TRI-CITIES AIRPORT

September 16, 2019

TRI-CITIES AIRPORT AUTHORITY

PROPOSED PASSENGER FACILITY CHARGE APPLICATION NO. 19-08-C-00-TRI TO THE FAA TO IMPOSE AND USE A PFC AT TRI-CITIES AIRPORT

NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT

The Tri-Cities Airport Authority (the Authority) has determined the need to submit to the Federal Aviation Administration (FAA) a notice to impose a passenger facility charge (PFC) at Tri-Cities Airport (TRI) and to concurrently use PFC revenue at TRI. The Authority 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 Authority will accept public comments on the proposed PFC Application No. 19-08-C-00-TRI up to thirty (30) days after the date of posting this public notice. As such, comments must be received on or before Thursday, October 24, 2019.

Authority Point of Contact: Comments may be mailed to Mr. Rene L. Weber, Director of Finance, Tri-Cities Airport, 2525 Highway 75, Suite 301, Blountville, TN 37617 or e-mailed at RWeber@trifilight.com.

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

The Authority will seek authority from the FAA to use PFCs with the following characteristics:

PFC Level: A four dollar and fifty cent ($4.50) charge on passengers enplaned at TRI.

Charge Effective Date: January 1, 2020 (which reflects the revised estimated charge expiration date for approved PFC Application No. 17-07-C-00-TRI).

Estimated Charge Expiration Date: October 1, 2023 (or until collected PFC revenue plus interest thereon equals the allowable cost of the approved projects, as permitted by regulation).

Estimated Total PFC Impose and Use Revenue: $2,247,416

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

1. **Airfield Snow Removal Equipment**

Description: The Tri-Cities Airport (TRI or Airport) is requesting PFC authority for the acquisition of a new airfield snow blower and detachable broom assembly. The Airport proposes acquisition of a 2018 Larue T-95 self-propelled snow blower and 22-inch broom assembly. This vehicle is 35 feet long, 8.5 feet wide and can move between 5,000 – 7,500 metric tons of snow and ice an hour.

The proposed Larue T-95 replaces a 1997 Oshkosh H-Series Snow Blower that is over 20 years old. The current vehicle is still operational but limited during snow events requiring simultaneous snow broom/ice removal and snow blower operation functions.

Project Justification: To maintain the Airport's capacity during snow and ice conditions, it is necessary to have reliable snow removal equipment (SRE) to minimize impacts to operations, in addition to preserving safety on the airfield. The Airport currently has a 1997 Oshkosh H-Series Snow Blower. According to FAA Order 5100.38D *Airport Improvement Program Handbook,* the useful life of vehicles is 10 years. The current Oshkosh H-Series Snow Blower is over 20 years and beyond its useful life. The acquisition of a new Larue T-95 and Broom assembly ensures the continued safety and efficiency of Airport runway operations during the winter. Additionally, this vehicle allows the Airport to more effectively comply with FAA 14 CFR 139.313 – *Snow and Ice Control guidance.*

This new piece of SRE will be one of 13 vehicles in the SRE fleet TRI is a commercial service airport averaging approximately 30,000 annual operations of which five-percent is attributed to commercial activity. The National Weather Service indicates the average annual snowfall for the Tri-Cities area is 13.3-inches and average number of days below 32-degrees, is 94 (days). TRI has two runways, Runway 5-23 (Primary) is 8,000 feet long by 150 feet wide and Runway 6-27 (crosswind) is 4,442 feet long and 150 feet wide. The primary runway is supported by Taxiway Alpha (8,700 ft x 75 ft), Taxiway Tango (155 ft x 105 ft), Taxiway Victor (175 ft x 130 ft), Taxiway Whiskey (175 ft x 105 ft), and Taxiway Yankee (160 ft x various widths). The Airport is ramp is approximately 850,000 square feet.

2. Airport Runways Obstruction Mitigation EA

Description: This project funds the Environmental Assessment (EA) for runway approach surface mitigation to meet the Federal Aviation Administration (FAA) requirements for minimum visual approach surfaces (VAS). The Airport has completed a field survey identifying obstructions, either near penetration, or penetrating, that require removal from the Runways 5-23 and 9-27, VAS approach surfaces. Work includes documentation of the project's purpose and the Airport's proposed solution, consultation with various stakeholders, and the preparation and dissemination of the EA to government agencies, elected officials, public interest groups, and coordination with the FAA. The Airport's property map, Exhibit A, will also be revised and updated to include the proposed properties impacted by the obstruction mitigation.

Project Justification: The EA will provide the foundation for the completion of the National Environmental Policy Act (NEPA) environmental review process that would support either the issuance of a Finding of No Significant Impact/Record of Decision (FONSI/ROD) or a finding by the FAA that an environmental impact statement (EIS) is required (should it be discovered that the project would result in significant impact that cannot be mitigated as part of the FONSI/ROD).

This project enhances safety at the Airport, by mitigating obstructions to VAS approach surfaces and complies with FAA Part 139.331 - *Obstruction guidance.*

3. ARFF Equipment Replacement (Fire Suits and Self-Contained breathing Apparatuses)

Description: This project funded the purchase of protective clothing and equipment for the Airport's Aircraft Rescue and Fire Fighting (ARFF) department personnel. Project included the replacement of fifteen (15), 10-year old fire suits and seven (7) 10-year old self-contained breathing apparatuses. The replacement fire suit and breathing apparatus ensemble for each fire fighter consists of a coat, pants, gloves, boots, suspenders, hood, helmet with shroud, bonnet, gold shield, and breathing apparatus. The

ARFF Equipment purchase was made in accordance with standards and requirements contained in FAA Advisory Circular (AC) 150/5210-14B – *Aircraft Rescue and Fire Fighting Equipment, Tools and Clothing*. The ARFF equipment replacement was necessary to maintain compliance with regulations requiring the entire coat and pant to be discarded after 10 years and replacement of aluminized outer shells every five-years. To note, this project was fully supported by the FAA ADO.

Project Justification: As part of the Airport's FAA Part 139 certification, the Airport must provide ARFF services during air carrier operations that require a Part 139 certificate. The ARFF fire suits and self-contained breathing apparatuses replacements were required to allow the Airport to more effectively comply with 14 CFR 139.319 – *Aircraft Rescue and Firefighting: Operational Requirements* (i)(1) and National Fire Protection Association (NFPA) 1971 *Standard on Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting* guidance. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the minimum useful life of ARFF proximity gear (fire suits and breathing apparatuses) is five years. The Airport's ARFF proximity gear was over 10 years old and had reached the end of its serviceable life by FAA and NFPA standards. ARFF equipment replacement increased the safety of ARFF personnel and maintained safety at the Airport.

4. Runway 5-23 Pavement Improvements

Description: This project funds the local match for the Runway 5-23 Pavement Improvement project. This project was originally bid with Taxiways Alpha (A), Whisky (W), and Victor (V) pavement improvements but separated for PFC funding purposes. Runway 5 is 8,000 feet long and 150 wide and constructed with asphalt concrete (AC). The last rehabilitation project was completed in 2013. The sinkhole area, which is approximately 9,000 square yards, is located approximately 2,000 feet from Runway 5 approach. This project excavates, or pumps cement grout into a small area under the failed, or depressed pavement to stabilize the pavement subgrade and re-establish the pavement depression to original grade. Work includes milling and overlaying the failed pavement area for a smooth taxiing surface and fill to bring the infield areas back to FAA compliance. The project was reviewed, coordinated and approved by the FAA on an emergency basis for immediate mitigation action.

Project Justification: The Airport is located within the Appalachian Valley and Ridge Physiographic Province. This area is characterized by sinkholes, caves, fissures, and underground streams within areas of limestone, shale, and dolomite. Depressions and sinkholes are common in this area and four were observed on the Airport's airfield. This project addressed sinkholes observed on Runway 5 and Taxiways A, W, and V. The Airport contracted with S&ME, Inc. to provide a geotechnical report (Report) that identified the magnitude of the depressions and means of mitigating these issues. The Report indicated the depressions ranged from four to six inches in depth in both the infield and pavements and created stress cracks on Runway 5 Shoulders.

Rehabilitation of these areas was necessary to keep the Airport safe and operational. Failure to address or monitor the sinkhole occurrences could lead to FOD occurrences and voids below the primary runway and supporting taxiway surfaces. Rehabilitation of these infield and pavement areas allowed the Airport to better comply with 14 CFR 139.305 – *Paved Areas* and 14 CFR Part 139.307 *Unpaved Areas* guidance.

5. Taxiway W Pavement Improvements

Description: This project funds the local match for the Taxiway W Pavement Improvement project. This project was originally bid with Runway 5-23 and Taxiways A and V pavement improvements but separated for PFC funding purposes. Taxiway W is 175 feet long and 110 feet wide and constructed with AC. The last rehabilitation project was completed in 2013. The sinkhole area, which is

approximately 1,800 square yards, is located 3,000 linear feet from the Runway 5 approach area at the intersection of Taxiways A and W. This project excavates, or pumps cement grout into a small area under the failed, or depressed pavement to stabilize the pavement subgrade and re-establish the pavement depression to original grade. Work includes milling and overlaying the failed pavement area for a smooth taxiing surface and fill to bring the infield areas back to FAA compliance. The project was reviewed, coordinated and approved by the FAA on an emergency basis for immediate mitigation action.

Project Justification: The Airport is located within the Appalachian Valley and Ridge Physiographic Province. This area is characterized by sinkholes, caves, fissures, and underground streams within areas of limestone, shale, and dolomite. Depressions and sinkholes are common in this area and four were observed on the Airport's airfield. This project also addressed sinkholes observed on Runway 5 and Taxiways A and V. The Airport contracted with S&ME, Inc. to provide a geotechnical report (Report) that identified the magnitude of the depressions and means of mitigating these issues. The Report indicated the depressions ranged from four to six inches in depth in both the infield and pavements and created stress cracks on Taxiway W.

Rehabilitation of these areas was necessary to keep the Airport safe and operational. Failure to address or monitor the sinkhole occurrences could lead to FOD occurrences and voids below the primary runway and supporting taxiway surfaces. Rehabilitation of these infield and pavement areas allowed the Airport to better comply with 14 CFR 139.305 – *Paved Areas* and 14 CFR Part 139.307 *Unpaved Areas* guidance.

6. <u>Taxiway A Pavement Improvements</u>

Description: This project funds the local match for the Taxiway A Pavement Improvement project. This project was originally bid with Runway 5-23 and Taxiways W and V pavement improvements but separated for PFC funding purposes. Taxiway A is 8,440 feet long and 80 feet wide with AC. The last rehabilitation project was completed in 1996. The sinkhole area, which is approximately 1,200 square yards, is located on Taxiway A, near the intersection of approach end of Runway 9. This project excavates, or pumps cement grout into a small area under the failed, or depressed pavement to stabilize the pavement subgrade and re-establish the pavement depression to original grade. Work includes milling and overlaying the failed pavement area for a smooth taxiing surface and fill to bring the infield areas back to FAA compliance. The project was reviewed, coordinated and approved by the FAA on an emergency basis for immediate mitigation action.

Project Justification: The Airport is located within the Appalachian Valley and Ridge Physiographic Province. This area is characterized by sinkholes, caves, fissures, and underground streams within areas of limestone, shale, and dolomite. Depressions and sinkholes are common in this area and four were observed on the Airport's airfield. This project addressed sinkholes observed on Runway 5 and Taxiways W and V. The Airport contracted with S&ME, Inc. to provide a geotechnical report (Report) that identified the magnitude of the depressions and means of mitigating these issues. The Report indicated the depressions ranged from four to six inches in depth in both the infield and pavements and created stress cracks on Taxiway A and Runway 9 shoulder.

Rehabilitation of these areas was necessary to keep the Airport safe and operational. Failure to address or monitor the sinkhole occurrences could lead to FOD occurrences and voids below the primary runway and supporting taxiway surfaces. Rehabilitation of these infield and pavement areas allowed the Airport to better comply with 14 CFR 139.305 – *Paved Areas* and 14 CFR Part 139.307 *Unpaved Areas* guidance.

7. Taxiway V Pavement Improvements

Description: This project funds the local match for the Taxiway V Pavement Improvement project. This project was originally bid with Runway 5-23 and Taxiways A and W pavement improvements but separated for PFC funding purposes. Taxiway V is 1,120 feet long and 75 feet wide with AC. The last rehabilitation project was completed in 2014. The sinkhole area, which is approximately 2,900 square yards, is located on Taxiway V, near the intersection of Taxiway Romeo. This project excavates, or pumps cement grout into a small area under the failed, or depressed pavement to stabilize the pavement subgrade and re-establish the pavement depression to original grade. Work includes milling and overlaying the failed pavement area for a smooth taxiing surface and fill to bring the infield areas back to FAA compliance. The project was reviewed, coordinated and approved by the FAA on an emergency basis for immediate mitigation action.

Project Justification: The Airport is located within the Appalachian Valley and Ridge Physiographic Province. This area is characterized by sinkholes, caves, fissures, and underground streams within areas of limestone, shale, and dolomite. Depressions and sinkholes are common in this area and four were observed on the Airport's airfield. This project addressed sinkholes observed on Runway 5 and Taxiways A and W. The Airport contracted with S&ME, Inc. to provide a geotechnical report (Report) that identified the magnitude of the depressions and means of mitigating these issues. The Report indicated the depressions ranged from four to six inches in depth in the pavements and created stress cracks on Taxiway V.

Rehabilitation of these areas was necessary to keep the Airport safe and operational. Failure to address or monitor the sinkhole occurrences could lead to FOD occurrences and voids below the primary runway and supporting taxiway surfaces. Rehabilitation of these infield and pavement areas allowed the Airport to better comply with 14 CFR 139.305 – *Paved Areas* and 14 CFR Part 139.307 *Unpaved Areas* guidance.

8. Airfield Pavement Evaluation Report

Description: This project funds an Airfield Pavement Evaluation Report for the Airport. The Airfield Pavement Evaluation Report is developed and evaluated in accordance with FAA Advisory AC 150/5380-7B, *Airport Pavement Management Program and AC 150/5380-6C - Guidelines and Procedures for Maintenance of Airport Pavements*. The pavement management program will use data collected from pavement surveys to evaluate existing pavement conditions, forecast future conditions, determine needed improvements, determine pavement classification ratings, forecast dates for needed improvements and associated costs.

Project Justification: Once Airports' accept funds from FAA-administered airport financial assistance programs, they must agree to certain obligation (or assurances). These obligations require the Airport to maintain and operate their facilities safely and efficiently and in accordance with specified conditions. As per FAA Grant assurance – *Pavement Preventive Maintenance*, the Airport is required to implement and maintain a pavement management program for the useful life of the pavement. This project will allow the Airport a pavement management program that provides a systematic approach to determining priorities, schedules, and resource allocation for pavement maintenance and rehabilitation. This program will analyze the existing and predicted pavement conditions and determine alternatives for maintenance and rehabilitation to reduce costs and maximize the life of pavement. Additionally, the

implementation of this program reduces congestion, preserves capacity, and enhances safety at the Airport and for the national air transportation system.

9. Airport Rotating Beacon Replacement

Description: This project funds for the design, procurement, administration, program management, and construction for the Airport's rotating beacon replacement. The beacon is located on the old terminal building tower cab adjacent to the concourse. The beacon radiates white and green from sunset to sunrise. The rotating beacon is over 25 years old and requires frequent maintenance. The lack of available parts has resulted in costly repairs and diminished operational reliability.

The new Airport beacon will be installed in an area adjacent to the old airport tower. Work includes beacon replacement, base and structural frame installation, and electrical upgrades to meet current electrical code regulations. The new beacon will meet FAA AC 150/5345-12F- *Specification for Airport and Heliport Beacons* guidelines.

Project Justification: The existing rotating beacon was over 25 years old. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the minimum useful life of airfield lighting is 10 years. This project is also necessary for the Airport to comply with 14 CFR 139.311 *Marking, signs, and lighting* (c)(3). Airports must provide and maintain lighting systems for air carrier operations when the airport is open at night, during conditions below visual flight rule minimums, or during periods in which a prominent unlighted object cannot be seen from three statute miles. This project maintains safety of the airfield.

10. Passenger Concourse Roof Replacement

Description: This project funds for the design, procurement, administration, program management, and construction for the Airport Passenger Concourse roof and ceiling replacement. The roof is 19,444 square feet with a thermoplastic polyolefin (TPO), ethylene propylene diene monomer (EPDM), and metal roofing system. Work includes the following: fully removing all the roofing TPO, EPDM, and metal roofing material components; install new R-30 insulation; ensure taper to the drains with crickets; install new two-ply urethane modified bitumen roof system with mineral surface; install new metal coping cap to confirm with ES-1 standards; install new metal roof panels; and pressure wash and re-coat all exposed wall surfaces above roof plane with vapor permeable coatings. This project also removes and installs approximately 5,220 square feet of new interior acoustic and insulation material on the Concourses vaulted high bays. Work includes the relocation of the existing sprinkler risers and installation of BASWA Pho acoustical plaster. As this project is associated with a terminal, an eligibility analysis was performed according to FAA Order 5100.38D *Airport Improvement Program Handbook* - Table N-5 guidance. The eligibility analysis determined that 93-percent of the project cost are eligible for PFC funding.

Project Justification: The existing roofing system was last installed in 1999. There is no useful life standard included in the FAA Order 5100.38D *Airport Improvement Program Handbook*, but industry standard for TPO and EPDM roof system is 20 years. The current roofing system is nearing 20 years old and at the end of its useful life in addition out of warranty. Roof leaks have damaged sections of the roof deck and deteriorated sections of the interior acoustic plaster ceiling. The material has yellowed and become dirty over the years. The texture and nature of the material does not allow aesthetic repairs, washing or cleaning of the surface. The Airport's consultant, Atkins, performed a preliminary engineering report (PER) to review the existing roof condition. The PER recommendation included

removing the existing roof materials with a full roof replacement and replacing the ceiling with new insulation and interior acoustic materials that are easier to maintain.

This project preserves and enhances safety as the damaged and weathered condition of the existing roofing system has caused several leaks throughout the terminal concourse roof causing safety issues and possible delay to the traveling public. If not corrected, the leaking conditions will continue to deteriorate the metal deck, that could lead to more costlier repairs or total replacement.

11. Passenger Concourse Escalator Replacement

Description: This project funds for the design, procurement, administration, program management, and construction for the passenger concourse escalator replacement. The Airport has two KONE (Brand) vertical configured escalators that provide transition from the Airport's main level to the lower gate holdroom areas. These two escalators are both 26.2 feet long and provide for 11-feet of vertical transition. This project replaces these two escalators with two KONE EcoMod model escalators. Work also includes construction of eight-foot tall barricades, floor protection, demolishing and installing new drywall and framing, temporary removal of storefront, and electrical modifications.

Project Justification: The existing KONE escalator systems were installed in 1993. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the minimum useful life for building equipment is 10 years. These escalators are over 25 years old and reached the end of their useful life. The escalators are requiring frequent maintenance with obsolete parts which has resulted in degrading operational reliability and unreliableness for passengers. The Airport's consultant, Atkins, performed a preliminary engineering report (PER) to review the escalator's age, condition and performance and the PER recommendation included removing and replacing the concourse passenger escalator system.

This project preserves and enhances capacity and safety of the Airport concourse. These systems are necessary to maintain passenger throughput from the main level to the gate/holdroom area. Passengers needing assistance are required to use the elevator which increases the dwell time for vertical transitions. If these escalators are not replaced, repairs will become more frequent and less reliable for passenger usage resulting in potential delays and a diminished level of service.

12. PFC Administrative Services

Description: This project provides for the preparation and implementation of Passenger Facility Charge (PFC) Application 19-08-C-00-TRI to "Impose and Use" a PFC at the Airport, which will be submitted to the FAA. Staff and consultants will gather the necessary project, financial, and statistical information; prepare the required public notice; prepare the required airline consultation notice; ensure that all procedural requirements are met for the airline 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 airline notice upon FAA approval.

Project Justification: Retaining a PFC consultant helps ensure PFC applications are filed according to the rules and regulations determined by the FAA. Administrative costs for this PFC application are eligible in accordance with 14 CFR 158.3 *PFC Administrative Cost.*

PFC PROJECT FUNDING AMOUNTS:

PROJECTS PROPOSED FOR PFC 19-08-C-00-TRI

Pro No.	Project Title	PFC Revenue Requested		
		PFC Level	Pay-Go	Total PFC
8.01	Airfield Snow Removal Equipment	$4.50	$72,933	$72,933
8.02	Airport Runways Obstruction Mitigation EA	$4.50	$10,422	$10,422
8.03	ARFF Equipment Replacement (Fire Suits and Self-Contained breathing Apparatuses)	$4.50	$8,703	$8,703
8.04	Runway 5-23 Pavement Improvements[1/]	$4.50	$36,000	$36,000
8.05	Taxiway W Pavement Improvements	$4.50	$7,100	$7,100
8.06	Taxiway A Pavement Improvements	$4.50	$4,700	$4,700
8.07	Taxiway V Pavement Improvements	$4.50	$11,152	$11,152
8.08	Airfield Pavement Evaluation Report	$4.50	$8,741	$8,741
8.09	Airport Rotating Beacon Replacement	$4.50	$15,434	$15,434
8.10	Passenger Concourse Roof Replacement	$4.50	$1,047,181	$1,047,181
8.11	Passenger Concourse Escalator Replacement	$4.50	$1,000,050	$1,000,050
8.12	PFC Administrative Services	$4.50	$25,000	$25,000
			$2,247,416	$2,247,416

SOURCE: Tri-Cities Airport Authority, August 2019.