TRI-CITIES AIRPORT • PSC

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NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT RELATED TO PASSENGER FACILITY CHARGES

The Port of Pasco (Port) is providing an opportunity for public comment until September 25, 2017 related to our proposed new Impose and Use Passenger Facility Charge (PFC) Application #11 for the Tri-Cities Airport. This written notice is provided in accordance with requirements contained in Federal Aviation Regulation 49 CFR Part 158.24 Passenger Facility Charge.

The Port plans to continue the maximum PFC allowable of $4.50 per enplaned passenger. We anticipate collection on this application to begin on April 1, 2035 when the previous application is fully collected. The total revenue to be collected for projects in this application is $2,293,544. The PFC expiration date for this application is estimated to be November 1, 2036.

The six projects in this application are described below.

11-001 Construct Sand Storage Building

This project includes the design and construction of a sand storage building at the Tri-Cities Airport. The work includes the construction of a new 60’ by 80’ steel metal building with associated site work.

The sand storage structure was necessary because Airport maintenance personnel have nearly exhausted the supply of stored dry sand capacity in single snow events due to limited storage capacity. This happened most recently in December of 2011 and led to the "emergency" delivery of additional sand during inclement weather at a higher than usual cost. An additional storage shelter allows the airport to triple the current dry sand storage capacity.

The total cost of this project was $321,472. The FAA provided funding under AIP federal grant #3-53-0046-039-2012 in the amount of $289,325. PFCs are requested to provide the local match of $32,147. This project started in August 2012 and was completed in October 2012.

11-002 Very High-Frequency Omnidirectional Range (VOR) Relocation

This project includes the installation of a new DVOR NavAid, approximately 2,700’ northwest of the existing VOR/Distance Measuring Equipment (DME) facility. The new location is approximately 875’ northwest of Runway 21R centerline and 1,110’ northeast of Runway 12 centerline. The project includes the extension of an existing gravel road approximately 75’ to provide access to the new DVOR site and the extension of power and telephone lines approximately 3,600’ along the existing access road from 4th Avenue. The installation of the new DVOR installation includes the construction of 15.5’ by 16’ equipment building surrounded by a buried counterpoise loop with a diameter of 104’. A fence was also constructed around the site for security. Upon completion of the new DVOR, the existing VOR/DME facility was removed and waste material from the demolition of the facility disposed of offsite.

The relocation of the existing VOR/DME facility was necessary to allow for the realignment of Taxiway D, as well as to increase area available for development around the terminal area. The existing VOR was already being impacted by aircraft parking on the ramp and airport equipment used during winter operations. The DVOR provides a better service with less impacts from operations while reducing the critical area from 1000 feet to 500 feet. The new location of the VOR was selected using guidance provided in Advisory Circular 150/5300-13, *Airport Design* and FAA Order 6820.10, *VOR Siting Criteria.* This project was recommended in the Airport Master Plan Update dated November 2011 and was done in close coordination with the FAA.

The total cost of this project was $3,781,104. The FAA provided funding under AIP federal grant #3-53-0046-040-2013 in the amount of $3,014,139 and AIP federal grant #3-53-0046-042-2014 in the amount of $388,855 for total AIP funds of $3,402,994. PFCs are requested to provide the local match of $378,110. This project started in April 2012 and was completed in September 2016.

11-003 Rehabilitate Taxiway D

This project includes the design, realignment and rehabilitation of Taxiway D. The realignment of Taxiway D includes the construction of 2 new high-speed exits and a new taxiway connector, and the realignment of 5,500' of Taxiway D from the Runway 30 terminus to just north of the Runway 21R crossing. The pavement section for the realignment is 75' wide and consist of 10" of cement treated base course and 6" of bituminous asphalt cement. The 10' wide taxiway shoulders are comprised of 10" of P-209 crushed aggregate base course underneath 6" of bituminous asphalt cement.

A drainage line to a drywell system is included to collect and dissipate runoff and underground moisture along the new Taxiway D alignment. Electrical work items include installation of LED taxiway lights, concrete duct bank crossings, aircraft rated junction boxes, cable in conduit and signage relocation. All disturbed areas were graded and re-vegetated.

Demolition of the existing portion of Taxiway D to be relocated includes excavation and disposal of the existing asphalt surface and removal of taxiway lights, signs, wire and conduit. The underlying base, a combination of cement treated base and P-209 crushed aggregate base course, was broken up, buried under native soils and graded. The area was restored with hydroseed and mulch.

The project also includes the rehabilitation of approximately 2,000' of the northwestern portion of the existing Taxiway D. Rehabilitation work includes mill and overlay of 4" of the existing pavement, crack sealing, and upgrading the incandescent lights along the taxiway to LED lights. Direct buried cabling was also replaced in conduit.

The proposed Taxiway D improvements and realignment were needed to address existing deficiencies in the Taxiway D pavement conditions and to accommodate expansion of the Terminal Building. The realignment of approximately 5,500' of the southeast portion of Taxiway D decreases the current separation of Runway 12-30 from 750' to 400' as required by FAA for ADG-IV facilities and eliminates an existing "S" curve northwest of Runway 3L-21R to allow more efficient use of airport property and expansion of the Terminal. The rehabilitation of the remaining taxiway pavements is necessary to address cracking and spalling of pavement constructed in 1983.

This project was recommended in the Airport's Master Plan Update completed in November 2011.

The total cost of this project was $10,041,699. The FAA provided funding under AIP federal grant #3-53-0046-042-2014 in the amount of $9,037,529. PFCs are requested to provide the local match of $1,004,170. This project started in July 2014 and was completed in May 2016.

11-004 Construct Regulator Room

This project includes the design and construction of a new regulator room to house the electronics and equipment powering the airfield lighting. The work includes the construction of a new 44' by 17' masonry building including HVAC and electronics and is located on the airfield adjacent to the tower. Power and conduits will be rerouted onto the apron. The existing generator will be removed and replaced in the new building.

The existing Regulator Room electronics and equipment powering the Taxiway and Runway lighting from the Terminal Building needed to be relocated to a separate building in order to accommodate expansion of the Terminal Building.

The total cost of this project was $466,173. The FAA provided funding under AIP federal grant #3-43-0056-041-2014 in the amount of $419,555. PFCs are requested to provide the local match of $46,617. This project started in March 2014 and was completed in November 2014.

11-005 Realignment and Rehabilitation of Taxiway A

This project includes the design, realignment and rehabilitation of Taxiway A. This project will realign a portion of Taxiway A to be parallel with Runway 3R-21L by constructing approximately 4,350' of pavement from Taxiway C to Taxiway E. This project will also rehabilitate Taxiway A from Runway 3L to Taxiway C approximately 3,500'. This project includes the reconstruction of pavement at Taxiways C and E to provide for perpendicular intersections at these locations. This project will also include the demolition of the old Taxiway A from Runway 30 to Taxiway E and one high speed exit off of Runway 12 to the terminal.

A drainage line to a drywell system is included to collect and dissipate runoff and underground moisture along the new Taxiway A alignment. Electrical work items include installation of LED taxiway lights, concrete duct bank crossings, aircraft rated junction boxes, cable in conduit and signage relocation. All disturbed areas were graded and re-vegetated.

Demolition of the existing portion of Taxiway A to be relocated includes excavation and disposal of the existing asphalt surface and removal of taxiway lights, signs, wire and conduit. The underlying base, a combination of cement treated base and P-209 crushed aggregate base course, was broken up, buried under native soils and graded. The area was restored with hydroseed and mulch.

The project also includes the rehabilitation of approximately 3,500' of the western portion of the existing Taxiway A. Rehabilitation work includes mill and overlay of 4" of the existing pavement, crack sealing, and upgrading the incandescent lights along the taxiway to LED lights. Direct buried cabling was also replaced in conduit.

The existing Taxiway A is approximately 7,700 long by 75' wide constructed of asphalt. It was last rehabilitated in 1996-1997. The existing Taxiway A is not parallel to Runway 3R/21L, and crosses Runway 12/30 at a skewed angle. Realigning Taxiway A to parallel will create perpendicular intersections with existing Taxiway D and Runway 12/30. Perpendicular intersections improve situational awareness of pilots by providing equal lines of sight in both directions at intersections, which improves airfield safety. The airlines have reported that when Runway 3L/21R or Taxiway D are closed and they use Runway 30 to taxi, this angle of the intersection of Runway 12/30 and Taxiway A is difficult to negotiate. Realignment of Taxiway A, combined with expansion of the terminal apron, will also give the terminal apron additional room to accommodate a higher volume of aircraft. Access to Runway Ends 21R and 21L will be improved by eliminating the need for aircraft to taxi to the GA apron and Taxiway E before turning towards Runway Ends 21R and 21L. This project was recommended in the Airport's Master Plan Update completed in November 2011 and will meet the current design standards per Advisory Circular 150/5300-13A, *Airport Design,* updated in September 2012.

The total cost of this project is estimated to be $7,825,000. The FAA is providing funding under AIP federal grants #3-53-0046-044-2017 and a 2018 AIP grant in the amount of $7,042,500. PFCs are anticipated to provide local matches of $782,500. Design of this project is scheduled to begin in August of 2017 with construction beginning in early 2018.

The AIP grant in 2018 is anticipated to include $5,000,000 in AIP discretionary funding. Should the discretionary money not be awarded under the time frame anticipated or awarded in an amount less than anticipated, the Airport will lengthen the construction period to accommodate when funding is available.

11-006 PFC Administration Costs

PFC-eligible general formation costs included in this PFC project are the necessary expenditures to prepare the new PFC application. Also included are eligible ongoing administrative costs for this PFC application. This includes funds necessary to prepare the application, amend the application, and audit costs associated with the required annual audit for the duration of the application period. Development associated with the approved projects in this application will preserve and enhance safety and capacity at the Airport. The total cost of this project is $50,000. PFCs are anticipated to provide 100% funding for this project. This project started in July 2017 and is estimated to be completed in November 2036.

Comments or a request for more details regarding this amendment should be sent to Buck Taft, Director of Airports, Port of Pasco, Tri-Cities Airport, 3601 North 20th Ave, Pasco, Washington, 99301.