

Capital Improvement Plan
City of Corpus Christi, Texas

2019 *thru* 2023

Project # 21005
Project Name Rehabilitate Passanger Boarding Bridges



Type Improvement/Additions
Useful Life 25 years
Category Building Rehabilitation

Department Airport
Contact Director of Aviation
Priority 2 Critical- Asset Condition\longe

Status Active

Description

The project will provide for the removal of existing Passenger Boarding Bridges at Corpus Christi International Airport (CCIA) gates 1,2,3,5 and 6, and furnish and install Moveable Passenger Boarding Bridges [PBB] containing rotunda assemblies, support columns, corridors, with dimensions equivalent to ThyssenKrupp including 60 Tons Pre-Conditioned Air and 400 Hz Ground Power Unit [GPU]. Many of the parts are inaccessible without extensive dismantling or cutting into the exterior shell of the bridges to access and address mechanical and/or electrical problems. Because these bridges are movable, they have extensive electronic components to control the movement as well as provide safety for both passengers and the people working on the apron near the boarding bridge. Replacement component availability has been reduced or are not available due the age of these passenger boarding bridges. The passenger boarding bridges are getting older and out of service for extensive periods. Over the past few years, the frequency that the passenger bridges have failed has increased considerably. When the passenger boarding bridges fails, it prevents the ability of the airline to board passengers as scheduled, which has occurred and prevents the aircraft from leaving due to the bridge having failed in the position against the aircraft. FAA Order 5100.38D, Table 3-8 lists the minimum useful life of loading bridges as 20 years.

Justification

This project is consistent with 2007 Airport Master Plan. The replacement of the passenger boarding bridges, passenger elevator and passenger escalators will preserve the capacity of the airport by reducing the potential for lengthy downtime of the passenger bridges, passenger elevator (i.e. handicap passengers, etc.) and passenger escalators between lower and upper levels within the terminal building. Any failures of the people moving equipment would cause delays to TSA's security screen and the airlines. Sponsor dedicated their entire passenger entitlement (FY-2011 thru FY-2019) towards the highest airside projects [i.e. RSAT (Decoupling Runways 17/35 and 13/31) and Rehabilitate Terminal Apron (25 Years Old) with a pavement rating (PCI 10, Failed) and East General Aviation (GA) Apron (25 Years Old) with a pavement rating (PCI Range 10- 25, Poor-Failed), etc.] to assure the movement areas were addressed first. This airside decision was based on the full knowledge that the landside projects (i.e. Rehabilitate Terminal Building (i.e. Replacement of Passenger Loading Bridges, Replacement of Passenger Escalators and Replacement Passenger Elevator, etc.) would be postponed and the aging people mover equipment would exceed the recommended useful life in accordance with FAA Order 5100-38D, Table 3-8, Minimum Useful Life.

Expenditures	2019	2020	2021	2022	2023	Total
Construction/Rehab		350,000	5,000,000			5,350,000
Total		350,000	5,000,000			5,350,000

Funding Sources	2019	2020	2021	2022	2023	Total
Airport Fund Reserves		35,000				35,000
Grants- FAA		315,000	5,000,000			5,315,000
Total		350,000	5,000,000			5,350,000

Budget Impact/Other

There is no projected operational impact with this project due to existing area improvements only. The space footprint is not increasing in size.