

PUBLIC NOTICE

Date of Posting September 17, 2025

The Jackson Municipal Airport Authority (the Authority) intends to file a new Passenger Facility Charge (PFC) application (PFC#10) with the Federal Aviation Administration (the FAA) for authority to impose and use PFCs on six (6) new projects at Jackson Medgar Wiley Evers International Airport (JAN or Airport), consisting of four (4) capital projects; one (1) project for PFC application preparation costs; and one (1) project for PFC application administration costs..

If approved, PFC # 10 would increase PFC impose and use authority by \$9,906,212.

The charge effective date would be March 1, 2026, and the charge expiration date would be March 1, 2030.

REQUEST FOR COMMENTS: The Authority welcomes the public's comments and support for the the PFC #10 application and the projects included in the application and will review all comments submitted in writing by no later than October 17, 2025. Please address any questions or comments to:

Rosa M. Beckett
Chief Executive Officer
Jackson Municipal Airport Authority
P.O. Box 98109
Jackson, MS 39298-8109
601-939-5631
Email: rbeckett@jmaa.com

PROJECT INFORMATION

Project 10.01 – JAN HVAC Replacement Phase 2

Project Description: This project is the second phase of the replacement of JAN's terminal HVAC system. The scope of work will consist of replacing thirteen (13) air handler units (AHUs) and two boilers in the 1st level Mechanical Room in the JAN passenger terminal. The work will include the removal and replacement of the following air handling units (AHU): AHU-17, AHU-18, AHU-19, AHU-20, AHU-21, AHU-22, AHU-23, AHU-24, AHU-9, AHU-10, AHU-11, AHU-12, & AHU-14A. In addition to new equipment, the work will also include new piping and appurtenances for the new equipment.

In connection with AIP grant funding of Phase 1 of the HVAC replacement, the FAA determined that 50.3% percent of the space served by JAN's HVAC system is eligible for PFC funding. The PFC request reflects this percentage after accounting for AIP funding.

A copy of the diagram showing eligible and ineligible spaces and a copy of an email exchange documenting the FAA's determination of the eligible percentage for the HVAC system is available on request from Ms. Beckett using the contact information above.

Project Justification The current HVAC system at the JAN terminal is reaching the end of its operational life, leading to frequent failures of several system components. The current system was installed over twenty years ago. One notable incident occurred during one of the hottest weeks of

2023, where a system failure left most of the terminal without air conditioning for an extended period. This resulted in significant discomfort for passengers, tenants, stakeholders, and visiting members of the public. Historically, July represents the peak of summer in Jackson, Mississippi, and during this month, the area experiences the highest average temperature of the year. Throughout July, the heat index is estimated at a burning hot 114.8°F (46°C). AHUs performance typically deteriorates over the years, and the space it serves is unevenly and poorly conditioned. Recognizing the critical role of a functional HVAC system in ensuring passenger comfort and positive customer relations with tenants, stakeholders, and the community, JAN will replace all end-of life air handler units in the public and non-public spaces of the JAN Terminal Building. This replacement of the air handler units is essential to enhancing the overall passenger experience and ensuring that our passengers do not experience health hazards from non-working air handler units in the public space of the JAN Terminal Building.

There are currently no constraints on competition at JAN.

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
Airport Improvement Program (AIP) Congressional Community Grant	\$ 3,611,709
Pay-As-You-Go (PAYGO) PFCs	\$ 401,301
State Funds	\$ 278,151
Local Funds	<u>\$ 3,686,990</u>
Total Project Funding	\$ 7,978,151

Project 10.02 – Replace Runway Sweeper JAN

Project Description: This project involves procuring a foreign object debris (FOD) sweeper at JAN. The features shall include, at minimum, a broom-assist pick-up head, hopper lift assembly, power unit, gutter broom, blower wheel, hopper and chute, dust control, and a rearview camera. The new FOD sweeper will replace a sweeper acquired over 20 years ago.

The existing sweeper, acquired in 2008, was funded by the Federal Aviation Administration, MS Department of Transportation, and Jackson Municipal Airport Authority (JMAA) funds and will be disposed of in accordance with the MS Department of Finance and Administration guidance. To be completed.

Project Justification: The JMAA's current airport runway sweeper was procured over 20 years ago and has exceeded its useful life expectancy by more than 10 years. The new runway sweeper will replace the existing sweeper and will be used to assist with FOD control on the airfield at JAN. FOD is a substance, debris, or article alien to a vehicle or system that can potentially cause damage. This means that FOD could be any material and any size, sometimes smaller than what can be seen by just glancing out over an open airfield. Because of the potential for FOD, most airports conduct routine FOD checks, where airport personnel drive back and forth over the runways and taxiways looking for FOD and clearing it.

Maintaining high standards of cleanliness and safety on airport grounds is essential for operational efficiency, passenger safety, and the overall reputation of the airport. The replacement of JAN's existing dedicated FOD sweeper is a strategic investment to enhance these standards by ensuring clean, safe, and well-maintained roadways, aprons, and service areas.

Key reasons for the purchase include:

1. Enhanced Safety and Compliance – Regular cleaning of runways, taxiways, aprons, and access roads reduces debris, dust, and FOD that could pose safety hazards to aircraft, ground vehicles, and personnel. Enhanced safety and compliance ensures compliance with aviation safety standards set by regulatory authorities such as ICAO and FAA.
2. Operational Efficiency – A dedicated sweeper allows for quick and efficient removal of dirt, debris, and spills, minimizing disruptions to flight schedules and ground operations. Operational efficiency reduces the need for manual cleaning, saving labor costs and time.
3. Environmental Management – Proper cleaning minimizes dust, particulate matter and pollutant runoff, contributing to better air quality and environmental standards.
4. Cost Savings - Runway sweepers prevent damage to aircraft engines and tires caused by debris, reducing maintenance and repair costs and extends the lifespan of pavement and infrastructure by preventing accumulation of corrosive materials.

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
Pay-As-You-Go PFCs	<u>\$ 384,150</u>
Total Project Funding	\$ 384,150

Project 10.03 – JAN Taxiway Alpha Rehabilitation Phase 3

Project Description: This project consists of design and construction services for the rehabilitation of Taxiway Alpha Phase 3 at JAN. The project includes the rehabilitation, fillet radii widening, and installation of new shoulders on Taxiways Alpha, Alpha 2, Alpha 3, Alpha 6, Alpha 7, Alpha 8, and Alpha 9; seal coat on Taxiway Alpha 10; construction of asphalt pavements for taxiway fillet radii widening and installation of taxiway shoulders in project extents; installation of airfield lighting in project area; replacement of taxiway edge lights from incandescent to LED (without replacement of conduits or conductors) along Taxiway Alpha south of Taxiway Alpha 4 and along Taxiway Alpha 5; construction of storm drainage systems and associated site work.

Specific work elements include the following:

- Engineering and design
- Implementation of traffic controls and airport construction safety and phasing plan
- Installation of Temporary Erosion Controls
- Demolition of flexible and rigid pavement structures
- Demolition of airfield lighting and electrical systems
- Construction of flexible pavements for, taxiway fillet widening (8,370 sy), and taxiway shoulders (23,640 sy), including site preparation, lime treated subgrade, crushed aggregate base course, bituminous asphalt base course and surface course, pavement edge drains, and pavement marking
- Rehabilitation of existing bituminous asphalt pavements, including milling of existing asphalt surface course, placement of bituminous asphalt leveling course and surface course (53,467 sy), sealcoating (1,927 sy), and pavement markings

- Replacement of taxiway edge lights from incandescent to LED (excluding conduit and conductors) (197 LED fixtures)
- Installation of other airfield lighting, including signage (18 guidance signs), conduit (16,500 lf), cabling (45,760 lf) and conductors
- Installation of storm drainage system including reinforced concrete pipes, drainage inlets and junction boxes, and headwalls and miscellaneous drainage structures
- Permanent Erosion Controls including seeding, mulching, and sodding

Project Justification: The pavements included in this project were constructed in 1964. They were last rehabilitated in 1996/1997. A pavement condition study was completed and finalized in 2023. This project sections and the Year 2020 PCI rating associated with this project’s scope of work are as follows:

- TWA2-10 –This section of pavement has a PCI rating of 63 (fair).
- TWA2-15 - This section of pavement has a PCI rating of 59 (fair).
- TWA3-10 - This section of pavement has a PCI rating of 66 (fair).
- TWA3-15 - This section of pavement has a PCI rating of 76 (satisfactory).
- TWA4-10 – This section of pavement has a PCI rating of 65 (fair).
- TWA4-15 - This section of pavement has a PCI rating of 73 (satisfactory).
- TWA6-10 - This section of pavement has a PCI rating of 75 (satisfactory).
- TWA7-10 – This section of pavement has a PCI rating of 50 (poor).
- TWA7-15 - This section of pavement has a PCI rating of 60 (fair).

This project will increase infrastructure stability and safety for taxi and ground movement operations.

The proposed pavement rehabilitation will have a twenty (20) year useful life and ensures that JAN is compliant with FAA Circular No. 150/5300-13B: “Airport Design.”

A copy of the diagram showing the location of the project is available on request from Ms. Beckett using the contact information above.

Project Justification: To be completed

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
AIP Entitlement Grant	\$ 3,508,439
AIP Discretionary Grants	\$ 13,659,167
BIL AIG	\$ 6,203,594
PAYGO PFCs	\$ 2,396,800
State Funds	<u>\$ 200,000</u>
Total Project Funding	\$ 25,968,000

Project 10.04 – JAN Taxiway Charlie Rehabilitation, Taxiway Bravo Rehabilitation Phase 3

Project Description: This project consists of construction services for the rehabilitation of Taxiway Charlie and the rehabilitation of Taxiway Bravo Phase 3 at JAN. The project includes the rehabilitation of Taxiways Charlie, Charlie 1, Charlie 2, Charlie 3, Charlie 4, Charlie 5, Charlie 6, Charlie 7, Charlie 8, and Bravo (east of Taxiway B-3); construction of asphalt pavements for taxiway widening and taxiway

shoulders; installation of airfield lighting; construction of storm drainage systems and associated site work.

Specific work elements include the following:

- Implementation of traffic controls and airport construction safety and phasing plan
- Installation of Temporary Erosion Controls
- Demolition of flexible and rigid pavement structures
- Demolition of airfield lighting and electrical systems
- Construction of flexible pavements for taxiway widening, and taxiway shoulders; including site preparation, lime-treated subgrade, crushed aggregate base course, bituminous asphalt base course and surface course, pavement edge drains, and pavement marking
- Rehabilitation of existing bituminous asphalt pavements, including milling of existing asphalt surface course, placement of bituminous asphalt leveling course and surface course, and pavement markings
- Installation of airfield lighting, including taxiway edge lights, signage, conduit, cabling (65,000 lf) and conductors
- Installation of storm drainage system including reinforced concrete pipes, drainage inlets and junction boxes, and headwalls and miscellaneous drainage structures
- Permanent Erosion Controls including seeding, mulching, and sodding

The two taxiways are combined in this PFC project because a single construction contract is being let for this project scope, and it would be difficult to separate the costs associated with the individual taxiways.

Copies of diagrams showing the location of the project and information on the respective quantities for each taxiway are available on request from Ms. Beckett using the contact information above.

Project Justification: The pavements included in this project were constructed in 1960. They were last rehabilitated in 2001. A pavement condition study was conducted in 2023. The PCI ratings range from 25 (very poor) to 91 (good). This project will increase infrastructure stability and safety for taxi and ground movement operations.

The proposed pavement rehabilitation will have a twenty (20) year useful life and ensures that JAN is compliant with FAA Circular No. 150/5300-13B: "Airport Design."

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
AIP Entitlement Grant	\$ 3,700,000
AIP Discretionary Grant	\$ 56,780,000
PAYGO PFCs	\$ 3,025,722
State Congressional Funds	\$ 3,294,278
MDOT Matching Grant	\$ 200,000
MDOT Multimodal Grant	<u>\$ 200,000</u>
Total Project Funding	\$ 67,200,000

Project 10.05 – PFC Application Preparation

Project Description: This project is for reimbursement of fees for consulting services related to the

preparation of the current PFC application.

Tasks associated with the preparation of the new application in this project include:

- Collection and organization of financial and traffic data and forecasts needed to complete the application.
- 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. Funding these costs 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 application preparation 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	<u>\$ 64,700</u>
Total Project Funding	\$ 64,700

Project 10.06 – PFC Administration Cost

Project Description: This project is for reimbursement of fees for consulting services related to the preparation of future amendments, if necessary, and closing out the application.

Depending on the nature of the amendment, tasks associated with the preparation of any amendments would include some or all of the tasks identified for the new application preparation in project 9,04, i.e.

- Collection and organization of financial and traffic data and forecasts needed to complete the application.
- 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

Application closeout tasks would include assistance in preparing closeout forms and, if necessary, preparing a final application closeout amendment.

Project Justification: PFC funding has been selected to cover the costs of amending (if necessary) and closing this application. Funding PFC administration costs 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	<u>\$ 27,000</u>
Total Project Funding	\$ 27,000

Project 10.07 – JAN Taxiway Alpha Rehabilitation Phase 2, Taxiway Bravo Rehabilitation Phase 1

Project Description: This project consists of design and construction services for the Rehabilitation of Taxiway Alpha Phase 2 and the Rehabilitation of Taxiway Bravo Phase 1 at JAN. The project includes rehabilitation of Taxiway Alpha (from approximately 200 yards north of Taxiway Bravo to Taxiway Alpha 2), rehabilitation of Taxiway Bravo (from Runway 16R-34L to Taxiway Bravo 2 (formerly Bravo 3)), and rehabilitation of Taxiway Bravo 2 (formerly Bravo 3); reconfiguration of Taxiway Alpha 2, Taxiway Bravo 1, and Taxiway Bravo 2 at the Northwest corner of the Terminal Ramp in accordance with the Approved Airport Layout Plan which resulted in connector taxiway name redesignations along Taxiway Alpha and Taxiway Bravo to meet current FAA naming convention standards; construction of asphalt pavements for taxiway fillet radii widening in the Taxiway Alpha and Bravo intersection; installation of taxiway shoulders in project extents; installation of airfield lighting in project area; replacement of taxiway edge lights from incandescent to LED (without replacement of conduits or conductors) along Taxiway Alpha 1 and along Taxiway Alpha between Taxiway Alpha 1 and the start of new paved shoulders approximately 200 yards north of Taxiway Bravo; construction of storm drainage systems; and associated site work.

- Engineering and design
- Implementation of traffic controls and airport construction safety and phasing plan
- Installation of Temporary Erosion Controls
- Demolition of flexible and rigid pavement structures
- Demolition of airfield lighting and electrical systems
- Construction of flexible pavements for new taxiways, taxiway fillet widening, and taxiway shoulders; including site preparation, lime treated subgrade, crushed aggregate base course, bituminous asphalt base course and surface course, pavement edge drains, and pavement marking
- Rehabilitation of existing bituminous asphalt pavements, including milling of existing asphalt surface course, placement of bituminous asphalt leveling course and surface course, and pavement markings
- Rehabilitation of Taxiway Bravo 2 (formerly Taxiway Bravo 3) consisting of replacement of concrete panels and asphalt mill and overlay
- Replacement of taxiway edge lights from incandescent to LED (excluding conduit and conductors)
- Installation of other airfield lighting, including signage (66 guidance signs), cabling, conduit and conductors
- Installation of storm drainage system including reinforced concrete pipes, drainage inlets and junction boxes, and headwalls and miscellaneous drainage structures
- Permanent Erosion Controls including seeding, mulching, and sodding

The project includes the reconfiguration of the taxiways originating at the northwest corner of the Terminal Ramp. The reconfiguration resulted in the following:

- Relocation of Taxiway Bravo 1 (new asphalt pavement plus shoulders)
- Demolition of Taxiway Bravo 2, resulting in the redesignation of Taxiway Bravo 3 to Taxiway Bravo 2 and Taxiway Bravo 4 to Taxiway Bravo 3
- Relocation of Taxiway Alpha 2 between Taxiway Alpha and the Terminal Ramp (new asphalt pavement plus shoulders)
- Redesignation of multiple connector taxiways along Taxiway Alpha

The two taxiways are combined in this PFC project because a single construction contract is being let for this project scope, and it would be difficult to separate the costs associated with the individual taxiways.

A copy of diagrams showing the location of the project and information on the respective quantities for each taxiway is available on request from Ms. Beckett using the contact information above.

Project Justification: The pavements included in this project were constructed in 1964. They were last rehabilitated in 1996/1997. A pavement condition study was completed and finalized in 2023. A pavement condition study was completed and finalized in 2023. This project sections and the Year 2023 PCI rating associated with this project’s scope of work are as follows:

- TWA-15 - This section of pavement has a PCI rating of 49 (poor).
- TWA-20 - This section of pavement has a PCI rating of 58 (fair).
- TWB-30 - This section of pavement has a PCI rating of 56 (fair).
- TW B-35- This section of pavement has a PCI rating of 61 (fair).

This project will increase infrastructure stability and safety for taxi and ground movement operations.

The proposed pavement rehabilitation will have a twenty (20) year useful life and ensures that JAN is compliant with Federal Aviation Administration (FAA) Circular No. 150/5300-13B: “Airport Design.”

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
AIP Entitlement Grant	\$ 10,331,127
AIP Discretionary Grants	\$ 6,700,000
Bipartisan Infrastructure Law (BIL) Airport Improvement Grant (AIG)	\$ 4,918,459
PAYGOP PFCs	\$ 3,306,539
State Funds	\$ <u>200,000</u>
Total Project Funding	\$ 25,456,125