Taxiway B3 (approximately 350’ x 100’ plus paved shoulders) within Runway 3-21 OFA The project also includes installation of taxiway pavement markings; taxiway edge lights and signs.	
Project Justification	Taxiway B1 was originally constructed in 11” PCC pavement in 1962 with a 6” concrete overlay in 1976 and had a 2015 PCI value of 55. Taxiway B3 was originally constructed in 1976 with 14” PCC pavement and had a 2015 PCI value of 87. Taxiway B4 pavement consist of asphalt pavement approximately 14” thick with original construction dates ranging between 1952 and 1997 and had a 2015 PCI value ranging between 79 and 84. Taxiway B5 consists of both concrete and asphalt pavements with original construction dates ranging from 1962 and 1997. 2015 PCI values were 62 for the concrete section and 73 for the asphalt section. Taxiway A pavement between Taxiways B and L were originally constructed in 1975 with several overlays since then. 2015 PCI values ranged between 72 and 94. Taxiway K asphalt pavement between Runway 3-21 and Taxiway L had a 2015 PCI value of 68.	
Project Name: **Taxiways B1 and B3 Reconstruct (Airport Share)**	PFC Project: **#14**	Total PFC Revenue To be Collected: **$60,953**
Project Description	The project is the construction phase for reconstruction of the following: •Reconstruct Taxiway B1 (approximately 350’ x 75’ plus paved shoulders) within the Runway 3-21 OFA •Reconstruct Taxiway B3 (approximately 350’ x 100’ plus paved shoulders) within Runway 3-21 OFA The project also includes installation of taxiway pavement markings; taxiway edge lights and signs.	
Project Justification	Taxiway B1 was originally constructed in 11” PCC pavement in 1962 with a 6” concrete overlay in 1976 and had a 2015 PCI value of 55. Taxiway B3 was originally constructed in 1976 with 14” PCC pavement and had a 2015 PCI value of 87. Taxiway A pavement between Taxiways B and L were originally constructed in 1975 with several overlays since then. 2015 PCI values ranged between 72 and 94. Taxiway K asphalt pavement between Runway 3-21 and Taxiway L had a 2015 PCI value of 68.	

The Sioux Falls Regional Airport Authority will make available a more detailed project justification or the justification documents to the public upon request.