



May 27, 2026

### **Allegheny County Airport Authority – Public Notice and Opportunity for Comment**

In accordance with 14 CFR § 158.24 - Passenger Facility Charge (PFC) regulations, the public is hereby notified of the opportunity to comment on the planned filings by the Allegheny County Airport Authority (ACAA) requesting to amend the following PFC applications at Pittsburgh International Airport (Airport or PIT):

04-04-C-02-PIT (PFC #4), 07-05-C-02-PIT (PFC #5), 07-06-C-00-PIT (PFC #6), and 20-07-C-00-PIT (PFC #7).

Comments, questions, and requests for copies of more detailed project justification documents must be submitted, in writing, and received by the ACAA by no later than June 27, 2026, to the attention of:

Tracie McCormick  
Allegheny County Airport Authority  
Pittsburgh International Airport  
1305 Cherrington Pkwy, Suite 100  
Moon Township, PA 15108-4306  
or  
Email : [acaat\\_treasury@flypittsburgh.com](mailto:acaat_treasury@flypittsburgh.com)

PFC #4 will be amended to reflect a change in PFC funding for 2 of the 20 approved projects. The Authority is proposing to reduce PFC collection authority by \$10.3 million to \$209.9 million, as shown in Table 1.

PFC #5 will be amended to reflect a change in PFC funding for 1 of the 5 approved projects. The Authority is proposing to reduce PFC collection authority by \$52.2 million to \$36.7 million, as shown in Table 2.

PFC #6 will be amended to reflect a change in PFC funding for the 1 approved project. The Authority is proposing to reduce PFC collection authority by \$36.9 million to \$3.4 million, as shown in Table 3.

PFC #7 will be amended to reflect a change in PFC funding for the 1 approved project. The Authority is proposing to reduce PFC collection authority by \$34.6 million to \$27.3 million, as shown in Table 4.

The project description, justification for amendment, and PFC level for each project can be found in Attachment A.

The amendments would decrease the total PFC collection and use authority at PIT as follows:

Current approval level:	\$1,121,945,574
Decrease from PFC #4 amendment:	(10,276,874)
Decrease from PFC #5 amendment:	(52,180,647)
Decrease from PFC #6 amendment:	(36,944,452)
Decrease from PFC #7 amendment:	(34,603,245)
Total amended approval level:	\$ 987,940,356

The Airport's PFC level of \$4.50 per eligible enplaned passenger will be remain unchanged.

The legal charge expiration dates for the applications are as follows:

- PFC #4: May 1, 2020
- PFC #5: June 1, 2028
- PFC #6: November 1, 2028
- PFC #7: January 1, 2034

It is estimated that the amendments would decrease PFC collection authority by approximately 7 years, in total.

**Table 1**  
**Amendment to Passenger Facility Charge Application 04-04-C-02-PIT (PFC #4)**  
Pittsburgh International Airport

Project number	Project title	Current PFC approvals	Proposed change	Revised amount
04-001	ARFF equipment	\$ 260,393	\$ -	\$ 260,393
04-002	Airfield pavement rehabilitation/extension/relocation	18,532,211	-	18,532,211
04-003	Airfield signage	506,818	-	506,818
04-004	Airfield/terminal security upgrades	15,946,235	(6,545,093)	9,401,142
04-005	Cargo/hangar/tower service area road and access	2,622,882	-	2,622,882
04-006	Continuous master planning/part 150 study	481,842	-	481,842
04-007	Improve runways 32 and 28R runway safety areas; and improve runway 14 runway safety area - environmental/design	4,033,691	-	4,033,691
04-008	Midfield terminal/upgrades	149,029,127	-	149,029,127
04-009	New ARFF facilities	4,503,237	-	4,503,237
04-010	New aircraft deicing pads C, E, cargo, Y-north, and Y-south	14,640,549	-	14,640,549
04-011	Regional fire training facility	503,923	-	503,923
04-012	Residential sound insulation program (phases III and IV)	1,050,207	-	1,050,207
04-013	Roadway signage	161,476	-	161,476
04-014	Snow removal equipment maintenance complex, phase 1 Snow removal equipment storage building, phase 1	1,100,248	-	1,100,248
04-015	environmental/design	188,092	-	188,092
04-016	Snow removal equipment	250,316	-	250,316
04-017	Taxiways B2, C, N, and R pavement	831,105	-	831,105
04-018	Upgrading runway 10R to category III and in-pavement lighting	909,671	-	909,671
04-019	Wastewater/contaminated stormwater treatment facility environmental mitigation, phase i environmental design	4,077,879	(3,731,781)	346,098
04-020	Wetland mitigation/	502,243	-	502,243
	<b>Total Application</b>	<b>\$ 220,132,145</b>	<b>\$ (10,276,874)</b>	<b>\$ 209,855,271</b>

**Table 2**  
**Amendment to Passenger Facility Charge Application 07-05-C-02-PIT (PFC #5)**  
Pittsburgh International Airport

Project number	Project title	Current PFC approvals	Proposed change	Revised amount
05-001	Airfield Pavement Rehabilitation/replacement R/Ws 14-32, 10R-28L; Taxiways F F4 F5 A Q P C E N N4 R S AA, Deicing Pad C, and main apron (terminal ramp)	\$ 71,620,000	\$ (52,180,647)	\$ 19,439,353
05-002	Terminal Capacity Rehabilitation/Upgrades	6,661,955	-	6,661,955
05-003	Airfield/Terminal Security Upgrades Phase 3	7,387,955	-	7,387,955
05-004	Snow Removal Equipment Storage Building, Ph2 Final Design/construction	3,246,800	-	3,246,800
05-005	FBO/Cargo A Jet Blast Fence	-	-	-
	<b>Total Application</b>	<b>\$ 88,916,710</b>	<b>\$ (52,180,647)</b>	<b>\$ 36,736,063</b>

**Table 3**  
**Amendment to Passenger Facility Charge Application 07-06-C-00-PIT (PFC #6)**  
Pittsburgh International Airport

<u>Project number</u>	<u>Project title</u>	<u>Current PFC approvals</u>	<u>Proposed change</u>	<u>Revised amount</u>
06-001	Deicing - Contaminated Stormwater Treatment Facility- Phase 2 Final Design/Construction	\$ 40,370,883	\$ (36,944,452)	\$ 3,426,431
	Total Application	\$ 40,370,883	\$ (36,944,452)	\$ 3,426,431

**Table 4**  
**Amendment to Passenger Facility Charge Application 20-07-C-00-PIT (PFC #7)**  
Pittsburgh International Airport

<u>Project number</u>	<u>Project title</u>	<u>Current PFC approvals</u>	<u>Proposed change</u>	<u>Revised amount</u>
07-001	Terminal Modernization Program Design	\$ 61,868,032	\$ (34,603,245)	\$ 27,264,787
	Total Application	\$ 61,868,032	\$ (34,603,245)	\$ 27,264,787

# Attachment A

**PROJECT INFORMATION: Airfield/Terminal Security Upgrades**

**PROJECT NUMBER: 04-004**

**PFC LEVEL OF COLLECTION: \$4.50**

**Description from Original Final Agency Decision:**

This project includes the design and construction/rehabilitation of system equipment and related terminal facilities. And all airfield and terminal infrastructure improvements necessary to implement all additional security upgrades following the events of 9/11/01, including but not limited to, permanent in-line checked baggage explosive detection systems, passenger security checkpoint and related people-mover system modifications, AOA fenceline inspection roads, a second bomb unit vehicle, and a K-9 test explosives trailer.

**Reason for Decrease in Collection Authority:**

The plan of finance, as amended in application 04-04-C-01-PIT, included estimates for funding from AIP grants #71, #72, #75, #76, #77, and #83 (subsequently amended), an estimate of reimbursement from TSA for inline EDS machines, and estimates for state and local funding. The Airport received less AIP and state grant funding than originally anticipated but received more TSA reimbursement and used more local funding, which offset the need to use PFC revenues by \$4,848,219. PFC revenues were used on a pay-as-you-go basis and this project will no longer require financing and interest costs (\$1,696,874).

	<b>Approved</b>	<b>Revised</b>	<b>Amendment</b>
Pay-as-you-go	\$ 0	\$ 9,401,142	\$ 9,401,142
Bond capital	\$ 14,249,361	\$ 0	\$ (14,249,361)
Financing and Interest	\$ 1,696,874	\$ 0	\$ (1,696,874)
<b>Total</b>	<b>\$ 15,946,235</b>	<b>\$ 9,401,142</b>	<b>\$ (6,545,093)</b>

**PROJECT INFORMATION: Wastewater/Contaminated Stormwater Treatment Facility  
Environmental Mitigation, Phase I Environmental Design**

**PROJECT NUMBER: 04-019**

**PFC LEVEL OF COLLECTION: \$4.50**

**Description from Original Final Agency Decision:**

This project includes Phase I Environmental/Design for a new Treatment Facility for stormwater contaminated with spent aircraft deicing fluid, to be combined, for efficiency, with treatment of non-deicing wastewater from the airport facilities.

**Reason for Decrease in Collection Authority:**

The original plan of finance included PFC revenue and an estimated AIP grant. The Airport received funding from AIP grants #82, #89, and #95 and received a state grant which offset the need to use PFC revenues by \$3,338,511. PFC revenues were used on a pay-as-you-go basis and this project will no longer require financing and interest costs (\$393,270).

	<b>Approved</b>	<b>Revised</b>	<b>Amendment</b>
Pay-as-you-go	\$ 0	\$ 346,098	\$ 346,098
Bond capital	\$ 3,684,609	\$ 0	\$ (3,684,609)
Financing and Interest	\$ 393,270	\$ 0	\$ (393,270)
<b>Total</b>	<b>\$ 4,077,879</b>	<b>\$ 346,098</b>	<b>\$ (3,731,781)</b>

**PROJECT INFORMATION: Airfield Pavement Rehabilitation/Replacement R/Ws 14-32, 10R-28L;  
Taxiways F F4 F5 A Q P C E N N4 R S AA, Deicing Pad C, and Main Apron  
(Terminal Ramp)**

**PROJECT NUMBER: 05-001**

**PFC LEVEL OF COLLECTION: \$4.50**

**Description from Original Final Agency Decision:**

This project includes the rehabilitation of runway, taxiway, and main apron pavement that has reached the end of its useful life. Work includes full depth replacement of selected concrete slabs as identified by the Pavement Condition Index Report, and milling of 2 inches of asphalt. Runways involved include primary arrival RW 14-32 and primary arrival & departure RW 10R-28L. Taxiways involved include connecting TWs F4, F5, Q, N4, R, S, & AA, parallel TWs C & E, connecting & parallel TWs F, A, P, & N, and intersecting connecting taxiways, or portions thereof, Deicing Pad C, and portions of the main apron. Taxiway F & P Rehabilitation and Taxiways C, N, & R Rehabilitation are also the continuation of a previously approved PFC project. The pavement projects are required to provide safe aircraft travel conditions by replacing sections that are deteriorating rapidly and rehabilitating pavement that is beyond the scope of routine maintenance. These pavement areas represent various foreign object damage (FOD) hazards to aircraft. The taxiways and apron areas are integral to the effective use of the airport.

**Reason for Decrease in Collection Authority:**

The original plan of finance included PFC revenue, anticipated AIP entitlement and discretionary grants, and state funding. The Airport received more funding from AIP grants than anticipated (AIP grants #96, #100, #104, #109, #111, #114, #115, #117, #119, #120, #121, #122, and #123), received more state funding than anticipated, and used local funds on the project. These sources, combined, offset the need to use PFC revenues by \$34,910,647. PFC revenues were used on a pay-as-you-go basis and this project will no longer require financing and interest costs (\$17,270,000).

	<b>Approved</b>	<b>Revised</b>	<b>Amendment</b>
Pay-as-you-go	\$ 0	\$ 19,439,353	\$ 19,439,353
Bond capital	\$ 54,350,000	\$ 0	\$ (54,350,000)
Financing and Interest	\$ 17,270,000	\$ 0	\$ (17,270,000)
<b>Total</b>	<b>\$ 71,620,000</b>	<b>\$ 19,439,353</b>	<b>\$ (52,180,647)</b>

**PROJECT INFORMATION: Deicing - Contaminated Stormwater Treatment Facility- Phase 2 Final Design/Construction**

**PROJECT NUMBER: 06-001**

**PFC LEVEL OF COLLECTION: \$4.50**

**Description from Original Final Agency Decision:**

This project includes Phase II Final Design and Construction for a new treatment facility for stormwater contaminated with spent aircraft and airfield deicing materials from airport facilities and operations. The Pennsylvania Department of Environmental Protection (PaDEP) issued three administrative Orders dated January 19, 1993, March 12, 1993, and January 26, 1998 and a Consent Order and Adjudication dated January 25, 1994, pertaining to routine deicing operations at PIT. These Orders outline the types of deicing and anti-icing activities permitted. This project is intended to mitigate the effects of deicing/anti-icing fluid discharges to receiving waters including Enlow Run, McClarens Run, and Montour Run.

This project specifically consists of a deicing/stormwater treatment plant with a peak hydraulic capacity of 11 million gallons per day. The Treatment Plant will be capable of discharging effluent that meets State discharge limits by using biofilm technology, activated sludge technology, or a combination of both technologies. The total project footprint is approximately 12 acres including tanks, piping, pumps, controls, ancillary equipment, support buildings, and an access road. Also included are separation/detention facilities on the Enlow and McClaren's Runs and outlet control structures (weir walls).

**Reason for Decrease in Collection Authority:**

The Authority and PaDEP preliminarily agreed to the construction of a stormwater deicing treatment facility to treat the stormwater containing deicing chemicals collected in retention basins. In 2007, the FAA approved PFC #6 to fund a portion of the costs of the expected treatment facility and shortly thereafter the associated retention basins were constructed in the south field.

The U.S. EPA and PaDEP effluent regulations were inconsistent which led to further negotiation of a resolution of the treatment of stormwater containing deicing chemicals with PaDEP. The cost of constructing the facility had increased significantly from \$40 million in 2006 to \$90 million. On December 5, 2024, the Authority and PaDEP entered into a Consent Order and Agreement (COA). The completion of measures outlined in the PaDEP approved plans submitted by the Authority will satisfy all requirements and conditions of the COA and the construction of the previously proposed treatment plant will no longer be necessary.

The final plan of finance for what was constructed included AIP grants #95, and #97, state grants, local funds and \$3,426,431 in PFC revenue. The remaining \$23,785,090 in PFC authority was not needed. PFC revenues were used on a pay-as-you-go basis and this project will no longer require financing and interest costs (\$13,159,362).

	<b>Approved</b>	<b>Revised</b>	<b>Amendment</b>
Pay-as-you-go	\$ 0	\$ 3,426,431	\$ 3,426,431
Bond capital	\$ 27,211,521	\$ 0	\$ (27,211,521)
Financing and Interest	\$ 13,159,362	\$ 0	\$ (13,159,362)
<b>Total</b>	<b>\$ 40,370,883</b>	<b>\$ 3,426,431</b>	<b>\$ (36,944,452)</b>

**PROJECT INFORMATION: Terminal Modernization Program Design**

**PROJECT NUMBER: 07-001**

**PFC LEVEL OF COLLECTION: \$4.50**

**Description from Original Final Agency Decision:**

This project consists of the design of the Terminal Modernization Program (TMP), which relocates the landside terminal and the related landside functions to a new facility that will be built adjacent to the existing airside terminal. This project is for design phase services of two (2) components of the TMP: the terminal and the terminal access roadways.

The design includes the following TMP components:

- New landside terminal
- Renovation of the existing airside terminal, including the international arrivals facility
- Wayfinding
- Infrastructure design, including roadways, bridges, and various surface lots
- Demolition of infrastructure
- Decommissioning of the existing Automated People Mover

**Component 1:** Design for the terminal components of the Terminal Modernization Program will include the following subcomponents: (1) consolidation of the baggage handling system (outbound and inbound), (2) consolidation, centralization, and expansion of the security checkpoints, (3) redevelopment of the international arrivals facility, and (4) other related functions as defined during design phase to construct and incorporate the new landside terminal into the overall terminal complex, including renovations to the airside building – all of which is subject of this application. On the basis of the 30% schematic design, the architect estimates that the selected concept will consist of roughly 543,000 square feet of new construction for the replacement landside terminal plus an additional 137,000 square feet of renovated space in the existing airside building.

The replacement landside terminal and renovated space in the airside building will be distributed over 3 levels as follows:

- Ground level – airline baggage makeup, Transportation Security Administration (TSA) explosive baggage detection systems and eligible support, building systems. The renovated international arrivals facility Customs and Border Patrol (CBP) Passenger Processing International Bag Claim in the airside building will also remain on the ground level under the 30% design concept.
- Arrivals Level – baggage claim, meter/greeter reception, baggage service offices, bag operations, public circulation, and egress from the international arrivals facility to the new landside terminal.
- Departures Level – access from the garage and ground transportation center, consolidated airline ticketing, airline bag operations, TSA security checkpoint and eligible support, public circulation, access into the airside terminal.

All new baggage handling systems (outbound and inbound) will be common use. An estimated 22 of the 51 gates are expected to be leased on a preferential use basis and the balance will be common use. There will be no exclusive use baggage handling facilities (other than bag service offices) or gates.

**Component 2:** A two-level roadway system is being designed for the new landside terminal. The upper level will accommodate private vehicles and the lower level will accommodate all other vehicles. Wayfinding for the site will consist of directing passengers to the correct location on the curb and directions to the multi-purpose garage and various surface lots.

**Reason for Decrease in Collection Authority:**

The Airport used General Revenue Airport Bond proceeds to pay a portion of the design that was designated to be paid from PFCs. This offset the need to use PFC revenues by \$999,999. PFC revenues were used on a pay-as-you-go basis and this project will no longer require financing and interest costs (\$33,603,246).

	<b>Approved</b>	<b>Revised</b>	<b>Amendment</b>
Pay-as-you-go	\$ 0	\$ 27,264,787	\$ 27,264,787
Bond capital	\$ 28,264,786	\$ 0	\$ (28,264,786)
Financing and Interest	\$ 33,603,246	\$ 0	\$ (33,603,246)
<b>Total</b>	<b>\$ 61,868,032</b>	<b>\$ 27,264,787</b>	<b>\$ (34,603,245)</b>