

PUBLIC NOTICE

Date of Posting September 9, 2020

The Jackson Municipal Airport Authority (the Authority) intends to file a new Passenger Facility Charge (PFC) application #8 with the Federal Aviation Administration (the FAA) to use PFC revenue on two (2) previously approved for imposition of PFCs only (Project 8.01 and 8.02) and to impose and use PFCs on six (6) new projects at Jackson-Medgar Wiley Evers International Airport (the Airport) at a \$4.50 PFC collection rate.

The proposed effective date for the new application is July 1, 2021, and the estimated charge expiration date is June 1, 2026. This date reflects the Authority's assessment of the impact of the COVID-19 pandemic on passenger traffic and PFC revenue. The application requests \$9,201,863 of PFC collection authority and \$9,864,721 of PFC use authority.

REQUEST FOR COMMENTS: The Authority welcomes the public's comments and support for the projects discussed below and will review all comments submitted in writing by no later than October 9, 2020. Please address any questions or comments to:

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PROJECT INFORMATION

In accordance with 14 CFR §158.30, the Authority will be requesting authorization to **use** PFC funds for the following projects:

Project 8.01 – International Drive Rehabilitation – Design Only (Use Authority Only)

Project Description: Provide design engineering services (design through bidding phase services) associated with the rehabilitation of approximately 1.6 miles of pavement surface for International Drive (Exhibit 8.1) which serves as the air carrier terminal building access road. Specific engineering services to be completed as the result of this work include:

- Assess the current condition of the roadway surface, subsurface, and associated drainage systems
- Assess the capacity of Cooper Road for widening and other enhancements to allow for simultaneous emergency evacuation (southbound) and emergency response equipment and personnel traffic (northbound)
- Produce design plans and bidding documents for the rehabilitation of International Drive based upon the findings of pavement assessment
- Coordinate the bidding phase of the project on behalf of the Authority

This project was approved for collection only as Project 7.14 in PFC # 18-07-C-00. The original project description for the Impose Only approval for this project specified an assessment of the capacity of International Drive for widening and other enhancements.

Prior to the solicitation of the design contract, the Airport’s engineering staff determined that widening International Drive was not feasible, prompting the assessment of Cooper Road, which is adjacent to International Drive, for widening to allow for simultaneous emergency evacuation (southbound) and emergency response equipment and personnel traffic (northbound). Improvements to Cooper Road are not PFC eligible, and the costs associated with the design of the Cooper Road improvements are being paid with Airport funds.

Project Justification: International Drive is the sole entry and exit point for public vehicles utilizing the Airport. It serves only Airport-related traffic providing circulation for passengers, users, aircraft owners, service vehicles, and air freight providers. This roadway is located entirely on Airport Authority-owned property and was last reconstructed in 2003. It is exhibiting signs of distress and age as evidenced by the oxidization of the asphalt and presence of alligator cracking and longitudinal cracking. Rehabilitation of International Drive will preserve the landside capacity of the Airport. This roadway is also used by emergency response personnel supporting the Airport Emergency Plan as required under Per FAA regulation 14 CFR Part 139.325. International Drive’s current capacity does not allow for simultaneous emergency evacuation (southbound), emergency response equipment and personnel traffic (northbound), and requires widening of the roadway. However, Airport engineers have determined that widening International Drive is not feasible. To provide for simultaneous emergency evacuation and movement of emergency response equipment and personnel, an adjacent roadway, Cooper Road will be assessed for widening and other enhancements. However, as noted in the project description, the costs of the Cooper Road assessment will be financed with Airport funds.

PFC Collection Level: \$4.50 previously approved for collection

Project Funding:	<u>Amount</u>
Pay-As-You-Go PFCs	\$ 242,858
Local Funds	<u>\$ 168,765</u>
Total Project Funding	\$ 411,623

Project 8.02 - Construct Service Road - Design Only

Project Description: This project will provide design engineering services (design through bidding phase services) for construction of an approximately 5.4-mile perimeter service road at the Airport to enable Authority-owned vehicles access to all areas of the airfield to support aircraft rescue and firefighting (ARFF) functions. The road is to be gravel, 15 feet in width and parallel the Airport’s property boundary inside the perimeter fence to the greatest extent possible.

Project Justification: Undertaking design for the construction of a perimeter/service road will enable the Authority to more easily comply with the requirements of 14 CFR Part 139 – Airport Certification as well as 49 CFR Part 1542- Airport Security by allowing Airport ARFF vehicles the ability to quickly access remote areas of the Airport and enabling enhanced perimeter patrols for wildlife intrusion (14 CFR Part 139) and intrusions by individuals (49 CFR Part 1542). Attachment I-3 provides a letter from TSA recommending approval of this project in order to meet the minimum requirements of 49 CFR Part 1542.

PFC Collection Level: \$4.50 previously approved for collection

Project Funding:	<u>Amount</u>
Pay-As-You-Go PFCs	\$ 420,000
General Obligation Bond	\$ <u>0</u>
Total Project Funding	\$ 420,000

In accordance with 14 CFR §158.30, the Authority will be requesting authorization to ***impose and use*** PFC funds for the following projects:

Project 8.03 – Passenger Terminal Closed Hearing Loop System – Design and Construct

Project Description: This project includes the design, and installation of an integrated hearing loop system in JAN’s passenger terminal. This project will include design services, construction/project administration, materials, equipment, infrastructure, installation, and testing and certification services. The primary areas of installation will include:

1. The hold rooms for Gates 2 through 4 on the East Concourse and Gates 15, 17, 18 and 19 on the West Concourse;
2. The corridors (center aisle/walk path) of the East and West Concourse; and
3. The general area around the baggage claim devices on the first floor of the Terminal.

Materials and equipment to be installed include wiring and junction boxes. The amount of wiring (linear feet) and number of junction boxes will be determined during the design phase of the project.

This project continues terminal improvement program previously approved as PFC Project 7.5, Air Carrier Terminal Building Renovations, Phase 2, in particular the terminal audio-visual paging system replacement. This project supplements the paging system replacement by providing improved communication of information for hearing impaired individuals. It was not included in Project 7.5, because it was necessary to defer design and installation until after installation of the paging system to assure compatibility of the two systems.

Project Justification: This effort is in alignment with the Jackson Municipal Airport Authority (JMAA)’s Strategic Goal “Infrastructure – Looks new, runs well.” The supporting Strategic Goal Objective is to “Provide facilities for customers that are safe, secure, efficient, fully functional, and convenient.” The project complements the replacement of the audio/visual paging system by providing a comparable level of service for hearing impaired individuals. Specifically, this project is intended to meet the requirement of the implementing regulation for the Air Carrier Access Act (ACAA), 14 CFR §§ 382.53(a)(1),(3) that airlines and airports, in cooperation with each other, provide, “passengers who identify themselves as persons needing visual and hearing assistance [with] prompt access to the same information provided to the other passengers at each gate, ticketing area, and customer service desk to the extent that this does not interfere with employees’ safety and security duties as set forth in FAA, TSA, and other regulations.” This project specifically focuses on the requirement to provide hearing assistance. The project would have been

included as an element of project 7.5, but for the need to complete the design and installation of the audio/visual paging system to assure compatibility of the two systems.

There are currently no constraints on competition at JAN. This project is not intended to address competition, but rather to assure compliance with the Air Carrier Access Act (ACAA).

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
Pay-As-You-Go PFCs	\$ 201,250
Local Funds	<u>\$ 86,250</u>
Total Project Funding	\$ 287,500

Project 8.04 – PFC Administration Cost Reimbursement

Project Description: This project is for reimbursement of fees for consulting services related to the preparation of an amendment to the Airport's Passenger Facility Charge (PFC) Application 7 (PFC #7) and to the preparation of the current PFC application.

Tasks associated with the PFC #7 amendment include:

- Collection and organization of project documentation
- Preparation of draft and final PFC amendment application
- Coordination with Airport and FAA staff
- Preparation of airline notice of FAA decision

Tasks associated with the current application include:

- Collection and organization of project documentation
- Drafting of PFC meeting notice letter
- Preparation of airline consultation and public notice documents
- Participation in air carrier consultation
- Preparation of draft and final PFC application
- Coordination with Airport and FAA staff
- Preparation of airline notice of FAA decision

Project Justification: PFC funding has been selected to cover the costs of preparing and submitting this application, as well as the amendment to PFC #7. Funding the cost of preparing the PFC application and amendment with PFC revenues (i) helps the Airport keep operating costs down; (ii) increases the Airport's overall funding capacity; and (iii) enables the airport to keep airline costs as low as possible. PFC administrative costs are eligible per the PFC regulations under 14 CFR §158.13(b).

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
Pay-As-You-Go PFCs	\$ 74,000
Local Funds	<u>\$ 0</u>
Total Project Funding	\$ 74,000

Project 8.05 – Restroom Improvements (Main Terminal)

Project Description: The scope of work for this project includes upgrades to the first and second level restrooms in the Jackson-Medgar Wiley Evers International Airport Terminal Building. Improvements include new sinks, toilets, countertops, wall covering, flooring, stall partitions, mirrors, and other miscellaneous accessories. The restrooms will be renovated in accordance with building code/accessibility compliance. A total of xx restrooms will be renovated in this project.

Project Justification: The restrooms were constructed in 19xx and last renovated in xxxx. From a customer service standpoint, the improvements to these restrooms will provide clean and up-to-date restroom facilities for our passengers.

There are currently no constraints on competition at JAN. This project is not intended to address competition, but rather to enhance customer service by providing clean and up-to-date restroom facilities.

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
Pay-As-You-Go PFCs	\$ 986,000
Local Funds	<u>\$ 15,000</u>
Total Project Funding	\$ 1,001,000

Project 8.06 – Passenger Boarding Bridge Replacement at Gate 16

Project Description: The scope of work for this project will include the removal and replacement of the existing refurbished passenger boarding bridge at Aircraft Gate 16 at JAN. The construction services scope will include following construction activities: existing passenger boarding bridge removal, new passenger boarding bridge installation, existing concrete foundation and pedestal removal, new foundation installation, aircraft parking pavement markings removal, new aircraft parking pavement markings installation, and electrical system improvements. The new passenger boarding system will include: support columns, rotunda, tunnels, cabin, elevation systems, drive system, pre-conditioned air unit, 400 Hz ground power system, conveyor baggage chute, side shift cab, power/electrical/communication/fire alarm system improvements, new exterior wall finishes and assemblies.

Project Justification: The passenger boarding bridge at Aircraft Gate No. 16 was manufactured thirty-five years ago by Jetway. This passenger boarding bridge has a manufacturing date of October 1985, and acceptance date of November 1985. This passenger boarding bridge was installed at Jackson-Medgar Wiley Evers International Airport as refurbished bridge over twelve years ago. According to the manufacturer, this PBB has a lifespan of twenty to twenty-five years. This a discontinued product that has not been manufactured by Jetway in the past several decades. This age of this bridge is fifteen years past the useful life of twenty years and is in need of replacement. The replacement of this passenger boarding bridge will allow the airlines that utilize Gate 16 to operate a new passenger boarding bridge with little or no downtime in the operations. Due to the age of the bridge, within five years it may be unsafe to airline personnel to operate and passengers

to commute. There is a concern with delays in the downtime of the bridge due parts for this older bridge being outdated and no longer manufactured by Jetway. The installation of a new passenger boarding bridge will allow us to provide excellent customer service to the Jackson Municipal Airport Authority's airline tenants and passengers by providing them with a bridge that is new and up to date with the new technology needed for safe operations of the transfer of passenger from the Terminal Building to the aircraft.

There are currently no constraints on competition at JAN. This project is not intended to address competition, but rather to enhance customer service by providing an up-to-date, reliable and safe passenger boarding bridge at Gate 16.

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
Pay-As-You-Go PFCs	\$ 1,087,000
Local Funds	<u>\$ 0</u>
Total Project Funding	\$ 1,087,000

Project 8.07 – JAN Taxiway Bravo and Connectors Rehabilitation

Project Description: The project includes the asphalt mill and overlay of the Taxiway Bravo mainline, from the Taxiway Alpha object free area to the end of the apron. Approximately 13,000 square yards will be milled, and approximately 13,693 tons of asphalt will be placed. The project also includes the full-depth reconstruction of connecting Taxiways Bravo 3 and Bravo 4, with associated drainage and electrical work. Approximately 13,000 square yards of pavement will be reconstructed. The full depth reconstruction will include 975 square yards of individual Portland Cement Concrete (PCC) panels.

The project costs also include the cost of installing paved shoulders along Taxiway Bravo. Approximately 4,600 linear feet of shoulders will be installed consisting of 5,724 tons of aggregate base course and 1, 636 tons of asphalt surface.

Project Justification: In 2015, the airfield pavements at the Airport were evaluated by Applied Research Associates (ARA). The evaluation results indicated varying levels of distress. The ASTM D5340 and FAA Advisory Circular 150/5380-7B Pavement Condition Index (PCI) procedures were used to evaluate the pavement surface conditions. The conditions are rated on a scale from 1 (failed) to 100 (good). The preliminary results for the pavement condition distress survey indicated that the average PCI for Taxiway Bravo is 66 which is considered "fair" and is below the typical critical PCI of 70. The predominant distress types observed on Taxiway Bravo was longitudinal cracking in Taxiway Bravo between Taxiways Bravo 1 and Bravo 2.

Individual elements of the work areas included in this project were constructed separately in 1961 or 1964 and were last rehabilitated in 1994 or 2005. Completing all the described work in a single project will reduce the cost and disruption of completing the work as a series of individual projects.

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
Pay-As-You-Go PFCs	\$ 5,559,335
Local Funds	<u>\$ 0</u>
Total Project Funding	\$ 5,559,335

Project 8.08 – JAN Taxiway Charlie Rehabilitation (Design Only)

Project Description: This project will provide the design for the rehabilitation of Taxiway Charlie. The design work will include an assessment, design, construction engineering, and inspection services of Taxiway Charlie at JAN. The services to be performed by the consultant in connection with the project include the following:

1. Review of the condition of the pavement of Taxiway Charlie at JAN to include the identification of causes of unevenness, cracks and movement of the pavement;
2. Review and make recommendations regarding any damage/potential damage caused or that may be caused by ground or storm water;
3. Develop plans and specifications and appropriate bid documents for solicitation of competitive bids for any appropriate maintenance, repair or other improvements; and
4. Provide construction engineering and inspection services during construction, including review of the work of the contractor(s), review and approval of applications for payment by the contractor(s), and generally acting as JMAA's representative during the performance of the work and warranty period.

The underlying rehabilitation project will consist of milling the existing deteriorated asphalt pavement surface to remove and replace that surface with new asphalt on Taxiways Charlie, Charlie 1, Charlie 2, Charlie 6, Charlie 7, and Bravo (east of Taxiway Charlie). The base bid project elements will include:

- Mill and pavement overlay of taxiways
- Taxiway edge light improvements
- Drainage improvements

Project Justification: In 2015, the airfield pavements at Jackson-Medgar Wiley Evers International Airport were evaluated by Applied Research Associates (ARA). The evaluation results indicated varying levels of distress. The ASTM D5340 and FAA Advisory Circular 150/5380-7B Pavement Condition Index (PCI) procedures were used to evaluate the pavement surface conditions. The conditions are rated on a scale from 1 (failed) to 100 (good). The preliminary results for the pavement condition distress survey indicated that the average PCI for Taxiway Charlie is 50 which is considered "poor" and is below the typical critical PCI of 70. The predominant distress types observed on Taxiway Charlie are as follows:

- Reflection cracks in Taxiway Charlie near Taxiway Charlie 2

- Medium-severity reflection crack in Taxiway Charlie between Taxiways Bravo and Charlie 2.
- Taxiway Charlie 6 showing high-severity weathering of AC surface.
- Taxiway Charlie 8, large patch along center of taxiway.

The two sections of this project were separately constructed in 1961 and 1964. Both were last rehabilitated in 2000.

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
Pay-As-You-Go PFCs	\$ 1,294,278
Local Funds	<u>\$ 0</u>
Total Project Funding	\$ 1,294,278