

November 8, 2022

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 an Amendment to PFC Application No. 18-08-C-02-MAF and to allow the public to file comments.

In accordance with 14 CFR Part 158 section 158.37, the City of Midland, Texas will be requesting authorization to amend the existing FAA Approved Impose and Use PFC Application No. 18-08-C-02-MAF for the following project:

Item 8-6 Airport Wildlife Management Improvements – Amend requested PFC collection amount based on the updated opinion of probable construction cost prepared as part of the final design.

The above project will remain at the approved collection rate (level) of \$4.50.

The original Application Final Agency Decision (FAD) date was February 15, 2018. The Amendment 1 to the Application Final Agency Decision (FAD) date was March 15, 2018. The Amendment 2 to the Application Final Agency Decision (FAD) date was June 26, 2020. The current Charge Expiration Date for Application No. 18-08-C-02-MAF is December 1, 2021. The amended estimated Charge Expiration Date is September 1, 2019.

This amendment will result in a net increase in PFC collection amount for this application of \$588,550. See Attached Project Information for the above listed project for the project's Funding Plan.

See attached for project detail information.

The deadline for receipt of public comments is December 14, 2022.

Submit comments to the following:

Justine Ruff
Director of Airports
Midland International Air & Space Port
P.O. Box 60305
Midland, Texas 79711-0305

MIDLAND INTERNATIONAL AIR & SPACE PORT
AMENDMENT 3 PFC APPLICATION NO. 8
PROJECT INFORMATION

PROJECT:

Item 8-6, Airport Wildlife Management Improvements

PROJECT DESCRIPTION:

Original Application

This Project 8-6 is the construction bid cost estimate of the project only. Project 9-1 is the design/bid/construction phase professional services and other consulting costs.

This project will construct improvements to control wildlife hazards for aircraft on the airfield. This project is a 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 and the prior AIP projects reduce the wildlife attractant of vegetation and standing water on the airport property.

Surface storm water drains along this channel from west to east along the south airport property line and directs this storm water flow off airport property to the south. Most of this channel has been concrete lined or has an existing concrete box culvert from previous AIP projects. Approximately 1,200 linear feet of this channel is not 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. This work will include grading of approximately 4,000 square yards of channel in preparation for the 4" thick concrete. As part of the lining of the channel, approximately 2,500 linear feet of existing 4' tall wire mesh fence with mesh openings of 6"x9" located between this south drainage channel and the airport airfield will be replaced with 8' high chain link wildlife/security fence with 3 strands of barbed wire along the top. This new fence will reduce the potential for wildlife animals to enter the airfield and become a hazard to aircraft. The new fence will be the same type of security fence that currently exists along the airport's property and security boundary. A gate will be installed in the new 8' security fence that would 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.

Requested Amendment 3

The scope of this project remains the same; no components are added or deleted to this project.

This change is to adjust for the updated opinion of probable bid cost based on the final design and current construction environment costs.

JUSTIFICATION:

Original Application

A Wildlife Hazard Study and a subsequent Wildlife Hazard Management Plan has been previously prepared for the airport under AIP projects. The study and plan gave the airport guidance on vegetation height on the airfield to reduce the potential for the vegetation being an attractant for birds and animal wildlife. This project is a continuation of prior phased AIP projects within the drainage channel located along the south side of the airport. This project seeks to construct improvements that will allow the airport to control the vegetation height which will preserve the safety of aircraft from potential wildlife bird/animal strikes.

The storm water drainage channel located along the south property line has been in place for over 30 years. Approximately 2/3rds of this channel has previously been lined with concrete or, where Runway

34L safety area reaches the channel, a concrete box culvert installed. The lining of the remainder of the drainage channel along the south side of the airport with concrete will eliminate the vegetation growth within the drainage channel that is a wildlife attractant. In recent years, the airport has seen increased rainfall amounts that have contributed to the growth of vegetation within the drainage channel and more frequent ponding of storm water within the vegetation in the channel. The existing fencing around this unlined section of channel prevents the airport to access this with mowing equipment to control the vegetation height. Over the past two (2) years there have been one hundred ninety-five (195) wildlife observations along the southern portion of the airport near this storm water drainage channel. Even if access by mowing equipment was available, with the ponding of storm water within the channel, normal mowing operations to control the height of the vegetation would create ruts and depressions that only increase the amount of storm water ponding in the channel. The concrete lining will allow the storm water to drain at the shallow slope constraints of the drainage channel. With this vegetation growth and ponding of storm water within the channel, the channel has become an attractant for wildlife. The airport has seen an increase in coyotes and other wildlife animals entering the airfield from this basin over the past few years. The concrete lining will eliminate the combination of vegetation and ponding water, which will reduce the potential for this being a wildlife attractant for birds and other wildlife animals on the airport. Located between this drainage channel and the airfield is a 4' tall wire mesh fence with mesh openings of 6"x9" that can allow wildlife to both leap over the top as well as squeeze through the wide mesh openings. This project will replace this wire fence with 8' chain link wildlife/security fence with 3 strands of barbed wire along the top. A gate will be installed in the new 8' chain link wildlife/security fence that would allow airport equipment to access the concrete lined channel to remove any debris that may accumulate within the lined channel bottom. The replacement of the shorter, wide opening mesh fence with a taller chain link security fence with barbed wire along the top will reduce the potential for wildlife to enter the airfield from the drainage channel along the ground. This project seeks to preserve the safety of the aircraft from potential wildlife strikes.

An alternative to accomplish this same objective to control vegetation height would be to replace the open drainage channel with a buried storm sewer pipe. This would level off the channel to match the adjacent ground grades to allow mowing operations of the vegetation growth that would occur above the storm sewer pipe. The storm sewer pipe size would need to be considerably large to convey the same volume of storm water as the existing open channel. The comparative cost would be 3 to 4 times the cost of the proposed concrete lined channel. This alternative was determined to not be a cost-effective alternative

Requested Amendment 3

The justification of this project remains the same; no components are added or deleted to this project.

This change is to adjust for the updated opinion of probable bid cost based on the final design and current construction environment costs.

COST/FUNDING PLAN:

	<u>Original Application</u>	<u>Requested Amendment 3</u>
Total Estimated PFC Amount -	\$991,450	\$1,580,000
Total Existing AIP Grant Funds -	<u>\$ -0-</u>	<u>\$ -0-</u>
Total Estimated Project Construction Bid Cost -	\$991,450	\$1,580,000

PFC is proposed to fund 100% of the Construction Phase bid costs.