



MARCH 07, 2023

**TRI-CITIES AIRPORT AUTHORITY
PROPOSED PASSENGER FACILITY CHARGE APPLICATION NO. 23-09-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) an application PFC 23-09-C-00-TRI (PFC 23-09) to impose and use PFC revenue at Tri-Cities Airport (TRI or Airport). 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 application for PFC 23-09 up to thirty (30) days after the date of posting this public notice. As such, comments must be received on or before Friday, April 07, 2023.

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

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

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

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

Charge Effective Date: October 1, 2023 (which reflects the estimated charge expiration date for existing PFC Application No. 20-08-C-00-TRI).

Estimated Charge Expiration Date: January 1, 2025 (or until collected PFC revenue plus interest thereon equals the allowable cost of the approved projects, as permitted by regulation). The estimated charge expiration date is based on an eight (8) percent annual growth rate for FY 2023 and two (2) percent annual growth rate in FY 2024 and a 90 percent PFC collection rate on enplaned passengers.

Estimated Total Impose and Use Revenue: \$1,583,928.

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

9.01. Taxiway A Rehabilitation - Construction

Project Description: This project funds for the construction and construction administration for the Taxiway A Rehabilitation project at Tri-Cities Airport (TRI). Taxiway A is parallel to Runway 5-23 and provides access to the Main Terminal apron. Taxiway A is approximately 8,500 feet long and 75 feet wide and constructed with asphalt concrete (AC). This project will rehabilitate the full length of Taxiway A.

Project Justification: Taxiway A is a critical component of the taxiway network and provides direct access to Runway 5-23 and the Main Terminal ramp. According to FAA Order 5100.38D Change 1, *Airport Improvement Program Handbook*, the minimum useful life criterion for pavement rehabilitation is 10 years.



Project Justification: Taxiway A is a critical component of the taxiway network and provides direct access to Runway 5-23 and the Main Terminal ramp. According to FAA Order 5100.38D Change 1, *Airport Improvement Program Handbook*, the minimum useful life criterion for pavement rehabilitation is 10 years. The sections of this project were last rehabilitated in 1996 (Sections 110, and 115) and 1983 (Section 120), which exceeds FAA criteria.

The pavement evaluation completed in 2019 identified Taxiway A sections 110, 115, and 120 with Pavement Condition Index (PCI) ratings of 51, 43, and 56, respectively. A PCI below 55 is considered in poor condition.

9.02. Baggage Screening Area Modifications

Project Description: This project funds the reconfiguration of a baggage screening room to accommodate a new CT-80 explosive detection unit for passenger baggage screening at TRI. This project will modify a 791 square foot, unleased area behind the existing American Airlines (American) and Allegiant Air (Allegiant) ticket counters for the installation of a new CT-80 security screening device. This project reconfigures the existing baggage area by removing the existing ticket counter baggage conveyor, roller conveyor, baggage chutes, and screening tables to make room for a new ticket counter baggage conveyor that feeds the new CT-80 screening machine. This project will install new walls, doors, flooring, ceiling panels, and interior finishes. The HVAC ductwork will also be replaced and reconfigured to account for baggage screening area.

Project Justification: The installation of the new CT-80 screening unit will maintain capacity of the Airport and will provide redundancy for baggage screening operations. Currently, TSA Inspectors' hand-screen passenger baggage behind both American and Allegiant ticket counters. This area is small with limited capacity for temporary baggage storage and space to allow TSA Inspectors to hand screen baggage before being sent to the aircraft. Additionally, the baggage hand-screening process has been heavily criticized and documented through multiple filed passenger complaints.

9.03 Airport Master Plan, Airport Layout Plan (ALP), Exhibit A Update

Project Description: This project funds for the development and completion of an Airport Master Plan, Airport Layout Plan, and Exhibit A for TRI. The new Master Plan will outline a plan for the provision of future facilities to accommodate the projected passenger and aircraft demand. The Master Plan will ensure that short-term actions and recommendations do not preclude long-range planning options and provide a financially sound implementation plan for short-, intermediate-, and long-term improvements.

Project Justification: TRI's previous full Master Plan Study was conducted in 2011 and completed in 2013. Since 2013, there have been no updates to the Master Plan Study; however, the ALP and Exhibit A have been periodically updated as applicable. The new Master Plan will serve as a roadmap for future development and an important planning tool the Authority to identify aviation issues and needs, land use requirements and opportunities, transportation issues, development guidelines, environmental stewardship for the project areas and to provide recommendations and priorities for optimizing investment.

9.04 PFC Administrative Cost

Project Description: This project provides for the preparation and implementation of an application to "Impose and Use" a PFC at TRI, 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 regulations determined by the FAA. Administrative cost is eligible in accordance with 14 CFR 158.3 PFC Administrative Support Cost.

Funding Source Summary for PFC 23-09

| Pro No. | Project Title | PFC Level | PFC Revenue Requested | | Approved AIP Funding | Anticipated AIP Funding | BIL Funding | Local Funding | Total Project Cost |
|--------------|--|-----------|-----------------------|--------------------|----------------------|-------------------------|------------------|---------------|--------------------|
| | | | Pay-Go | Total PFC | | | | | |
| 9.01 | Taxiway A Rehabilitation - Construction | \$4.50 | \$625,683 | \$625,683 | \$2,387,940 | \$2,546,700 | \$696,503 | \$0 | \$6,256,826 |
| 9.02 | Baggage Screening Area Modifications | \$4.50 | \$774,746 | \$774,746 | \$0 | \$0 | \$0 | \$0 | \$774,746 |
| 9.03 | Airport Master Plan, Airport Layout Plan (ALP), Exhibit A Update | \$4.50 | \$144,285 | \$144,285 | \$0 | \$1,298,562 | \$0 | \$0 | \$1,442,847 |
| 9.04 | PFC Administrative Costs | \$4.50 | \$39,214 | \$39,214 | \$0 | \$0 | \$0 | \$0 | \$39,214 |
| Total | | | \$1,583,928 | \$1,583,928 | \$2,387,940 | \$3,845,262 | \$696,503 | \$0 | \$8,513,633 |