NOTICE OF
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO
PASSENGER FACILITY CHARGES

The City of San Angelo, Texas is providing an opportunity for public comment until March 16, 2018 related to our Passenger Facility Charge Program. This notice includes information related to a proposed new Impose and Use Passenger Facility Charge (PFC) Application #11 for the San Angelo Regional Airport as well as an amendment to previously approved Passenger Facility Charge Application #16-10-C-00-SJT. This written notice is provided in accordance with requirements contained in Federal Aviation Regulation 49 CFR Part 158.24 Passenger Facility Charge.

**New PFC Application #11**

The City plans to continue the maximum PFC allowable of $4.50 per enplaned passenger. We anticipate collection on the new application #11 to begin on October 1, 2019 when the previous application is fully collected. The total revenue to be collected for projects in this application is $2,714,298. The PFC expiration date for this application is estimated to be March 1, 2030. Future PFC projects will likely extend the expiration date.

The eleven projects in this application are described on the following pages.

**Amendment #1 to PFC Application #16-10-C-00-SJT**

The City of San Angelo received approval from the FAA to "impose and use" PFCs for five projects at the San Angelo Regional Airport on November 23, 2015. The approved collection amount for these projects was $90,370.

The City is proposing to increase the total amount of PFCs to be collected on these projects from the current approved amount of $90,370 to $125,463. All the projects in this application are now complete and actual costs are known. We have updated project costs on those completed projects based on actual costs. Attached is an explanation of the proposed changes to the projects included in this application.

The estimated charge expiration date of this application is estimated to remain unchanged at October 1, 2019. No change is proposed to the charge effective date or the PFC level of $4.50.

The City recommends continued exclusion of Air Traffic/Commercial Operators (ATCO) filing FAA Form 1800-31, from the collection of PFCs. These nonscheduled/on demand air carriers comprise less than 1% of the total enplanements at SJT. ATCO carriers include Aero Jet Services LLC. In 2016, this class of carriers enplaned 4 passengers. We request this exemption based on the complexity of record keeping, the cost of implementation of collecting and monitoring the PFC program for small carriers, and again the fact that ATCOs account for such a small percentage of total enplanements.

**Comments or a request for more detailed project descriptions should be sent to Mr. Luis Elguezabal, A.A.E., Airport Director, 8618 Terminal Circle, Suite 101, San Angelo, Texas 76904.**

***San Angelo Regional Airport***
***Passenger Facility Charge Application #11***
***Proposed Project Descriptions***

## 11-001 Conduct Pavement Prioritization Plan

This project consists of the preparation of a Pavement Prioritization Plan. The scope of services includes:

- Anticipated cost of runway pavement maintenance over the near term (0-5 year) planning horizon will be defined.
- Functional and operational constraints/opportunities will be defined to assist in assessment of ultimate needs.
- Provision of a decision matrix to facilitate decisions regarding pavement maintenance and rehabilitation projects.
- Preparation of preliminary environmental documentation, including a "cat-ex" checklist, for submittal to the FAA.
- Evaluation of any changes to the airfield configuration in terms of applicable design standards and airspace requirements.
- Evaluation of any changes to the airfield configuration in terms of ultimate airport airside land use planning.
- Document study findings in a report that will include text, exhibits and graphics and summaries of meetings and outreach completed during the study process.
- Communicate with airport staff, city leadership, airport users and the FAA to adequately address the needs of this plan.

The ongoing pavement assessment has resulted in the need to re-evaluate the prioritization of pavement maintenance at the airport; identify financial vehicles available to rehabilitate the airport's runways, taxiways, and aprons; and identify alternate land uses should it be determined that the maintenance of pavements over the long term does not make financial sense when evaluating potential development opportunities.

The total cost of this project is estimated to be $64,234. The FAA has provided funding under AIP federal grant #36 in the amount of $57,811. PFCs are requested to provide the local match of $6,423. This project started in September 2017 and be completed in May 2018.

## 11-002 Acquire Aircraft Rescue and Firefighting (ARFF) Truck

This project includes the acquisition of a new Oshkosh Striker Aircraft Rescue and Firefighting (ARFF) truck. This diesel engine driven ARFF vehicle has a 1,500-gallon water tank capacity and a 450-lb. potassium-based dry chemical capacity. The ARFF truck meets the requirements for ARFF Index B. The ARFF truck will be purchased using FAA standard specifications and requirements.

This truck will replace ARFF Truck #1, a 2003 Oshkosh Striker 1500. The vehicle is aging, and

repairs and parts are becoming cost prohibitive to continue ownership and operations. In 2014, the Airport was forced to remove the snozzle from service due to an auto leveling problem which could have resulted in the stinger piercing the cab of the vehicle. Repairing the snozzle was cost prohibitive.

The total cost of this project is estimated to be $605,960. The FAA has provided funding under AIP federal grant #36 in the amount of $545,364. PFCs are requested to provide the local match of $60,596. This project started September 2017 and be completed in September 2018.

**11-003 Taxiway Reconfiguration and Reconstruction Project**

This project includes the reconfiguration and reconstruction of taxiway pavements in order to comply with current design standards per Advisory Circular 150/5300-13A, *Airport Design,* updated in September 2012. The existing Taxiway C will be removed and relocated north of Runway 09-27. Taxiway E will be reconfigured from a spiral taxiway to a taxiway that is perpendicular to Runway 18-36. Three islands will be installed in between Taxiway B and the apron to prevent aircraft from taxing directly from the apron to the runway without making a 90-degree turn. The runway hold position marking and signage will be relocated out of the precision obstacle free zone (POFZ) for Runway 3. The project will also provide for airport lighting controls. The project also includes the reconstruction of approximately 2,325' by 4' wide of the edge of Taxiway B along the apron edge.

Existing pavements will be demolished and removed. Replacement Taxiways C and E pavements will be reconstructed with 8" of lime treated subgrade, 11" of bituminous base course, and 5" of bituminous surface course (ADG-III standards). The Taxiway B pavement reconstruction will be concrete to facilitate efficiency of construction and airport operations. The project will include the necessary earthwork, drainage, pavement markings, lighting, erosion control and construction inspection and administration.

Taxiways C and E do not meet the current design standards per Advisory Circular 150/5300-13A, *Airport Design,* updated in September 2012. Those standards include that, to the fullest extent possible, taxiways should be perpendicular (90 degrees) to the runway and the intersection of taxiways should be avoided. These pavements were originally constructed in 1941. The most recent reconstruction or rehabilitation of these pavements is unknown but would have been prior to 1999. This project was recommended as part of the Taxiway Utilization Study conducted in 2013. The lighting controls being provided as part of this project are necessary due to recent lightning strikes on the system causing it to fail. The pavement along the Taxiway B and apron boundary is failing due to water entering the pavement causing a void. The pavement is sinking and is uneven causing safety concerns for taxiing aircraft.

The total cost of this project is estimated to be $3,587,796. The FAA has provided funding under AIP federal grant #35 in the amount of $3,229,017. PFCs are requested to provide the local match of $358,779. This project is started in January 2018 and be completed in September 2018.

**11-004 Commercial Apron Rehabilitation Project**

This project includes the design and construction of pavement rehabilitation on the commercial aircraft parking apron. The project includes the rehabilitation of the joint sealant across approximately 25,600 square yards of pavement. This will include the removal of existing pavement and backer rod with the installation of new backer rod and sealant. The project will also include any necessary spall repairs. The project will include the placement of any new pavement markings as may be required due to pavement rehabilitation.

The aircraft parking apron was last rehabilitated in 1996. The existing joint sealants are failing and need to be replaced in order to extend the useful life of the pavement.

The total cost of this project is estimated to be $170,000. The FAA is anticipated to provide funding under AIP federal grants in 2018 (design) and 2019 (construction) in the amount of $153,000. PFCs are requested to provide the local match of $17,000. This project is estimated to start in September 2019 and be completed in December 2019.

**11-005 Update Airport Master Plan**

This project consists of updating the Airport Master Plan including developing an electronic Airport Layout Plan (eALP). The master plan will provide the Airport with a comprehensive overview of the Airport's needs over the next twenty years. The following tasks will be performed in the completion of the Airport Master Plan Update: Inventory, Forecasts of Aviation Demand, Facility Requirements, Development Alternatives, update to the Airport Layout Plan (expected to meet requirements of AC 150/5300-18B), and development of a Capital Improvement and Implementation Plan. Public Involvement and stakeholder input will be provided. The project will be conducted in accordance with FAA Advisory Circular 150/5070-6A, Airport Master Plans.

The Airport's last comprehensive Master Plan update was completed in 1995 and therefore severely outdated. The Airport has recently considered closure of Runway 9/27 due to pavement deterioration and lack of AIP funding eligibility. This will predicate a change the runway geometry and will require an update to the Airport Layout Plan and may impact long-term development at the Airport. This Airport Master Plan Update will ensure proper planning for the future growth and development of the Airport and that design meets current FAA Design Standards.

The total cost of this project is estimated to be $825,000. The FAA is anticipated to provide funding under an AIP federal grant in 2018 in the amount of $742,500. PFCs are requested to provide the local match of $82,500. This project is estimated to start in September 2018 and be completed in December 2019.

**11-006 Runway 18-36 Rehabilitation**

This project includes the design and rehabilitation of the entire HMAC pavement of Runway 18-

36 (8,049’ long by 150’ wide). The pavement rehabilitation will consist of routing, cleaning, and sealing existing joints and cracks in the pavement. A seal coat will be applied to the pavement. Areas of full depth pavement replacement and surface rehabilitation will be identified and addressed. The rehabilitated surface will be restriped in accordance with the latest FAA requirements.

Runway 18-36, the Airport’s primary runway, was originally constructed in 1941 and extended in 2000. It was last rehabilitated in 2006. Pavements should be rehabilitated every five to seven years to preserve the structural integrity and to extend the useful life of the pavement. The pavement has begun to oxidize which will cause the surface course to become brittle and start raveling. Applying a surface treatment will rejuvenate the asphalt binder in the pavement and preserve its structural integrity. Joint and crack sealant is necessary to protect the underlying base course from water infiltration, which could lead to pavement failures if not addressed. A Pavement Evaluation conducted in 2016 reported PCI values for this runway ranging from 79-84 with values forecasted to decline to 64-69 by 2021. A crack seal and seal coat were recommended in the evaluation.

The total cost of this project is estimated to be $925,000. The FAA is anticipated to provide funding under AIP federal grants in 2018 (design) and 2019 (construction) in the amount of $832,500. PFCs are requested to provide the local match of $92,500. This project is estimated to start in September 2019 and be completed in December 2019.

**11-007 Taxiway H Extension (Runway 3-21 Parallel Taxiway), Environmental Assessment**

This project includes the professional services required to prepare an Environmental Assessment (EA) for the extension of Taxiway H parallel to Runway 3-21. The Environmental Assessment (EA) would be prepared pursuant to the requirements of Section 102(2)(c) of the National Environmental Policy Act (NEPA) of 1969 (Public Law 91-190, 42 USC 4321 et. seq.) as outlined in 40 CFR 1500-1508. The format and subject matter included within the EA would conform to the requirements and standards set forth by the Federal Aviation Administration (FAA) as contained principally in FAA Order 1050.1, Environmental Impacts: Policies and Procedures and appropriate items in FAA Order 5050.4, NEPA Implementing Instructions for Airport Actions.

An environmental assessment is required before the Airport can proceed with its project to construct an extension to Taxiway H to provide a parallel taxiway to Runway 3-21.

The total cost of this project is estimated to be $150,000. The FAA is anticipated to provide funding under an AIP federal grant in 2019 in the amount of $135,000. PFCs are requested to provide the local match of $15,000. This project is estimated to start in September 2019 and be completed in September 2020.

**11-008 Taxiways A & B Rehabilitation, Design**

This project includes the design for the rehabilitation of the entire HMAC pavement of Taxiways A and B. The pavement rehabilitation is anticipated to include crack sealing, application of a seal coat, full depth pavement replacement and surface rehabilitation where necessary, and new pavement markings. The project will be designed in accordance with the latest FAA design standards.

Taxiway Alpha serves as one of the two parallel taxiways to Runway 18-36 and is located to the west of the runway and taxiway Bravo. The Taxiway starts at Runway 18 and terminates where it meets with the aircraft parking apron. Taxiway B is the full length parallel taxiway to Runway 18-36. These taxiways were originally constructed in 1941 and were last rehabilitated in 2009. Pavements should be rehabilitated every five to seven years to preserve the structural integrity and to extend the useful life of the pavement. The pavement has begun to oxidize which will cause the surface course to become brittle and start raveling. Applying a surface treatment will rejuvenate the asphalt binder in the pavement and preserve its structural integrity. Joint and crack sealant is necessary to protect the underlying base course from water infiltration, which could lead to pavement failures if not addressed. A Pavement Evaluation conducted in 2016 reported PCI values for Taxiway A ranging from 82 to 90 with values forecasted to decline to 67 to 75 by 2021. 2016 PCI values for Taxiway B ranged from 80 to 82 with values forecasted to decline to 65 to 67 by 2021. A crack seal and seal coat were recommended in the evaluation.

The total cost of this project is estimated to be $65,000. The FAA is anticipated to provide funding under an AIP federal grant in 2019 in the amount of $58,500. PFCs are requested to provide the local match of $6,500. This project is estimated to start in September 2019 and be completed in December 2019.

**11-009 Rehabilitate Airport Entrance Road**

This project includes the design and reconstruction of the Reary Blvd and Terminal Circle, the Airport Entrance Road. The project would include a 2” mill of the existing pavement and a 2” overlay of approximately 22,237 square yards of HMAC pavement. The project would include new pavement markings and signage replacement and repairs.

Reary Blvd is a two-lane divided road which provides entrance and exit from Knickerbocker Road (a State maintained highway). The existing airport entrance road was originally constructed in the early 1980’s and was last rehabilitated in 2002. The pavement suffers from significant oxidation and aggregate raveling.

The total cost of this project is estimated to be $1,000,000. PFCs are requested to fund 100% of this project. This project is estimated to start in September 2019 and be completed in March 2020.

## 11-010 Rehabilitate Airport Public Parking Lot

This project includes the design and reconstruction of the Airport's short and long term public parking lots located in front of the passenger terminal building. The project would include a 2" mill of the existing pavement and a 2" overlay of approximately 23,000 square yards of HMAC pavement. The project also includes approximately 500 square yards of pavement reconstruction where the pavement has failed beyond the ability to rehabilitate it with a mill and overlay. The pavement reconstruction includes the removal of the existing failing pavement and replacing with new flexible base and HMAC. The project would include new pavement markings and signage.

The existing public parking lots were originally constructed in the 1950's and was last rehabilitated in 2006. The pavement suffers from significant cracking and oxidation, resulting in the deterioration of the pavement. The Airport does not charge for use of these public parking lots and they are not revenue producing.

The total cost of this project is estimated to be $1,000,000. PFCs are requested to fund 100% of this project. This project is estimated to start in September 2019 and be completed in March 2020.

## 11-011 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 $75,000. PFCs are anticipated to provide 100% funding for this project. This project started in July 2017 and is estimated to be completed in November 2029.

**Proposed Amendment to Application #16-10-C-00-SJT**

The City of San Angelo, Texas received approval from the FAA to "impose and use" PFCs for five projects at the San Angelo Regional Airport on November 23, 2015. The approved collection amount for these projects was $90,370. All the projects in this application are now complete and actual costs are known. The City of San Angelo is now proposing to increase the total amount of PFCs to be collected on these projects from the current approved amount of $90,370 to $125,463.

**Project 1, Wildlife Hazard Management Plan** included the costs to prepare a wildlife management plan for specific threats to airport operations and public safety due to wildlife activity at or near the San Angelo Regional Airport. The original estimate for this project was $20,000 with $18,000 to be provided by AIP grant #34 and the local match of $2,000 to be provided by PFCs. Final project costs came in lower than estimated at $12,678 with $11,410 provided through AIP grant #33 and the local match of $1,268 to be funded with PFCs. This represents a $732 decrease in requested PFCs.

**Project 2, Pavement Condition Evaluation** included the preparation of a pavement evaluation report of the airfield pavements at SJT. Pavements to be evaluated included Runway 18-36, Runway 3-21, Runway 9-27, Taxiways A, B, C, D, E, F, and H, Terminal Apron, and public areas of general aviation aprons. The evaluation consisted of identifying existing pavement conditions, remaining life evaluations, improvement recommendations to accommodate expected air traffic volumes, and determine published weight ratings for airside pavements. The original estimate for this project was $60,000 with $54,000 to be provided by AIP grant #33 and the local match of $6,000 to be provided by PFCs. Final project costs came in higher than estimated at $120,000 with $108,000 provided through AIP grant #34 and the local match of $12,000 to be funded with PFCs. This represents a $6,000 increase in requested PFCs.

**Project 3, ARFF Personal Protective Equipment** - No amendment is required for this project. The original approved PFC amount of $38,370 remains unchanged.

**Project 4**, **Professional Services associated with PFC Application number 10** included the administrative costs associated with developing and submitting the PFC application. The original estimate for this project was $20,000 to be funded 100% with PFCs. Final costs will be $48,325 to include the costs of the final amendment and closeout of the application. This represents a $28,325 increase in requested PFCs.

**Project 7, Taxiway Reconfiguration Design** included the costs to design the reconfiguration of connecting taxiways along Runway 18-36. Taxiway C will be removed and a new taxiway constructed. Taxiway E is an acute angle to Runway 18-36 and will be reconstructed at a right angle to Runway 18-36. Additionally, according to the latest version of AC 150/5300-13, to prevent runway incursions there should not be direct access from an apron to the runway. There are three (3) proposed islands that would require pilots to make at least one turn before having the ability to enter the runway. The original estimate for this project was $240,000 with $216,000 to be provided by AIP grant #34 and the local match of $24,000 to be provided by PFCs. Final project costs came in higher than estimated at $255,000 with $229,500 provided through AIP grant #33 and the local match of $25,500 to be funded with PFCs. This represents a $1,500 increase in requested PFCs.

**These proposed changes result in a net PFC increase of $35,093 to PFC Application #16-10-C-00-SJT.**

Based on PFC collections and the rate of anticipated remaining collections, the estimated charge expiration date of this application is estimated to remain unchanged at October 1, 2019.