

NOTICE OF
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO
PASSENGER FACILITY CHARGES

The City of Dayton, Ohio is providing an opportunity for public comment until December 17, 2018 related to our proposed amendments to approved PFC Applications #01-04-C-02-DAY and #05-05-C-00-DAY for the James M. Cox Dayton International Airport. This written notice is provided in accordance with requirements contained in Federal Aviation Regulation 49 CFR Part 158.24 Passenger Facility Charge.

The proposed amendments to Passenger Facility Charge Applications #01-04-C-02-DAY and #05-05-C-00-DAY include:

1. Each Project's Final Cost including PFC Amounts to be Expended on Projects - resulting changes to impose and use amounts for certain projects.
2. Changes to approved Funding Sources for various Projects -
 - Application #4 - Projects 7, 8, 10, 13, 17 and 18 were originally approved for PFC Bond Capital and PFC Financing & Interest. Final funding included PFC Pay-as-you-go only. Project 20 was originally approved for PFC Bond Capital and PFC Financing & Interest. Final funding included a combination of PFC Pay-as-you-go, PFC Bond Capital and PFC Financing & Interest.
 - Application #5 - Project #1 was originally approved for PFC Bond Capital and PFC Financing & Interest. Final funding included PFC Pay-as-you-go only.
3. Change to Charge Effective and Expiration Dates for both Applications #4 and #5.
4. Request approval from the FAA to utilize any excess PFC revenue collected toward PFC Application #15-08-C-00-DAY.

Application #01-04-C-02-DAY

The City of Dayton, Ohio received approval from the FAA to "impose and use" PFCs for eighteen projects at the Dayton International Airport and two projects at the Dayton-Wright Brothers Airport on May 9, 2002. The approved collection amount for these projects was \$64,544,267. This application was subsequently amended on June 10, 2003 to decrease the approved collection amount to \$63,946,085. It was then amended a second time on March 30, 2009 to again decrease the approved collection amount to \$58,496,724. This second amendment reconciled nine of the eighteen projects that were complete to their final costs.

All the projects in this Application are now complete and actual costs are known. In preparation of the closeout of this PFC application, the City of Dayton reconciled the remaining eleven projects to their final costs. The City is proposing a decrease of \$11,764,857 in the total amount of PFCs needed to be collected for all projects from the current approved amount of \$58,496,724 to \$46,731,867.

Application #05-05-C-00-DAY

The City of Dayton, Ohio received approval from the FAA to "impose and use" PFCs for two projects at the Dayton International Airport on August 19, 2005. The approved collection amount for these projects was \$33,577,115. Both projects in this application are now complete and actual costs are known. In preparation of the closeout of this PFC application, the City of Dayton is now proposing to decrease of \$ 5,697,939 in the total amount of PFCs needed to be collected on these projects from the current approved amount of \$33,577,115 to \$27,879,176.

Attached are a PFC Application Amendment Funding Summary and Justification for each Proposed Amendment to PFC Applications #4 and #5.

The City of Dayton plans to request the following three actions from the FAA regarding these two applications:

1. Both applications (#01-04-C-02-DAY and #05-05-C-00-DAY) PFC approval amounts be amended downward to reduce the PFC impose and use amounts by \$11,764,857 and \$5,697,939, respectively, to reflect actual PFCs required to fund the projects.
2. Both applications be amended to reflect a change in funding sources for various projects.
3. FAA approval to apply the excess PFC revenues collected on these two applications be moved to approved PFC Application #15-08-C-00-DAY.

These amendments propose no change to the current PFC level of \$4.50 or to the exemption of the Nonscheduled/On-Demand Air Carriers ("ATCO") class of carriers. The impact on the charge effective dates and charge expirations dates is anticipated to be as follows:

| <u>Application</u> | <u>Charge Effective Date</u> | <u>Charge Expiration Date</u> |
|--------------------|------------------------------|-------------------------------|
| 01-04-C-02-DAY | No change (July 1, 2003) | March 1, 2011 |
| 05-05-C-00-DAY | March 1, 2011 | December 1, 2016 |

Comments or a request for more detailed project descriptions should be sent to Joseph Homan, Manager of Finance and Administration, City of Dayton, Ohio, Department of Aviation, 3600 Terminal Drive, Suite 300, Vandalia, OH 45377.

Attachments: Justification for the Proposed Amendment to Application #01-04-C-02-DAY
PFC Application Amendment Funding Summary #01-04-C-02-DAY
Justification for the Proposed Amendment to Application #05-05-C-00-DAY
PFC Application Amendment Funding Summary #05-05-C-00-DAY

**JUSTIFICATION FOR THE PROPOSED AMENDMENT
To Application #01-04-C-02-DAY**

The City of Dayton, Ohio received approval from the FAA to "impose and use" PFCs for eighteen projects at the Dayton International Airport and two projects at the Dayton-Wright Brothers Airport on May 9, 2002. The approved collection amount for these projects was \$64,544,267. This application was subsequently amended on June 10, 2003 to decrease the approved collection amount to \$63,946,085. It was then amended a second time on March 30, 2009 to again decrease the approved collection amount to \$58,496,724. This second amendment reconciled nine of the eighteen projects that were complete to their final costs.

All the projects in this Application are now complete and actual costs are known. In preparation of the closeout of this PFC application, the City of Dayton reconciled the remaining eleven projects to their final costs. The City is proposing a decrease of \$11,764,857 in the total amount of PFCs needed to be collected for all projects from the current approved amount of \$58,496,724 to \$46,731,867. Attached is the "*PFC Application Amendment Funding Summary*" which reflects the changes in project costs and total funding by funding source.

Project 04-002, ARFF Vehicle Replacement (Rescue 22), provided for the acquisition of an Aircraft Rescue Firefighters' vehicle to replace Rescue 22. The original estimate for this project was \$550,000 of capital costs and financing and interest costs of \$233,334 to be funded with PFCs. Final project capital costs totaled \$807,614 and financing and interest costs total \$711,943. Total PFCs needed therefore increases from \$783,334 to \$1,519,557. This represents a \$736,223 increase in requested PFCs. This increase is the result of the actual ARFF truck cost being higher than the original estimate and associated higher financing and interest costs.

Project 04-003, Airfield SRE, provided for the acquisition of six pieces of snow removal equipment. The original estimate for this project was \$1,600,000 of capital costs and financing and interest costs of \$678,789 to be funded with PFCs. Final project capital costs totaled \$2,420,465 and financing and interest costs total \$2,133,734. Total PFCs needed therefore increases from \$2,278,789 to \$4,554,199. This represents a \$2,275,410 increase in requested PFCs. The acquisition cost of the six pieces of equipment was higher than original estimates. Additionally, the Airport acquired a seventh piece of SRE-specifically an additional runway broom truck. This additional broom truck was needed due to the additional pavement constructed on the airfield. In total, the Airport has six broom trucks on its snow removal equipment inventory. Based on the FAA SRE calculation worksheet, the Airport is eligible for up to seven broom trucks. Additional PFCs are also requested for the financing and interest costs associated with the increased capital cost.

Project 04-007, Cargo and Terminal Aircraft Apron Rehabilitation, provided for the rehabilitation of airfield pavement at the multi-tenant cargo apron and terminal aircraft apron. The original estimate for this project was \$1,210,000 of capital costs and financing and interest costs of \$513,334 to be funded with PFCs. Final project capital costs totaled \$1,744,511. However, AIP Grants #56-06, #57-06 and #71-09 provided \$1,444,294 in funds for a portion of the work completed. Therefore, no bond capital funds were required as the remaining PFC eligible costs of \$300,217 were paid for on a pay-as-you-go basis. Total PFCs needed therefore decreases from \$1,723,334 to \$300,217. This represents a \$1,423,117 decrease in requested PFCs.

Project 04-008, Deicing System Improvements, provided for improvements to the aircraft deicing fluid control system. The original estimate of PFCs needed for this project was \$1,750,000 of capital costs and financing and interest costs of \$742,425. Final project capital costs totaled \$911,850. No bond capital funds were required as the PFC eligible costs were paid for on a pay-as-you-go basis. Total PFCs needed therefore decreases from \$2,492,426 to \$911,850. This represents a \$1,580,575 decrease in requested PFCs. The decrease in PFCs needed for capital costs was the result of the required deicing system improvements being less extensive than originally anticipated.

Project 04-010, GIS Implementation and CALCS, provided for the acquisition of a computerized Geographical Information System (GIS) and the acquisition of a Computerized Airfield Lighting and Control System (CALCS). The original estimate for the capital costs of this project was \$1,237,724. Those were to be funded with \$405,000 of AIP funds, \$652,080 in PFCs and \$180,644 in other funds. An additional \$276,640 was originally approved for PFC eligible financing and interest costs. The FAA's Record of Decision only approved the CALCS portion of this project. The final costs for the CALCS project was \$444,797 with \$400,317 provided through AIP Grant #36-00 and the remaining local match of \$44,480 funded with PFCs. No bond capital funds were required as the PFC eligible costs were paid for on a pay-as-you-go basis. Total PFCs needed therefore decreases from \$928,720 to \$44,480. This represents a \$884,240 decrease in requested PFCs.

Project 04-011, Land acquisition – approach and runway protection, provided for the acquisition of approximately 376 acres of land for the approach protection of runways 24R/6L, 24L/6R and 18/36 and the construction of a perimeter road. The original estimate for the capital cost of this project was \$9,399,505. Those were to be funded with \$5,434,715 of AIP funds and \$3,964,790 in PFCs. An additional \$1,682,035 was approved for PFC eligible financing and interest costs. Actual land acquired was 267 acres. The final capital costs for the land acquisition was \$4,083,940 with \$3,675,546 provided through AIP Grant #39-01 and the remaining eligible costs of \$408,394 funded with PFCs. Actual financing and interest costs total \$360,015. Total PFCs needed therefore decreases from \$5,646,825 to \$768,409. This represents a \$4,878,416 decrease in requested PFCs.

Project 04-013, Part 150 noise study, phases 1, 2 and final, provided for a FAR Part 150 noise study including noise exposure maps and the noise compatibility plan update for DAY. The original estimate for the capital cost of this project was \$1,225,000. Those were to be funded with \$525,000 of AIP funds and \$700,000 in PFCs. An additional \$296,970 was approved for PFC eligible financing and interest costs. The final capital costs for this project was \$1,095,686 with \$525,000 provided through AIP Grants #30-99 and #31-99 and the remaining eligible costs of \$570,686 funded with PFCs. No bond capital funds were required as the PFC eligible costs were paid for on a pay-as-you-go basis. Total PFCs needed therefore decreases from \$996,970 to \$570,686. This represents a \$426,284 decrease in requested PFCs.

Project 04-017, Taxiways A and Z renovation, provided for the rehabilitation of Taxiways A and Z. The original estimate for the capital cost of this project was \$1,210,000. Those were to be funded with \$950,000 of AIP funds and \$260,000 in PFCs. An additional \$110,303 was approved for PFC eligible financing and interest costs. The final capital costs for this project was \$987,030 with \$937,679 provided through AIP Grants #56-06, #57-06 and #61-07 and the local matches of \$49,351 funded with PFCs. No bond capital funds were required as the PFC eligible costs were paid for on a pay-as-you-go basis. Total PFCs needed therefore decreases from \$370,303 to \$49,351. This represents a \$320,952 decrease in requested PFCs.

Project 04-018, Taxiways H, K, E, C, L and V rehabilitation, provided for the mill and overlay of these taxiways, crack repair and miscellaneous airfield signage. The original estimate for the capital cost of this project was \$1,100,000 to be funded with PFCs. An additional \$466,667 was approved for PFC eligible financing and interest costs. The final capital costs for this project was \$1,303,369 with \$991,401 provided through AIP Grants #56-06, 61-07, 66-08 and 68-08 and the remaining eligible costs of \$311,968 funded with PFCs. No bond capital funds were required as the PFC eligible costs were paid for on a pay-as-you-go basis. Total PFCs needed therefore decreases from \$1,566,667 to \$311,968. This represents a \$1,254,699 decrease in requested PFCs.

Project 04-019, Terminal Drive and related roads rehabilitation, provided for the rehabilitation of Terminal Drive, part of Cargo Road, part of Concorde Drive, Boeing Drive and Valet Drive all within the terminal area complex. The original estimate for this project was \$5,000,000 of capital costs and financing and interest costs of \$2,121,215 to be funded with PFCs. Final project capital costs totaled \$18,283,479. AIP Grants #48-03, #50-04, #52-05 and #60-07 provided \$14,157,856 in funding. The State of Ohio provided \$400,000 in funding. PFC bond capital funded the remaining eligible capital portion of this project of \$3,725,623. Additionally, actual financing and interest costs total \$3,284,282. Total PFCs needed therefore decreases from \$7,121,215 to \$7,009,905. This represents a \$111,310 decrease in requested PFCs. The rehabilitation work required was more extensive than originally anticipated. This project required relocation of part of Terminal Drive along with the associated utility infrastructure. Additionally, associated wayfinding signage was rehabilitated.

Project 04-020, Terminal gate expansion, provided for the expansion of the terminal gates through the reconstruction, renovation and expansion of passenger terminal concourses, addition of loading bridges and commuter holdrooms, acquisition of commuter buses, demolition and apron expansion for commuter aircraft staging. The original estimate of PFC funding for this project was \$19,000,000 of capital costs and \$8,060,618 of financing and interest costs. The scope of the project was modified due to the changing needs of the Airport. Conversion of aircraft fleet away from turbo prop aircraft to regional jets made the commuter aircraft staging area, holdrooms and commuter buses unnecessary. Therefore, the scope of the project shifted to accommodating regional aircraft including the addition of 18 rather than 10 new loading bridges. The new bridges are capable of lowering to the smallest regional jet or raising to a height to accommodate a 757. Final project capital costs total \$22,902,813. AIP Grants #47-03 and #53-05 provided \$3,630,783 in funding. PFC Bond capital totaled \$14,700,000 and PFC Pay-as-you-go funds totaled \$4,491,396. Local funds were used for the ineligible portions of this project which total \$80,635. Total financing and interest costs for the eligible portions of this project total \$3,972,326. Total PFCs needed therefore decreases from \$27,060,618 to \$23,163,722. This represents a \$3,896,896 decrease in requested PFCs.

Projects 1, 4, 5, 6, 9, 12, 14, 15 and 16 contain no proposed changes. These projects' final costs were amended in the second amendment to this PFC application.

All of the proposed changes contained in the proposed amendment result in a net PFC reduction of \$11,764,857.

**JUSTIFICATION FOR THE PROPOSED AMENDMENT
To Application #05-05-C-01-DAY**

The City of Dayton, Ohio received approval from the FAA to "impose and use" PFCs for two projects at the Dayton International Airport on August 19, 2005. The approved collection amount for these projects was \$33,577,115. Both projects in this application are now complete and actual costs are known. In preparation of the closeout of this PFC application, the City of Dayton is now proposing to decrease of \$5,697,939 in the total amount of PFCs needed to be collected on these projects from the current approved amount of \$33,577,115 to \$27,879,176. Attached is the "*PFC Application Amendment Funding Summary*" which reflects the changes in project costs and total funding by funding source.

Project 05-001, In-line baggage make-up facility, provided for the construction of an in-line baggage make up facility to integrate the screening CTX machines including comprehensive conveyor systems and controls. The original estimate for this project was \$16,000,000 of capital costs and financing and interest costs of \$490,578 to be funded with PFCs. Final project capital costs totaled \$19,076,884. A grant from the Transportation Security Administration provided \$6,756,782 in funding and local funds totaled \$994,670 for the ineligible portions of work. No bond capital funds were required as the PFC eligible costs were paid for on a pay-as-you-go basis. Total PFCs needed therefore decreases from \$16,000,000 to \$11,325,432. This represents a \$5,165,146 decrease in requested PFCs.

Project 05-002, Terminal Environmental Restoration, provided for various improvements to the terminal infrastructure and envelope, public areas, passenger amenities, loading bridges, multi-use flight information display systems, paging system, marketing displays and restaurant. The original estimate for this project was \$8,797,981 of PFC eligible capital costs and financing and interest costs of \$8,288,556 to be funded with PFCs. There is no change proposed to the final eligible capital costs financed with bond financing. Total financing and interest costs are reduced to \$7,755,763 due to a refunding of the debt at lower interest rates. Total PFCs needed therefore decreases from \$17,086,537 to \$16,553,744. This represents a \$532,793 decrease in requested PFCs.

All of the proposed changes contained in the proposed amendment result in a net PFC reduction of \$5,697,939.

PFC Application Amendment Funding Summary

Public Agency:
Use Airport(s):
Application No:

City of Dayton, Ohio
 James M. Cox Dayton International Airport (DAY)
 01-04-C-02-DAY

Approved Funding

| Project Number/Title | AIP | PFC | | | Total | Other | | Total | | Grand Total |
|--|----------------------|---------------------|----------------------|----------------------|----------------------|-------------------|-------------|----------------------|----------------------|----------------------|
| | | Pay-as-you-go | Bond Capital | Fin. & Int. | | Capital | Fin. & Int. | Capital | Fin. & Int. | |
| 04-001 ARFF station renovation and expansion | \$ - | \$ 1,619,192 | \$ - | \$ - | \$ 1,619,192 | | | \$ 1,619,192 | \$ - | \$ 1,619,192 |
| 04-002 ARFF vehicle replacement (Rescue 22) | \$ - | \$ - | \$ 550,000 | \$ 233,334 | \$ 783,334 | | | \$ 550,000 | \$ 233,334 | \$ 783,334 |
| 04-003 Airfield SRE | \$ - | \$ - | \$ 1,600,000 | \$ 678,789 | \$ 2,278,789 | | | \$ 1,600,000 | \$ 678,789 | \$ 2,278,789 |
| 04-004 Airport police office renovation | \$ - | \$ 265,894 | \$ - | \$ - | \$ 265,894 | \$ 598,182 | | \$ 864,076 | \$ - | \$ 864,076 |
| 04-005 Back-up generator - airfield | \$ - | \$ 1,202,814 | \$ - | \$ - | \$ 1,202,814 | | | \$ 1,202,814 | \$ - | \$ 1,202,814 |
| 04-006 Back-up generator - terminal | \$ - | \$ 1,202,814 | \$ - | \$ - | \$ 1,202,814 | | | \$ 1,202,814 | \$ - | \$ 1,202,814 |
| 04-007 Cargo and terminal aircraft apron rehabilitation | \$ - | \$ - | \$ 1,210,000 | \$ 513,334 | \$ 1,723,334 | | | \$ 1,210,000 | \$ 513,334 | \$ 1,723,334 |
| 04-008 Deicing system improvements | \$ - | \$ - | \$ 1,750,000 | \$ 742,425 | \$ 2,492,425 | | | \$ 1,750,000 | \$ 742,425 | \$ 2,492,425 |
| 04-009 EIS | \$ 2,307,155 | \$ 378,965 | \$ - | \$ - | \$ 378,965 | | | \$ 2,686,120 | \$ - | \$ 2,686,120 |
| 04-010 GIS implementation and CALCS | \$ 405,000 | \$ - | \$ 652,080 | \$ 276,640 | \$ 928,720 | \$ 180,644 | | \$ 1,237,724 | \$ 276,640 | \$ 1,514,364 |
| 04-011 Land acquisition - approach and runway protection | \$ 5,434,715 | \$ - | \$ 3,964,790 | \$ 1,682,035 | \$ 5,646,825 | | | \$ 9,399,505 | \$ 1,682,035 | \$ 11,081,540 |
| 04-012 Land acquisition and approach protection for runway 20 at MGY | \$ - | \$ - | \$ - | \$ - | \$ - | | | \$ - | \$ - | \$ - |
| 04-013 Part 150 noise study, phases 1, 2, and final | \$ 525,000 | \$ - | \$ 700,000 | \$ 296,970 | \$ 996,970 | | | \$ 1,225,000 | \$ 296,970 | \$ 1,521,970 |
| 04-014 Runway 2/20 and other pavement rehabilitation at MGY | \$ 2,070,072 | \$ 144,449 | \$ - | \$ - | \$ 144,449 | \$ 109,000 | | \$ 2,323,521 | \$ - | \$ 2,323,521 |
| 04-015 Runway pavement reahabilitation | \$ 9,847,084 | \$ 989,868 | \$ - | \$ - | \$ 989,868 | | | \$ 10,836,952 | \$ - | \$ 10,836,952 |
| 04-016 Southwest terminal apron, northeast deice apron, and perimeter road | \$ 7,334,424 | \$ 1,723,528 | \$ - | \$ - | \$ 1,723,528 | | | \$ 9,057,952 | \$ - | \$ 9,057,952 |
| 04-017 Taxiways A and Z renovation | \$ 950,000 | \$ - | \$ 260,000 | \$ 110,303 | \$ 370,303 | | | \$ 1,210,000 | \$ 110,303 | \$ 1,320,303 |
| 04-018 Taxiways H, K, E, C, L, and V rehabilitation | \$ - | \$ - | \$ 1,100,000 | \$ 466,667 | \$ 1,566,667 | | | \$ 1,100,000 | \$ 466,667 | \$ 1,566,667 |
| 04-019 Terminal Drive and related roads rehabilitation | \$ - | \$ - | \$ 5,000,000 | \$ 2,121,215 | \$ 7,121,215 | | | \$ 5,000,000 | \$ 2,121,215 | \$ 7,121,215 |
| 04-020 Terminal gate expansion | \$ - | \$ - | \$ 19,000,000 | \$ 8,060,618 | \$ 27,060,618 | | | \$ 19,000,000 | \$ 8,060,618 | \$ 27,060,618 |
| Totals | \$ 28,873,450 | \$ 7,527,524 | \$ 35,786,870 | \$ 15,182,330 | \$ 58,496,724 | \$ 887,826 | \$ - | \$ 73,075,670 | \$ 15,182,330 | \$ 88,258,000 |

Proposed Amendment #3 Funding

| Project Number/Title | AIP | PFC | | | Total | Other | | Total | | Grand Total | PFC Change |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|-------------|----------------------|----------------------|----------------------|------------------------|
| | | Pay-as-you-go | Bond Capital | Fin. & Int. | | Capital | Fin. & Int. | Capital | Fin. & Int. | | |
| 04-001 ARFF station renovation and expansion | \$ - | \$ 1,619,192 | \$ - | \$ - | \$ 1,619,192 | | | \$ 1,619,192 | \$ - | \$ 1,619,192 | \$ - (1) |
| 04-002 ARFF vehicle replacement (Rescue 22) | \$ - | \$ - | \$ 807,614 | \$ 711,943 | \$ 1,519,557 | | | \$ 807,614 | \$ 711,943 | \$ 1,519,557 | \$ 736,223 |
| 04-003 Airfield SRE | \$ - | \$ - | \$ 2,420,465 | \$ 2,133,734 | \$ 4,554,199 | | | \$ 2,420,465 | \$ 2,133,734 | \$ 4,554,199 | \$ 2,275,410 |
| 04-004 Airport police office renovation | \$ - | \$ 265,894 | \$ - | \$ - | \$ 265,894 | \$ 598,182 | | \$ 864,076 | \$ - | \$ 864,076 | \$ - (1) |
| 04-005 Back-up generator - airfield | \$ - | \$ 1,202,814 | \$ - | \$ - | \$ 1,202,814 | | | \$ 1,202,814 | \$ - | \$ 1,202,814 | \$ - (1) |
| 04-006 Back-up generator - terminal | \$ - | \$ 1,202,814 | \$ - | \$ - | \$ 1,202,814 | | | \$ 1,202,814 | \$ - | \$ 1,202,814 | \$ - (1) |
| 04-007 Cargo and terminal aircraft apron rehabilitation | \$ 1,444,294 | \$ 300,217 | \$ - | \$ - | \$ 300,217 | | | \$ 1,744,511 | \$ - | \$ 1,744,511 | \$ (1,423,117) |
| 04-008 Deicing system improvements | \$ - | \$ 911,850 | \$ - | \$ - | \$ 911,850 | | | \$ 911,850 | \$ - | \$ 911,850 | \$ (1,580,575) |
| 04-009 EIS | \$ 2,307,155 | \$ 378,965 | \$ - | \$ - | \$ 378,965 | | | \$ 2,686,120 | \$ - | \$ 2,686,120 | \$ - (1) |
| 04-010 GIS implementation and CALCS | \$ 400,317 | \$ 44,480 | \$ - | \$ - | \$ 44,480 | | | \$ 444,797 | \$ - | \$ 444,797 | \$ (884,240) |
| 04-011 Land acquisition - approach and runway protection | \$ 3,675,546 | \$ - | \$ 408,394 | \$ 360,015 | \$ 768,409 | | | \$ 4,083,940 | \$ 360,015 | \$ 4,443,955 | \$ (4,878,416) |
| 04-012 Land acquisition and approach protection for runway 20 at MGY | \$ - | \$ - | \$ - | \$ - | \$ - | | | \$ - | \$ - | \$ - | \$ - (1) |
| 04-013 Part 150 noise study, phases 1, 2, and final | \$ 525,000 | \$ 570,686 | \$ - | \$ - | \$ 570,686 | | | \$ 1,095,686 | \$ - | \$ 1,095,686 | \$ (426,284) |
| 04-014 Runway 2/20 and other pavement rehabilitation at MGY | \$ 2,070,072 | \$ 144,449 | \$ - | \$ - | \$ 144,449 | \$ 109,000 | | \$ 2,323,521 | \$ - | \$ 2,323,521 | \$ - (1) |
| 04-015 Runway pavement rehabilitation | \$ 9,847,084 | \$ 989,868 | \$ - | \$ - | \$ 989,868 | | | \$ 10,836,952 | \$ - | \$ 10,836,952 | \$ - (1) |
| 04-016 Southwest terminal apron, northeast deice apron, and perimeter road | \$ 7,334,424 | \$ 1,723,528 | \$ - | \$ - | \$ 1,723,528 | | | \$ 9,057,952 | \$ - | \$ 9,057,952 | \$ - (1) |
| 04-017 Taxiways A and Z renovation | \$ 937,679 | \$ 49,351 | \$ - | \$ - | \$ 49,351 | | | \$ 987,030 | \$ - | \$ 987,030 | \$ (320,952) |
| 04-018 Taxiways H, K, E, C, L, and V rehabilitation | \$ 991,401 | \$ 311,968 | \$ - | \$ - | \$ 311,968 | | | \$ 1,303,369 | \$ - | \$ 1,303,369 | \$ (1,254,699) |
| 04-019 Terminal Drive and related roads rehabilitation | \$ 14,157,856 | \$ - | \$ 3,725,623 | \$ 3,284,282 | \$ 7,009,905 | \$ 400,000 | | \$ 18,283,479 | \$ 3,284,282 | \$ 21,567,761 | \$ (111,310) |
| 04-020 Terminal gate expansion | \$ 3,630,783 | \$ 4,491,396 | \$ 14,700,000 | \$ 3,972,326 | \$ 23,163,722 | \$ 80,635 | | \$ 22,902,813 | \$ 3,972,326 | \$ 26,875,139 | \$ (3,896,896) |
| Totals | \$ 47,321,611 | \$ 14,207,471 | \$ 22,062,096 | \$ 10,462,300 | \$ 46,731,867 | \$ 1,187,817 | \$ - | \$ 84,778,995 | \$ 10,462,300 | \$ 95,241,294 | \$ (11,764,857) |

(1) Reconciled to final costs in Amendment #2.

PFC Application Amendment Funding Summary

Public Agency:
Use Airport(s):
Application No:

City of Dayton, Ohio
 James M. Cox Dayton International Airport (DAY)
 05-05-C-00-DAY

Approved Funding

| <u>Project Number/Title</u> | <u>AIP</u> | <u>PFC</u> | | | <u>Other</u> | | <u>Total</u> | | <u>Grand Total</u> | |
|--|------------|----------------------|---------------------|------------------------|----------------------|----------------|------------------------|----------------|------------------------|---------------|
| | | <u>Pay-as-you-go</u> | <u>Bond Capital</u> | <u>Fin. & Int.</u> | <u>Total</u> | <u>Capital</u> | <u>Fin. & Int.</u> | <u>Capital</u> | <u>Fin. & Int.</u> | |
| 05-001 In-line baggage make-up facility. | \$ - | \$ - | \$ 16,000,000 | \$ 490,578 | \$ 16,490,578 | \$ - | \$ - | \$ 16,000,000 | \$ 490,578 | \$ 16,490,578 |
| 05-002 Terminal environmental restoration. | - | - | 8,797,981 | 8,288,556 | 17,086,537 | 9,273,367 | - | 18,071,348 | 8,288,556 | 26,359,904 |
| Totals | \$ - | \$ - | \$ 24,797,981 | \$ 8,779,134 | \$ 33,577,115 | \$ 9,273,367 | \$ - | \$ 34,071,348 | \$ 8,779,134 | \$ 42,850,482 |

Proposed Amendment #1 Funding

| <u>Project Number/Title</u> | <u>AIP</u> | <u>PFC</u> | | | <u>Other</u> | | <u>Total</u> | | <u>Grand Total</u> | <u>PFC Change</u> | |
|--|------------|----------------------|---------------------|------------------------|----------------------|----------------|------------------------|----------------|------------------------|-------------------|-----------------------|
| | | <u>Pay-as-you-go</u> | <u>Bond Capital</u> | <u>Fin. & Int.</u> | <u>Total</u> | <u>Capital</u> | <u>Fin. & Int.</u> | <u>Capital</u> | <u>Fin. & Int.</u> | | |
| 05-001 In-line baggage make-up facility. | \$ - | \$ 11,325,432 | \$ - | \$ - | \$ 11,325,432 | \$ 7,751,452 | \$ - | \$ 19,076,884 | \$ - | \$ 19,076,884 | \$ (5,165,146) |
| 05-002 Terminal environmental restoration. | - | - | 8,797,981 | 7,755,763 | 16,553,744 | 4,002,205 | 3,528,100 | 12,800,186 | 11,283,863 | 24,084,049 | (532,793) |
| Totals | \$ - | \$ 11,325,432 | \$ 8,797,981 | \$ 7,755,763 | \$ 27,879,176 | \$ 11,753,657 | \$ 3,528,100 | \$ 31,877,070 | \$ 11,283,863 | \$ 43,160,933 | \$ (5,697,939) |