



PUBLIC NOTICE POSTED: FEBRUARY 27, 2027

CITY OF TALLAHASSEE

**PROPOSED PASSENGER FACILITY CHARGE APPLICATION NO. 26-09-C-00-TLH TO THE
FAA TO IMPOSE AND USE A PFC AT TALLAHASSEE INTERNATIONAL AIRPORT**

NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT

The City of Tallahassee (City) has determined the need to submit to the Federal Aviation Administration (FAA) a Passenger Facility Charge (PFC) Application to impose at Tallahassee International Airport (TLH or the Airport) and to concurrently use PFC revenue at the Airport. The City has issued this public notice as part of the PFC application process as per Title 14 Code of Regulation (CFR) Part 158.24 *Notice and Opportunity for Public Comment*.

Comment Period: The City will accept public comments on the proposed PFC Application No. 26-09-C-00-TLH (PFC 26-09) from the day of posting through Monday, March 30, 2026.

City Point of Contact: Comments may be mailed to Ms. Marsha Johnson, Deputy Director, Airport Finance and Administration, Tallahassee International Airport, 3300 Capital Circle SW, Tallahassee, FL 32310 or e-mailed at marsha.johnson@talgov.com.

The following information is provided in accordance with 14 CFR 158.24(b)(1):

The City will seek authority from the FAA to impose and use PFCs with the following characteristics:

PFC Level: A four dollar and fifty cent (\$4.50) charge on eligible passengers enplaned at the Airport.

Charge Effective Date: October 1, 2026 (which reflects the estimated charge expiration date for PFC Application No. 23-08-C-02-TLH).

Estimated Charge Expiration Date: June 1, 2030

Estimated Total PFC Impose and Use Revenue: \$7,795,000

Projects for which the City is seeking Impose and Use Authority:

9.01 Common Use Passenger Processing System Acquisition

Project Description: This project will provide planning, design, equipment, installation, and commissioning for an airport common-use passenger processing system (CUPPS) at Tallahassee International Airport (TLH or Airport) including any software, hardware, cabling, or related systems or work needed to ensure functionality of the CUPPS. The CUPPS will allow multiple airlines, ground handlers, and other Airport agents to share physical equipment and information technology infrastructure.



3300 Capital Circle SW, STE 1
Tallahassee, FL 32310
850-891-7802
FAX: 850-891-7837
TDD: 711 • TLHAirport.com

JOHN E. DAILEY, Mayor
CURTIS RICHARDSON, Mayor Pro Tem
JACQUELINE "JACK" PORTER, Commissioner
JEREMY MATLOW, Commissioner
DIANNE WILLIAMS-COX, Commissioner

REESE GOAD, City Manager
AMY M. TOMAN, City Attorney
JAMES O. COOKE, IV, City Treasurer-Clerk
DENNIS R. SUTTON, Inspector General

Instead of each airline owning and managing its own dedicated check-in desks, kiosks, and gate equipment, common-use technology allows airport facilities to be used flexibly by any participating airline.

Project Justification: This project enhances competition at the Airport. The CUPPS system improves operational efficiency and flexibility by allowing dynamic allocation of resources such as gates and counters, to reduce bottlenecks and idle assets. Shared infrastructure lowers costs for airlines and the airport through centralized IT support and reduced equipment needs. The CUPPS will enhance and help maximize the capacity and utilization of the available terminal, permitting existing airlines more cost-effective use of the existing terminal space for their operations. The capacity optimization will also enhance competition at TLH as it lowers barriers of entry for new airlines and allows more room for existing carriers to grow their operations.

9.02. Public Address System Replacement

Project Description: This project will provide for the planning, design, equipment installation, and commissioning, for replacement of the Airport's public address (PA) system including hardware, software, speakers, cabling, or any related systems or work needed to ensure functionality of the PA system. The PA system is used by the Airport and airlines and is an integrated communication networks designed to deliver real-time flight information, boarding updates, emergency alerts, and other announcements to passengers and staff. This system uses advanced technology to overcome the unique acoustic challenges of large, noisy terminals, ensuring messages are clear, targeted, and intelligible.

Project Justification: This project preserves capacity. The existing PA system is outdated and no longer meets operational and acoustic requirements. This project is necessary to maintain public communication in the terminal, as the current system was installed in 2017 and has exceeded its useful life and is obsolete. Replacement will improve communication reliability, passenger safety, and overall experience by providing accurate and intelligible announcements

9.03 ARFF Truck 52 and 53 Replacement

Project Description: This project includes the replacement of existing ARFF apparatus #52 and #53 with a new apparatus and associated firefighting equipment that meets the requirements of Part 139, AC 150/5210-14C, AC 150/5220-10F, and other applicable requirements. The City will procure new ARFF vehicles with similar capabilities to ARFF #52 and #53 with better efficiencies and newer technology.

Project Justification: The replacement of ARFF apparatus #52 and #53 is necessary to maintain TLH's ARFF index C capabilities in accordance with FAR 139.317 guidelines. This project will replace aging equipment that is critical for ARFF staff for emergencies. The existing ARFF fire trucks at TLH were purchased in 2010 (#52) and 2013 (#53) respectively; therefore, these vehicles exceed the FAA's minimum useful life criterion justifying acquisition. Additionally, due to the age of the existing ARFF trucks, replacement parts for the vehicles are difficult to procure and general maintenance and upkeep of the vehicle is inefficient.

9.04 Terminal Modernization – Elevator Replacement

Project Description: This project provides for the design, purchase, installation, permitting, and construction related for the replacement of six public use elevators in TLH's Main Terminal Building. Two elevators are located on the airside, and four elevators are located landside.

Project Justification: This project preserves capacity. The existing elevators were installed in 1989 and have reached the end of their useful life and require replacement to maintain safe, reliable, and accessible

movement of passengers and baggage. The new elevators will improve operational reliability, provide compliant ADA accessibility, and support the overall flow of passengers and baggage in the terminal.

9.05 Checked Baggage Inspection System Expansion

Project Description: This project funds for the design, engineering, permitting, construction, construction administration, and resident project representatives for the purposes of modifying the in-line baggage handling system (BHS) to accommodate the addition of a second in-line explosive detection system (EDS) equipment as required by 49 CFR Part 1542. Improvements include modifications and programming changes to the existing in-line baggage screening system, electrical, networking, and other improvements necessary to incorporate a second in-line EDS machine.

Project Justification: The existing BHS requires modification to meet TSA screening capacity requirements and security regulations. The addition a second EDS machine ensures compliance with federal security standards, improves screening efficiency, and reduces baggage processing delays. To meet the existing demand during the most peak hour demand period, the addition of a new system will allow for more baggage throughput and make-up capacity.

9.06 Terminal Modernization – HVAC Replacement

Project Description: This project provides for the design, purchase, installation, permitting, and construction related to upgrading and/or replacing existing mechanical or HVAC (heating, ventilation, and air condition) systems and related work that may include but is not limited to electrical, plumbing, fire protection, or other incidentals needed to complete the project in Airport’s Terminal Building.

Project Justification: This project is necessary to maintain terminal operations. Existing HVAC systems have reached the end of their useful life. This equipment has exceeded its useful life as it was installed in 1989 and requires replacement to maintain safe, reliable, and efficient terminal operations. A new system will improve air quality, temperature control, and energy efficiency, ensuring passenger comfort and compliance with current building standards.

9.07 Passenger Boarding Bridge Replacement (A5, A6)

Project Description: This project provides for the design, purchase, installation, permitting, and construction for the acquisition and replacement of two (2) passenger boarding bridges (PBB) at Gates A5 and A6. The new PBBs will be equipped with self-contained air condition units, preconditioned air (PCA) units, ground power units (GPUs), potable water connections, solid rubber wheels, and other related, work, equipment, or hardware necessary for the installation and commissioning of the PBBs.

Project Justification: This project preserves capacity at the Airport. This project will replace Gates A5 and A6 which have exceeded their useful life. Gates A5 and A6 were both installed in 2005, therefore exceeding the useful life and justifying replacement.

9.08 PFC Administration Costs

Project Description: This project provides for the preparation and implementation of an application to “Impose and Use” a PFC at TLH, which will be submitted to the FAA. The consultant will gather the necessary project, financial, and statistical information; prepare the required public notice; prepare the required air carrier consultation notice; ensure that all procedural requirements are met during the air carrier meeting; prepare the application; prepare the response to air carrier comments; provide the completed

application in a format ready for execution and submission; and prepare the air carrier notice upon FAA approval.

Project Justification: Retaining a PFC consultant helps ensure PFC Applications are filed according to the rules and regulation determined by the FAA. Administrative cost is eligible in accordance with 14 CFR 158.3 PFC Administrative Support Cost.

Funding Sources for PFC 26-09

Pro No.	Project Title	PFC Level	PFC Revenue Requested		Amt. AIP Funding	IIJA Funding	FDOT Funds	Airport Funding	Total Project Cost
			Pay-Go	Total PFC					
9.01	Common Use Passenger Processing System	\$4.50	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$250,000
9.02	Public Address System Replacement	\$4.50	\$250,000	\$250,000	\$0	\$0	\$0	\$0	\$250,000
9.03	ARFF Truck 52 and 53 Replacement	\$4.50	\$1,600,000	\$1,600,000	\$0	\$0	\$0	\$2,000,000	\$3,600,000
9.04	Terminal Modernization – Elevator Replacement	\$4.50	\$600,000	\$600,000	\$0	\$0	\$1,475,000	\$875,000	\$2,950,000
9.05	Checked Baggage Inspection System Expansion	\$4.50	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000
9.06	Terminal Modernization – HVAC Replacement	\$4.50	\$550,000	\$550,000	\$0	\$0	\$550,000	\$0	\$1,100,000
9.07	Passenger Boarding Bridge Replacement (A5, A6)	\$4.50	\$3,300,000	\$3,300,000	\$0	\$0	\$0	\$0	\$3,300,000
9.08	PFC Administrative Costs	\$4.50	\$45,000	\$45,000	\$0	\$0	\$0	\$0	\$45,000
Total			\$7,795,000	\$7,795,000	\$0	\$0	\$2,025,000	\$2,875,000	\$12,695,000