



City of Santa Barbara

Santa Barbara Airport

FlySBA.com

March 19, 2025

Airport Administration
601 Firestone Rd.
Santa Barbara, CA 93117
(805) 967-7111

NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT RELATED TO AN INTENT TO SUBMIT A PASSENGER FACILITY CHARGE APPLICATION TO THE FEDERAL AVIATION ADMINISTRATION

To Whom It May Concern:

The Santa Barbara Municipal Airport (SBA or the Airport) intends to submit a Passenger Facility Charge (PFC) application to the Federal Aviation Administration (FAA) for the authority to impose and use PFCs on the projects listed below.

Pursuant to 14 CFR 158.24, this notice is being published to provide the opportunity for public comment until April 18, 2025.

The Airport intends to continue imposing a \$4.50 charge per each enplaned passenger. The estimated effective date for this application is April 1, 2038 and the estimated charge expiration date is August 1, 2039.

Please address any comments, in writing, to Jonathan Abad, Business Manager, City of Santa Barbara Airport Department, 601 Firestone Road Santa Barbara, CA 93117 or email to jabad@santabarbaraca.gov.

PROJECT DESCRIPTIONS

The Airport is seeking approval to impose a PFC and use \$5,132,224 in PFC revenues on a pay-as-you-go basis for 10 projects. A table showing the projects, the proposed level of collection, and the proposed PFC funding amount is provided below.

Project number	Project title	Level of collection	Proposed PFC amount
8.1	Taxiway C, H, J Rehabilitation	\$ 4.50	\$ 238,683
8.2	Runway - 15L-33R Pavement Rehabilitation	4.50	259,816
8.3	North GA Ramp Replacement	4.50	352,946
8.4	Rehabilitation of Runway 7-25, Phase II	4.50	819,678
8.5	Rehabilitate Northeast Apron	4.50	189,261
8.6	Security Upgrade Project	4.50	234,199
8.7	Airfield Guidance Signs (AMSL)	4.50	627,314
8.8	Rehabilitate Taxiways M, J and G	4.50	882,828
8.9	Replacement ARFF Truck	4.50	1,500,000
8.10	PFC Consulting Fees	4.50	27,500
	Total Application		\$ 5,132,224



8.1 Taxiway C, H, J Rehabilitation

Description: This project rehabilitated Taxiway C and both sides of the parallel runways as a complete structural reconstruction. Additionally, the project rehabilitated Taxiway H with both sides of the parallel runways and Taxiway J by removing asphalt surfaces, reworking the aggregate base, and constructing new asphalt surfaces. The majority of the operation was within the footprint of the existing pavement and shoulders. The funding request is for the reimbursement of the local share of a completed AIP project.

Justification: The project was needed to address deteriorated asphalt. It extended life of the taxiways and mitigated the foreign object debris hazard associated with loose aggregate.

8.2 Runway - 15L-33R Pavement Rehabilitation

Description: This project involved crack sealing 50,625 square yards (sy) of pavement, applying sealcoat to 92,225 sy, and reconstructing 57,600 sy. Portions of SBA's airfield included Runway 15L-33R, the Terminal Northwest Apron, the Terminal West Apron, the South Apron, and the Northeast Portland Cement Concrete Apron. The lighted X runway incursion markings were replaced as part of this project. The funding request is for the reimbursement of the local share of a completed AIP project.

Justification: The sealcoat and rehabilitation intended to extend the useful life of the paved areas and mitigated the foreign object debris hazard.

8.3 North GA Ramp Replacement

Description: This project consisted of the replacement of wiring and electrical circuits for airfield lighting and the rehabilitation (concrete pavement replacement) for the Northeast Portland Concrete (PCC) ramp. The ramp was the original ramp from the Air Corps Marine Base and was constructed in the early 1940's. The funding request is for the reimbursement of the local share of a completed AIP project.

Justification: The project was needed to address deteriorated concrete what was in poor condition. It extended life of the apron and mitigated the foreign object debris hazard.

8.4 Rehabilitation of Runway 7-25, Phase II

Description: This project involved the grind and overlay of Runway 7-25, the primary runway at SBA. It is 6,050 feet long and 150 feet wide. The last major maintenance was performed in 2006. Phase I (design) was funded by a different AIP grant. The funding request is for the reimbursement of the local share of a completed AIP project.

Justification: The runway was in fair-to-poor condition with Pavement Condition Index (PCI) rating of 68. It extended the life of the runway and mitigated the foreign object debris hazard.

8.5 Rehabilitate Northeast Apron

Description: The project was to design and prioritize rehabilitation aircraft apron pavement. The project began with an airfield wide evaluation of pavement strength including boring to test the sub-surface. After completing this analysis, the proposed action devised a program for systematic rehabilitation of aircraft apron with prioritization based on critical need for the apron and strength

ranking. Area rehabilitated included the Northeast apron and part of Taxiway D. The funding request is for the reimbursement of the local share of a completed AIP project.

Justification: The apron was over 50 years old and rehabilitation removed a constant foreign object debris hazard. It significantly improved safety on this portion of general aviation apron.

8.6 Security Upgrade Project

Description: The project involved the design, build, and installation of a modern upgrade to the airport's current security system. The project enhanced access control and video surveillance systems with software and hardware upgrades to replace existing, outdated systems which reached end of useful life and infrastructure cabling and local area network (LAN) upgrades. The project included new cameras, Airline Terminal camera replacements, biometric card readers and a virtual server environment and network monitoring systems. The funding request is for the reimbursement of the local share of a completed AIP project.

Justification: The existing systems were outdated and had reached the end of their useful life.

8.7 Airfield Guidance Signs (AMSL)

Description: This project involved the replacement of airfield lighting with LEDs: Runway 7-25, high intensity runway edge lights (HIRLs) and runway guard lights (RGLs), Taxiways E,F,G,K,L, and N, medium intensity taxiway edge lights (MITLs); and Taxiways A,B,C,D, and H, MITLs (partial replacement). The funding request is for the reimbursement of the local share of a completed AIP project.

Justification: Cabling was replaced airfield-wide and runway guard lights (RGL) were added in 2017. There had not been any major other airfield electrical capital projects in the 20 years prior. The airfield lighting had reached the end of its useful life. The funding request is for the reimbursement of the local share of a completed AIP project.

8.8 Rehabilitate Taxiways M, J and G

Description: This project will rehabilitate the asphalt pavement of three taxiways experiencing varying severities of pavement distress like cracks and weathering. The project taxiways are Taxiway D (formerly M), Taxiway F (formerly J north section), Taxiway B1 (formerly J south section) and Taxiway A1 (formerly G). The project would rehabilitate the pavement surface through a mill and overlay operation ranging from 2" to 4" in depth. Additionally, the project includes FAA requested geometric changes like adding a no taxi-island resulting in Taxiways A1 and A2 and reducing the taxiway width of B1. These geometric changes will be supplemented by airfield lighting, marking and signage reconfiguration. The funding request is for the reimbursement of the local share of an ongoing AIP project.

Justification: The asphalt pavement was experiencing varying severities of pavement distress like cracks and weathering and the FAA had requested SBA make geometric changes to address safety concerns.

8.9 Replacement ARFF Truck

Description: This project is for the purchase of one Class 4, 1,500-gallon water/AFFF(F3) vehicle capable of carrying 500 lbs. of sodium-based dry chemical, halon 1211, or clean agent. This will replace a 2003 Oshkosh Striker 1500 vehicle and complement a 2020 Rosenbauer Panther 1500-gallon water/AFFF(F3) vehicle. The total quantity of water for foam production carried by both vehicles will be at least 3000 gallons, ensuring compliance with the minimum requirements for an Index C airport. The new vehicle and the Rosenbauer Panther will serve as the primary and secondary Index C vehicles, respectively. The 2003 Oshkosh Striker will either serve as a backup non-index vehicle or be retired.

Justification: SBA moved from Index B airport to an Index C airport and as such, it is required to have a minimum of two ARFF vehicles with a total accumulation of water to foam production of 3,000 gallons. SBA currently has two ARFF vehicles - the 2003 Oshkosh Striker (Class 4) and the 2020 Rosenbauer Panther 1500-gallon water/AFFF (Class 4). The 2003 Oshkosh striker has a large enough capacity and would meet the class requirement for Index C, however it has exceeded its 15-year useful life (per FAA guidelines). To date it has met the needs as a backup vehicle due to the reliability of the main unit, but it cannot be viewed as reliable for daily service which is necessary for the switch to Index C.

8.10 PFC Consulting Fees

Description: This project is to reimburse SBA for consulting costs related to the preparation of this PFC application, which includes collection and organization of project documentation, drafting of PFC meeting notice letter, preparation of airline and public consultation documents, participation in preliminary meeting and air carrier consultation, preparation of draft and final PFC applications, coordination with Airport and FAA staff, and program support.

Justification: The projects in this application meet the requirements and objectives of approved PFC projects. Funding the cost of preparation of this application with PFC revenues (i) helps the Airport keep operating costs down, (ii) increases overall funding capacity, and (iii) enables the Airport to keep airline costs as low as possible.

PFC LEVEL, PROPOSED CHARGE EFFECTIVE DATE, ESTIMATED CHARGE EXPIRATION DATE, AND TOTAL PFC REVENUE

PFC Level:	\$4.50
Effective Date:	April 1, 2038 – Legal charge expiration date of PFC Application #7
Expiration Date:	August 1, 2039
Total PFC Revenue:	\$5,132,224 to be collected for this application \$51,463,586 will be the program total upon approval