

November 13, 2017

PUBLIC NOTICE

In accordance with U.S. Department of Transportation Federal Aviation Administration 14 CFR Part 158 (Passenger Facility Charges), the City of Midland, Texas, as Owner and operator of Midland International Air & Space Port, has previously imposed a Passenger Facility Charge (PFC) as specified in 14 CFR Part 158, per the Federal Aviation Administration's Record of Decision dated October 16, 1992. Pursuant to Part 158.24, the City of Midland, Texas is providing this Public Notice of the intent to request authorization to Impose and Use PFC funds and allow the public to file comments.

In accordance with 14 CFR Part 158.25, the City of Midland, Texas will be requesting authorization to Impose and Use PFC funds for the following projects:

	<u>Requested PFC Amount</u>
Item 8-1, Rehabilitate Runway 10/28	\$249,054
Item 8-2, Rehabilitate Runway 16R/34L	\$300,494
Item 8-3, Rehabilitate Taxiways A, B, C, D, E, F, H, L, M, P and S	\$216,779
Item 8-4, Construct Taxiway A (RIM)	\$269,498
Item 8-5 Improve Terminal Building (Security Checkpoint)	\$347,200
Item 8-6 Airport Wildlife Management Improvements	\$1,535,000
Item 8-7 Airport Security Access Control Software, Hardware, Cable and CCTV System Upgrade	\$1,750,000
Item 8-8 Airfield Storm Drainage System Improvements	\$3,333,265
Item 8-9 PFC Administrative Support Costs	<u>\$75,000</u>
Total Requested PFC	\$8,076,290

All of the above projects are proposed at the collection rate (level) of \$4.50.

The estimated Charge Effective Date for this new application is October 1, 2018. The estimated Charge Expiration Date for this application is December 1, 2022.

See attached for project detail information.

The deadline for receipt of public comments is December 14, 2017.

Submit comments to the following:

Justine Ruff
Director of Airports
Midland International Air & Space Port
P.O. Box 60405
Midland, Texas 79711-0305

MIDLAND INTERNATIONAL AIR & SPACE PORT
2018 NEW PFC APPLICATION PROJECT INFORMATION

PROJECT:

Item 8-1, Rehabilitate Runway 10/28

PROJECT DESCRIPTION:

Runway 10/28 (Air Carrier Runway) will be rehabilitated. The rehabilitation will include sealing of cracks in the asphalt pavement, localized pavement repair, application of an asphalt surface seal and pavement marking. Also included will be surface preparation consisting of existing marking removal and rubber removal for the application of the asphalt surface seal. With this PFC Application, only the airport's local share of the project cost is being requested to use PFC funds.

See attached Exhibit for project location.

JUSTIFICATION:

The asphalt surface of Runway 10/28 is over 7 years old and is exhibiting cracks at the pavement joints and oxidation of the surface. The oxidation causes the asphalt to become more brittle, create cracks in the surface and produce debris that can damage aircraft (FOD). Due to the location of Midland International Air & Space Port, the sun and heat oxidize the asphalt surfaces much quicker than other areas in the US. This results in the requirement to seal the asphalt surface to slow the deterioration of asphalt surface more frequently than normal for most other locations. Both air carrier runways are used as the primary runway during the course of the year. Runway 10/28 is the ILS runway and is the primary runway during the late fall, winter and early spring when the airport has more frequent ILS conditions. Runway 16R/34L is the longest of the two air carrier runways and is the primary runway during the remainder of the year when hot ambient temperatures require the additional length for aircraft to take-off without restricting the number of passengers or cargo.

PROPOSED DATES/TIMEFRAME FOR PROJECT:

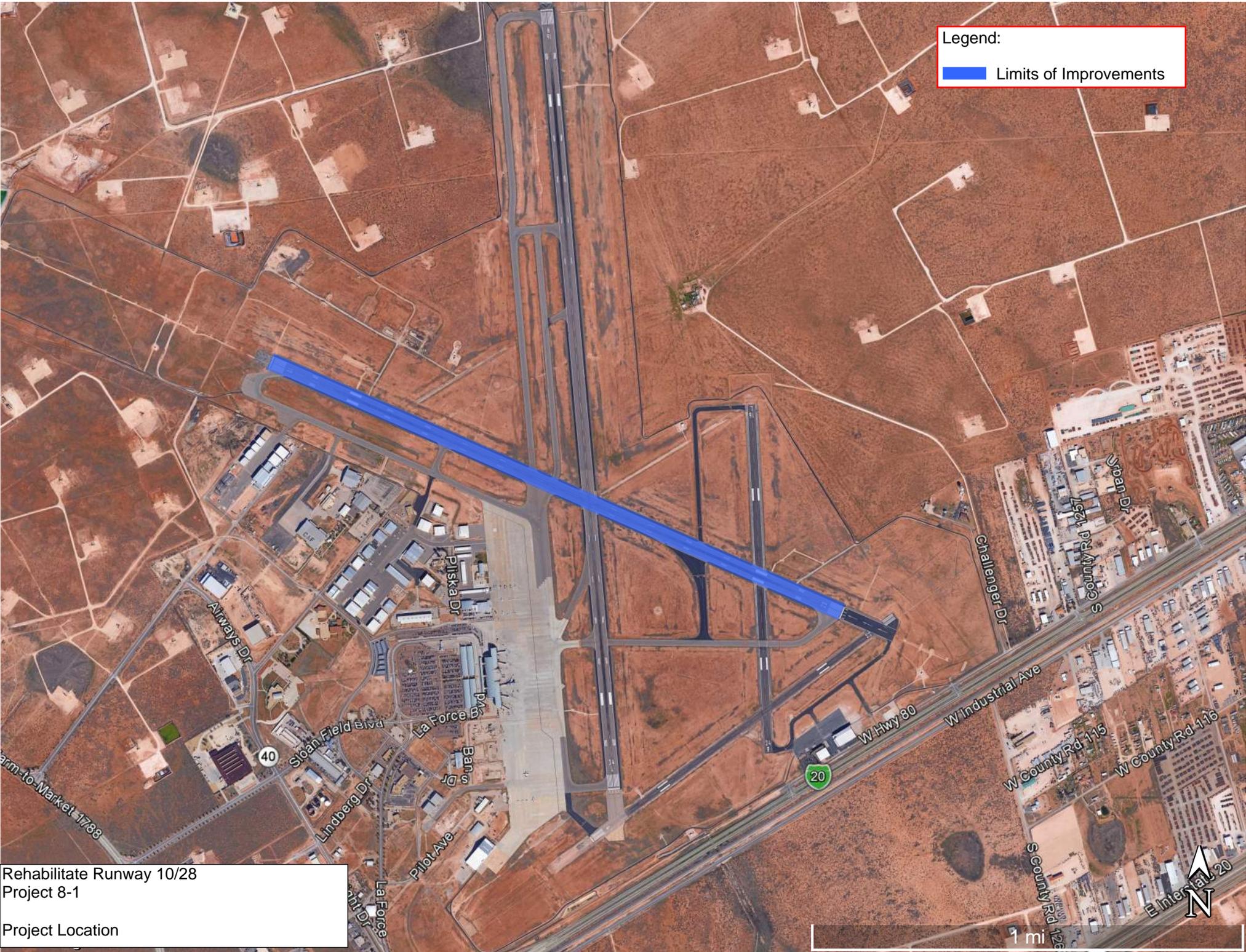
Design of the improvements were performed in the spring of 2016.

Construction of the improvements will occur from February 2017 to December 2017

COST/FUNDING PLAN:

Total Estimated PFC Amount -	\$ 249,054
Total Existing AIP Grant Funds -	<u>\$ 895,951</u>
Total Estimated Project Cost -	\$1,145,005

Legend:
Limits of Improvements



Rehabilitate Runway 10/28
Project 8-1
Project Location

Arm-to-Market-1788

Always Dr

40

Sloan Field Blvd

Lindberg Dr

La Force Blvd

La Force Blvd

Ban's Dr

Pilot Ave

Pilska Dr

20

W Hwy 80

W Industrial Ave

Challenger Dr

W County Rd 115

S County Rd 126

S County Rd 125

W County Rd 116

Span Dr

E Interl 20

1 mi



MIDLAND INTERNATIONAL AIR & SPACE PORT
2018 NEW PFC APPLICATION PROJECT INFORMATION

PROJECT:

Item 8-2, Rehabilitate Runway 16R/34L

PROJECT DESCRIPTION:

Runway 16R/34L (Air Carrier Runway) will be rehabilitated. The rehabilitation will include sealing of cracks in the asphalt pavement, localized pavement repair, application of an asphalt surface seal and pavement marking. Also included will be surface preparation consisting of existing marking removal and rubber removal for the application of the asphalt surface seal. With this PFC Application, only the airport's local share of the project cost is being requested to use PFC funds.

See attached Exhibit for project location.

JUSTIFICATION:

The asphalt surface of Runway 16R/34L is over 7 years old and is exhibiting cracks at the pavement joints and oxidation of the surface. The oxidation causes the asphalt to become more brittle, create cracks in the surface and produce debris that can damage aircraft (FOD). Due to the location of Midland International Air & Space Port, the sun and heat oxidize the asphalt surfaces much quicker than other areas in the US. This results in the requirement to seal the asphalt surface to slow the deterioration of asphalt surface more frequently than normal for most other locations. Both air carrier runways are used as the primary runway during the course of the year. Runway 10/28 is the ILS runway and is the primary runway during the late fall, winter and early spring when the airport has more frequent ILS conditions. Runway 16R/34L is the longest of the two air carrier runways and is the primary runway during the remainder of the year when hot ambient temperatures require the additional length for aircraft to take-off without restricting the number of passengers or cargo.

PROPOSED DATES/TIMEFRAME FOR PROJECT:

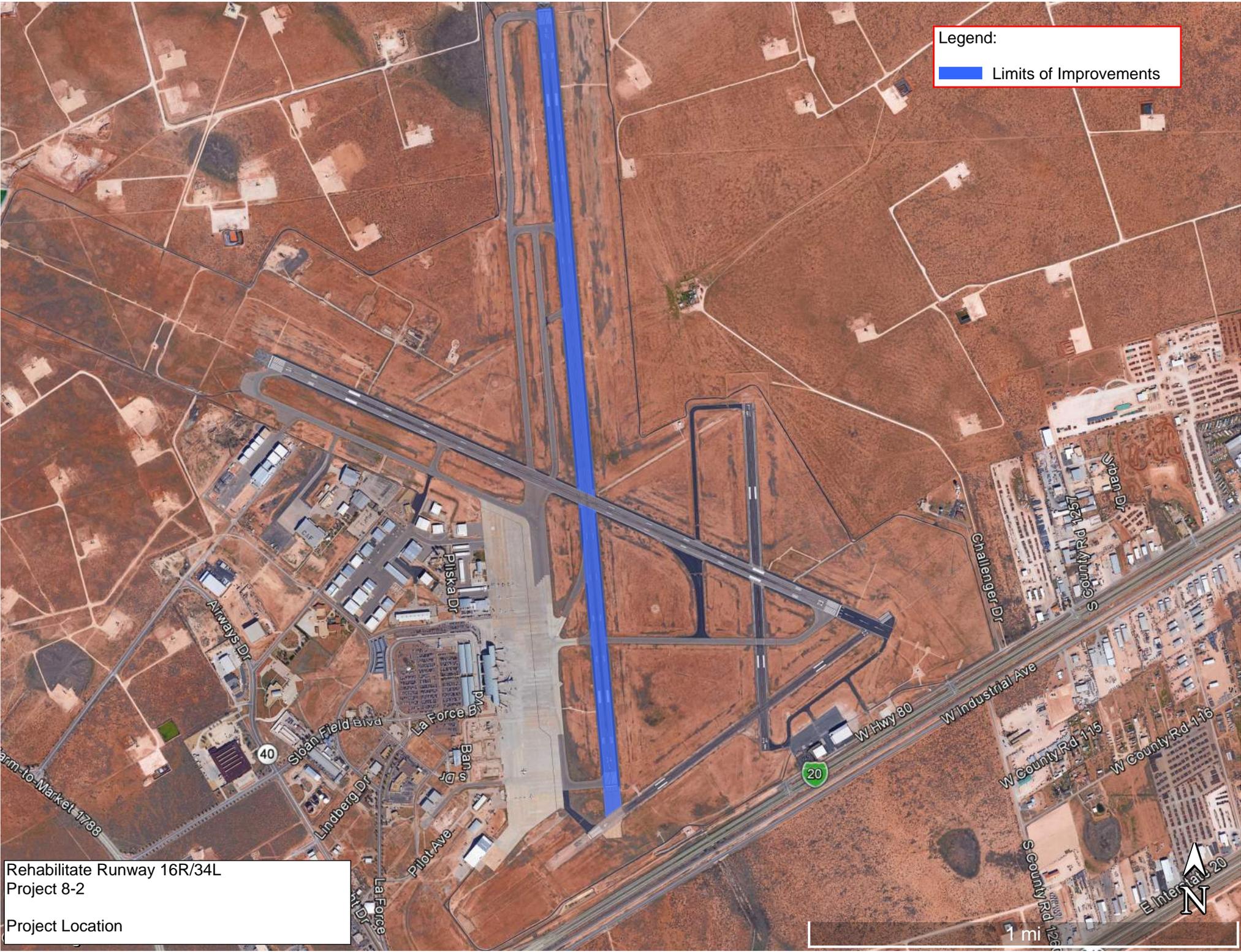
Design of the improvements were performed in the spring of 2016.

Construction of the improvements will occur from February 2017 to November 2017

COST/FUNDING PLAN:

Total Estimated PFC Amount -	\$ 300,494
Total Existing AIP Grant Funds -	<u>\$1,081,000</u>
Total Estimated Project Cost -	\$1,381,494

Legend:
Limits of Improvements



Rehabilitate Runway 16R/34L
Project 8-2
Project Location

1 mi

MIDLAND INTERNATIONAL AIR & SPACE PORT
2018 NEW PFC APPLICATION PROJECT INFORMATION

PROJECT:

Item 8-3, Rehabilitate Taxiways A, B, C, D, E, F, H, L, M, P and S

PROJECT DESCRIPTION:

Taxiways A, B, C, D, E, F, H, L, M, P and S will be rehabilitated. The rehabilitation will include sealing of cracks in the asphalt pavement, localized pavement repair, application of an asphalt surface seal and pavement marking. Also included will be surface preparation consisting of existing marking removal for the application of the asphalt surface seal. With this PFC Application, only the airport's local share of the project cost is being requested to use PFC funds.

See attached Exhibit for project location.

JUSTIFICATION:

The asphalt surface of Taxiways A, B, C, D, E, F, H, L, M, P and S are between 3-5 years old and are exhibiting cracks at the pavement joints and oxidation of the surface. The oxidation causes the asphalt to become more brittle, create cracks in the surface and produce debris that can damage aircraft (FOD). Due to the location of Midland International Air & Space Port, the sun and heat oxidize the asphalt surfaces much quicker than other areas in the US. This results in the requirement to seal the asphalt surface to slow the deterioration of asphalt surface more frequently than normal for most other locations.

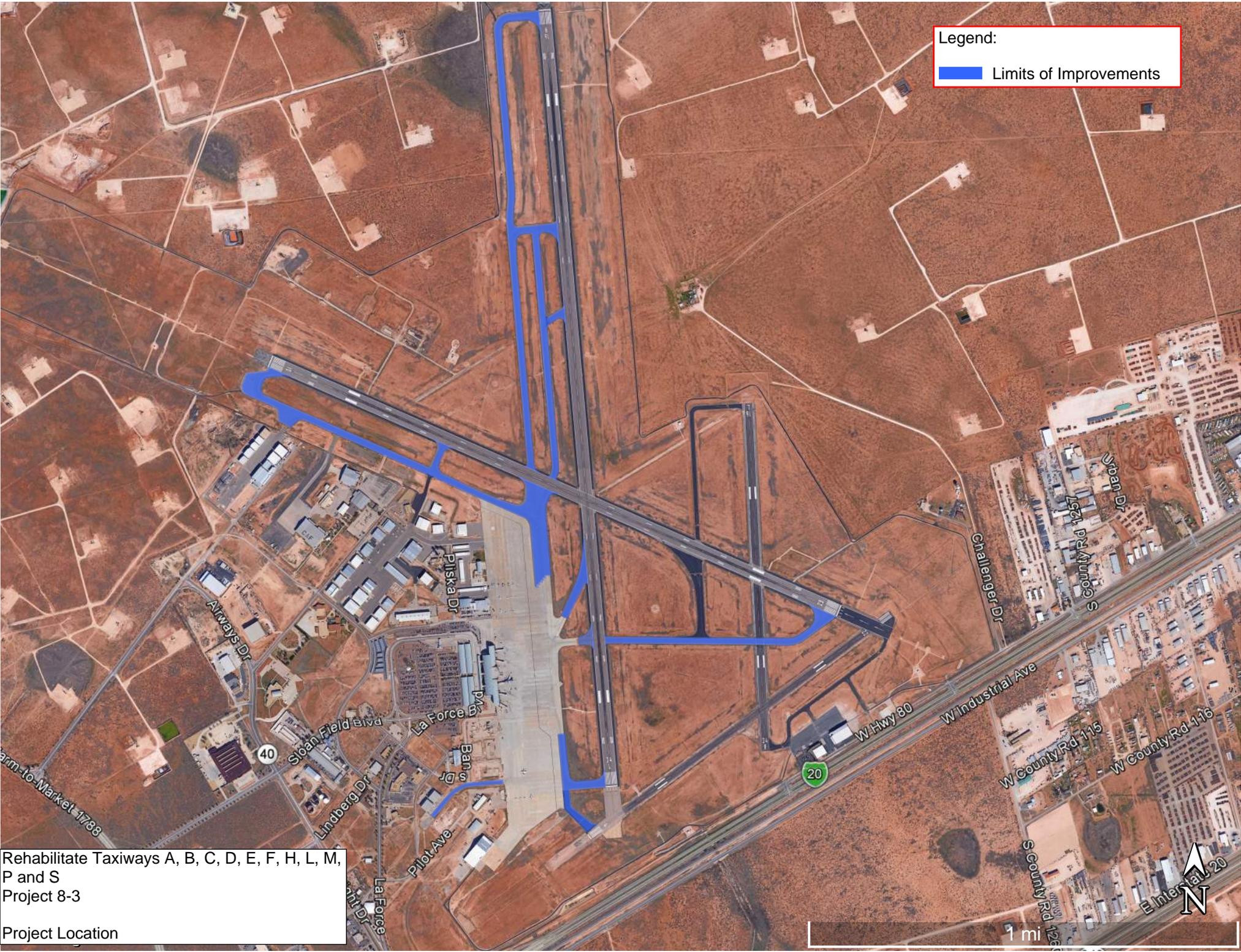
PROPOSED DATES/TIMEFRAME FOR PROJECT:

Design of the improvements were performed in the spring of 2016.
Construction of the improvements will occur from February 2017 to November 2017

COST/FUNDING PLAN:

Total Estimated PFC Amount -	\$ 216,779
Total Existing AIP Grant Funds -	<u>\$ 779,843</u>
Total Estimated Project Cost -	\$ 996,622

Legend:
Limits of Improvements



Rehabilitate Taxiways A, B, C, D, E, F, H, L, M,
P and S
Project 8-3
Project Location

1 mi



MIDLAND INTERNATIONAL AIR & SPACE PORT
2018 NEW PFC APPLICATION PROJECT INFORMATION

PROJECT:

Item 8-4, Construct Taxiway A (RIM)

PROJECT DESCRIPTION:

This project will construct a new section of Taxiway A at the intersection of Runway 10 to reconfigure the geometry of the Taxiway/Runway intersection to the typical intersection geometry. The new section of Taxiway A will be immediately adjacent to the existing section of Taxiway A but in line with the threshold of Runway 10. The existing asphalt pavement of Taxiway A that is replaced with the new section will be removed and the site graded and seeded. New marking, Taxiway edge lights and lighted mandatory hold position signage will be installed.

The asphalt blast pad of Runway 10 will also be reconstructed under this project. New marking will be placed on the blast pad.

See attached Exhibit for project location.

JUSTIFICATION:

The FAA has included the Taxiway A and Runway 10 intersection in their current Runway Incursion Mitigation Program. As such, this project has been requested to be constructed to revise the geometry of the Taxiway/Runway intersection to the standard criteria with the hold line for Runway 10 being located in the standard location on Taxiway A. This project seeks to enhance the safety of the airport by reducing the potential for runway incursions that have occurred due to the non-standard location for the hold line to protect the POFZ of Runway 10.

The reconstruction of the blast pad for Runway 10 seeks to enhance the safety of the airport by reducing the potential for FOD on the taxiway or runway surface from the existing spalling of the asphalt surface of the blast pad and the erosion of the soil at the threshold of Runway 10 due to jet blast.

PROPOSED DATES/TIMEFRAME FOR PROJECT:

Design of the improvements will occur in the winter of 2016/17 and spring of 2017.

Construction of the improvements is expected to occur from September 2017 to November 2018

COST/FUNDING PLAN:

Total Estimated PFC Amount -	\$ 269,498
Total Existing AIP Grant Funds -	<u>\$2,425,478</u>
Total Estimated Project Cost -	\$2,694,976

Legend:

- New Taxiway and Blast Pad Reconstruction
- Pavement Demolition

150'x200' Blast Pad Reconstruction

New Taxiway A Section

TAXIWAY A

Construct Taxiway A (RIM)
Project 8-4
Project Limits

1000 ft



MIDLAND INTERNATIONAL AIR & SPACE PORT
2018 NEW PFC APPLICATION PROJECT INFORMATION

PROJECT:

Item 8-5, Improve Terminal Building (Security Checkpoint)

PROJECT DESCRIPTION:

The Terminal Building Security Checkpoint Passenger Queuing area will be expanded by constructing additional concourse level flooring area over the lobby level. The passenger queuing line frequently extends down the escalator and out onto the Lobby level. The existing queuing area will continue to be used with this expansion. The escalators and elevator will require replacement or modifications. The exit lane of the security checkpoint will be relocated to improve mixing of exiting passengers from the sterile/secure area with those queuing to enter the checkpoint screening area. Additional CCTV video cameras will be required to allow the continued monitoring of the entry and exit from the sterile/secured area of the concourse level at the checkpoint.

See attached Exhibit for project location.

JUSTIFICATION:

The Terminal Building was constructed in 1999. This was prior to the 9/11 incident that changed the methods and procedures that are currently used for screening passengers as they enter the sterile/secured area of the Terminal Building. As a result of these changes along with the increase in number of enplanements and passengers passing through the security checkpoint in recent years, the available passenger queuing space on the Concourse level is not adequate to safely queue passengers during peak times of the day. This project will increase the area available on the Concourse level for passenger queuing prior to entering the security checkpoint screening area to meet the current peak number of passengers. The proposed increase will be approximately 1,000 additional square feet of passenger queuing area over the existing approximately 1,000 square feet of passenger queuing area. The frequency that the passenger queuing line exceeds the existing passenger queuing area available and causes passengers standing in the queuing line to extend down the moving escalator has increased. This creates a safety hazard with passengers standing in one place on a moving escalator. The emergency stop button on the moving escalator must be pressed to stop the operation of the escalator until such time the queuing line length is reduced. This project will expand the available passenger queuing on the concourse level to accommodate the increased passengers seeking to eliminate the safety hazard of the passengers queuing on a moving escalator. The exit lane of the security checkpoint will be relocated to improve mixing of exiting passengers from the sterile/secure area with those queuing to enter the checkpoint screening area. The additional CCTV video cameras will improve the security of the sterile/secure area of the concourse level.

PROPOSED DATES/TIMEFRAME FOR PROJECT:

Design of the improvements will occur in the winter of 2016/17 and spring of 2017.

Construction of the improvements is expected to occur from November 2017 to September 2018

COST/FUNDING PLAN:

Total Estimated PFC Amount -	\$ 347,200
Total Existing AIP Grant Funds -	<u>\$3,124,800</u>
Total Estimated Project Cost -	\$3,472,000

Legend:
Approximate Area of Improvements



Improve Terminal Building (Security Checkpoint)

Improve Terminal Building (Security Checkpoint) - Project 8-5
Project Location

EXHIBIT 1

500 ft



MIDLAND INTERNATIONAL AIR & SPACE PORT
2018 NEW PFC APPLICATION PROJECT INFORMATION

PROJECT:

Item 8-6, Airport Wildlife Management Improvements

PROJECT DESCRIPTION:

This project will construct improvements to control wildlife hazards for aircraft on the airfield. This project is the continuation of prior AIP projects, phasing the concrete lining of the existing storm water drainage channel along the south side of the airport. This project along with the prior AIP projects reduce the wildlife attractant of vegetation and standing water on the airport property.

Approximately 1,200 linear feet of the drainage channel along the south side of the airport remains to be concrete lined. This unlined section of drainage channel will be lined with 4" thick concrete, approximately 30' wide, to eliminate the ability for vegetation growth and standing storm water that attracts wildlife. As part of the lining of the channel, approximately 2,500 linear feet of existing 4' wire mesh fence located between this south drainage channel and the airport airfield will be replaced with 6' high chain link security fence with 3 strands of barbed wire along the top. A gate will be installed in the new fence to allow airport equipment to access the concrete lined channel to remove any debris that may accumulate and either attract wildlife or become a restriction to storm water drainage.

See attached Exhibit for project location.

JUSTIFICATION:

The airport's Wildlife Hazard Management Plan provides the airport with guidance for controlling wildlife attractants on the airport that can result in becoming a hazard to aircraft. Vegetation is a key part of the potential to be a wildlife attractant as the wildlife can hide within the vegetation. This project seeks to address a critical area on the airport that currently airport staff cannot access or is very limited in their ability to control the vegetation growth. In order to apply habitat modification methods as contained in the airport's Wildlife Hazard Management Plan, this project will construct improvements that will reduce the potential for vegetation growth and standing water in the drainage channel. The installation of the 6' high chain link fence will reduce the ability of wildlife from entering the airfield from the drainage channel. This project seeks to enhance the safety of the airport and aircraft using the airport by reducing the potential for wildlife hazards on the airport.

PROPOSED DATES/TIMEFRAME FOR PROJECT:

Design of the improvements will occur in the winter/spring 2017/2018.
Construction of the improvements is expected to occur from September 2018 to April 2019.

COST/FUNDING PLAN:

Total Estimated PFC Amount -	\$1,535,000
Total Existing AIP Grant Funds -	<u>\$ 0</u>
Total Estimated Project Cost -	\$1,535,000

Legend:

- Approximate Limits of Drainage Channel Improvements



New Concrete Lined Section of Existing Drainage Channel

Existing Concrete Lined Drainage Channel

Wildlife Management Improvements Project 8-6
Project Location - New Drainage Channel
Concrete Lining

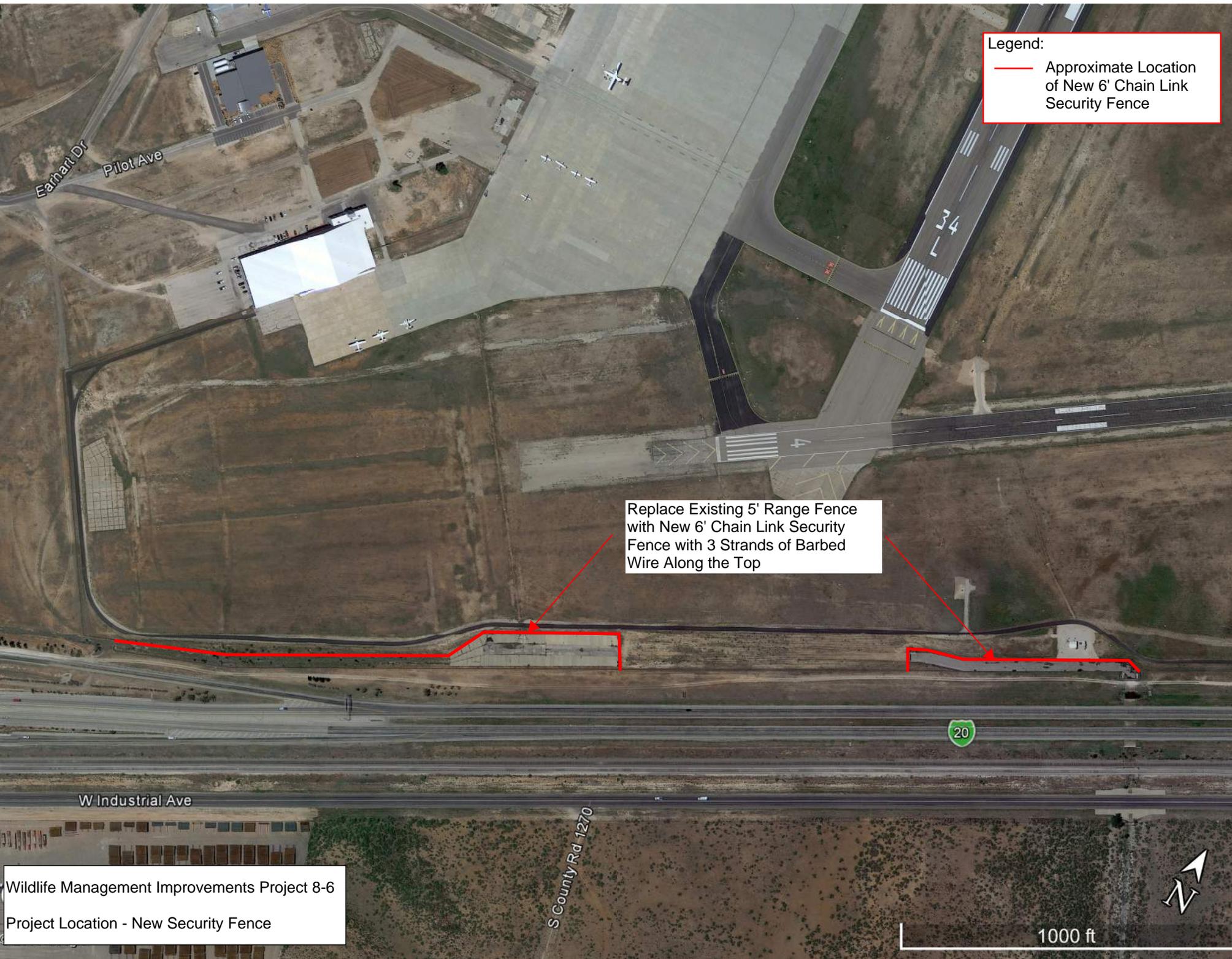
1000 ft

Legend:
— Approximate Location of New 6' Chain Link Security Fence

Replace Existing 5' Range Fence with New 6' Chain Link Security Fence with 3 Strands of Barbed Wire Along the Top

Wildlife Management Improvements Project 8-6
Project Location - New Security Fence

1000 ft



MIDLAND INTERNATIONAL AIR & SPACE PORT
2018 NEW PFC APPLICATION PROJECT INFORMATION

PROJECT:

Item 8-7, Airport Security Access Control Software, Hardware, Cable and CCTV System Upgrade

PROJECT DESCRIPTION:

This project will replace the existing copper communication cable which exists between the Terminal Building and the airfield access gates, located north and south of the Terminal Building, which are controlled by the Security Access Control System. These access gates lead to the AOA/Secure areas of the airport. The copper communications wire will be replaced with fiber optic cable. New interface devices required for fiber optic communication will be installed at the access controlled gates. The existing Security Access Control System and CCTV System software and hardware will be upgraded. The existing CCTV video cameras will be replaced with new cameras that are compatible with the new software upgrade. Additional CCTV video cameras will be added to provide the needed coverage of interior doors and exterior vehicle gates that allow access to the sterile/secure area of the airport. The existing cable to the CCTV video cameras will be replaced with cable compatible with the new cameras. The improvements to the security system meet the requirements of Title 49 Part 1542 (Airport Security) paragraph 1542.201 – Security of the Secured Area and Part 1542 paragraph 1542.207 – Access Control Systems.

JUSTIFICATION:

Midland International Air & Space Port is required to meet Title 49 Part 1542 to control entry to, detect unauthorized presence or movement within or detect an attempted unauthorized entry to the AOA/Sterile area of the airport. Access to the secure area of the airport is controlled by a software/hardware based Security Access Control and CCTV System. This system is required by Title 49 Part 1542 paragraph 207. The proposed improvements will meet the minimum requirements of 1542.201 in controlling access, detecting the unauthorized presence or movement within the AOA/Secured area of the airport and immediately denying an individual entry to a secured area when that person's access authority is withdrawn. The Deputy Director of Airports met with the Transportation Security Administration representative and reviewed the scope and objective of this project. Included with Attachment B Project Item 8-7 is a letter from the Transportation Security Administration indicating their review and approval of the scope of this project as it relates to meeting the Title 49 Part 1542.201 – Security of the Secured Area and Part 1542 paragraph 1542.207 - Access Control Systems.

PROPOSED DATES/TIMEFRAME FOR PROJECT:

Design of the improvements will occur in the spring of 2017.

Construction of the improvements is expected to occur from February 2018 to October 2018

COST/FUNDING PLAN:

Total Estimated PFC Amount -	\$1,750,000
Total Existing AIP Grant Funds -	<u>\$ 27,000</u>
Total Estimated Project Cost -	\$1,777,000

MIDLAND INTERNATIONAL AIR & SPACE PORT
2018 NEW PFC APPLICATION PROJECT INFORMATION

PROJECT:

Item 8-8, Airfield Storm Drainage System Improvements

PROJECT DESCRIPTION:

The existing airfield storm sewer system was originally installed during WWII with expansion as runways were extended and taxiways constructed. All the storm sewer pipe is over 35 years old with much of the pipe being over 60 years old. The pipe and inlets are constructed of concrete which can deteriorate causing surrounding soil to infiltrate the pipe or cause a structural failure due to the weight of soil over the top of the pipe or around the inlets. Over the past 3-5 years, at a few locations near inlets, the pipe has collapsed from the normal overburden of soil or from airfield equipment such as mowers crossing the pipe. During a recent storm event, areas had ponding from rainwater that encroached onto the adjacent runway and taxiway, requiring temporary closure of the runway until the water receded. This project will perform an analysis of the overall airfield drainage system in accordance with AC 150/5320-5 Airport Drainage Design. The analysis will determine if the existing airfield storm drainage system meets the requirement of the AC.

In conjunction with the analysis, the existing storm sewer pipe and inlets will be evaluated to determine the condition of the pipe and inlets. Based on the analysis and assessment, a design for constructing improvements that will consist of replacement of undersized storm sewer pipe and/or inlets, replacement of excessively deteriorated or failed pipe/inlets, the addition of pipe/inlets and improvements to grading of the infield drainage areas to the inlets will be prepared. The addition of concrete flat work around inlets may also be required to reduce the potential for blockage of the inlets by vegetation or soil deposits. Also, areas within the airfield drainage system will be evaluated for the location of snow removal pads. The snow removal pads would be used to stockpile snow removed from the runways and taxiways and located outside the safety and object free areas of runways and taxiways.

The improvements in the design will be based on AC 150/5320-5 for guidance. The improvements to the airfield storm drainage system will be constructed based on the resulting analysis, assessment and design.

JUSTIFICATION:

The airfield drainage for storm water needs to provide an adequate system of pipes, inlets and temporary detention areas to accommodate a design storm frequency in accordance with AC 150/5320-5 Airport Drainage Design. The age of the storm sewer pipe and inlet system, the known failures of the pipe and the recent occurrence where storm water encroached onto the runway and taxiway, indicates the need to evaluate the airfield storm drainage system both from the capacity level as well as the condition of the infrastructure. The AC provides requirements for airfield drainage system design to prevent closure of runways and taxiways due to certain frequency storm events. The recent occurrence where the runway had to be closed temporarily caused a reduction in capacity of the airport as well as a potential safety hazard to aircraft. This project seeks to develop the improvements necessary to the airfield storm drainage system to preserve the capacity and safety of the airport.

PROPOSED DATES/TIMEFRAME FOR PROJECT:

The Study/Analysis Phase of this project will occur in the spring of 2017.
The Design Phase of this project will occur in the summer and winter of 2017.
Construction of the improvements is expected to occur from May 2018 to May 2019

COST/FUNDING PLAN:

Total Estimated PFC Amount -	\$3,333,265
Total Existing AIP Grant Funds -	<u>\$ 551,385</u>
Total Estimated Project Cost -	\$3,884,650

PFC is proposed to fund 10% (local share) of the Analysis/Design Phase costs and 100% of the Construction Phase costs.

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MIDLAND INTERNATIONAL AIR & SPACE PORT
2018 NEW PFC APPLICATION PROJECT INFORMATION

PROJECT:

Item 8-9, PFC Administrative Support Costs

PROJECT DESCRIPTION:

This project will provide funding for professional fees for consulting services for developing, implementing and coordinating the PFC program at the Airport. This includes services to assist airport staff in the preparation of the new application as well as professional fees for the preparation of annual PFC Audit reports by an independent auditor. Based on the current enplanements and PFC collections, we have accounted for audit reports for 7 years between FY 2017 and FY 2023.

JUSTIFICATION:

The PFC Program, upon approval of this PFC Application, allows the airport to implement the projects specified in this application. This project seeks to fund the allowable costs associated with preparing the PFC application and annual financial audits for this PFC application. Due to inadequate staff resources, the airport requires acquiring the services of a qualified professional for preparing the application. Also, the PFC Program requires the airport to acquire the services of an independent auditor to audit this PFC application and the PFC Program annually.

PROPOSED DATES/TIMEFRAME FOR PROJECT:

Preparation of the PFC Application in the Fall and Winter 2017.
Implementation and Annual Audits of the PFC Application in FY 2017 through FY 2023.

COST/FUNDING PLAN:

Total Estimated PFC Amount -	\$ 75,000
Total Existing AIP Grant Funds -	\$ <u>0</u>
Total Estimated Project Cost -	\$ 75,000