June 14, 2019

**Mobile Airport Authority**

**Proposed Passenger Facility Charge APPLICATION nO. 19-01-C-00-BFM to the FAA to Impose and Use a PFC at Mobile Downtown Airport**

**NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT**

The Mobile Airport Authority (the Authority) has determined the need to submit to the Federal Aviation Administration (FAA) a notice to impose a passenger facility charge (PFC) at Mobile Downtown Airport (BFM) and to concurrently use PFC revenue at BFM. The Authority has issued this public notice as part of the PFC application process as per Title 14 Code of Regulation (CFR) Part 158.24 *Notice and Opportunity for Public Comment.*

**Comment Period:** The Authority will accept public comments on the proposed PFC Application No. 19-01-C-00-BFM up to thirty (30) days after the date of posting this public notice. As such, comments must be received on or before Wednesday, July 17, 2019.

**Authority Point of Contact:** Comments may be mailed to Ms. Judith A. Wright, Vice President of Finance, Mobile Airport Authority, 1891 9th Street, Mobile, AL 36615 or e-mailed at judith@mobairport.com.

**The following information is provided in accordance with 14 CFR 158.24(b)(1):**

The Authority will seek authority from the FAA to use PFCs with the following characteristics:

**PFC Level:** A four dollar and fifty cent ($4.50) charge on passengers enplaned at BFM.

**Charge Effective Date:** November 1, 2019 (or the first day of the month, which is at least 60 days from the date the public agency notifies the carriers of approval to impose a PFC).

**Estimated Charge Expiration Date:** November 1, 2026 (or until collected PFC revenue plus interest thereon equals the allowable cost of the approved projects, as permitted by regulation).

**Estimated Total PFC Impose and Use Revenue**: $988,418

**Projects for which the Authority is seeking Impose and Use Authority:**

1. **Taxiway H Reconstruction**

**Project Description**: This project includes project management, bidding, administrative services and construction associated with the reconstruction of Taxiway Hotel (H) at Mobile Downtown Airport (BFM). Taxiway H is 1,075 feet long and 75 feet wide, extending from Taxiways Alpha (A) to Juliet (J). Taxiway H is constructed with asphalt concrete (AC) and portland cement concrete (PCC) panels. This project reconstructs 835 linear feet, approximately 10,000 square yards of Taxiway H. Additionally, this project rehabilitates small sections of Taxiway H to address various surface distresses. All pavement work will be constructed in accordance to FAA airfield pavement design and construction guidance and all affected pavementsurfaces will be restriped as per FAA airfield pavement marking guidance.

**Project Justification**: In 2016, the FAA Part 139 Inspector issued a Letter of Correction to the Authority due to the existing pavement conditions and lack of edge lighting and reflectors. This project is a response to that letter by enhancing safety of the airfield by replacing failed PCC pavement and installing taxiway lighting to better support the ramp for future commercial operations. The lighting portion of this project is a separate project and also listed in this Application. According to FAA Airport Improvement Program Handbook, the criterion for the minimum useful life for pavement reconstruction is 20 years. This section of the taxiway was installed in 1942, which is well beyond the pavement’s useful life, therefore justifying reconstruction.

The 2018 Pavement Management Study Report indicated the distresses on Taxiway H were caused by load and climate related conditions. This section of Taxiway H has a weighted average pavement condition index (PCI) rating of 46, which is identified as poor. The actual section of Taxiway H included in this project has a PCI rating of 17, which is identified as serious.

The airfield pavement’s structural integrity is important to maintain airfield operations. The 2018 Pavement Management Study Report established a critical PCI value of 55 for all taxiways, which are considered secondary pavements. Taxiway H is well below the critical PCI value and requires reconstruction. This project significantly mitigates FOD occurrences, improves pavement integrity, and allows BFM to more effectively comply with FAA airfield guidance.

1. **Taxiway H Lighting Improvements**

**Project Description**: This project includes project management, bidding, administrative services and construction associated with the Taxiway H Lighting Improvements project at BFM. Taxiway H is 1,075 feet long and 75 feet wide, extending from Taxiways A to J. Taxiway H is constructed with AC and PCC panels. This project installs 40 LED, medium intensity taxiway edge lights, and six (6) LED guidance signs and approximately 13,000 linear feet of associated duct banks, conduits, and cabling necessary for operation.

**Project Justification**: In 2016, the FAA Part 139 Inspector issued a Letter of Correction to the Authority due to the existing pavement conditions and lack of edge lighting and reflectors. This project is a response to that letter by enhancing safety of the airfield by installing taxiway lighting to better define the taxiway from the adjacent ramp for future commercial operations. There are currently no taxiway edge lights on Taxiway H. Installation of taxiway lighting allows BFM to more effectively comply with FAA lighting standards.

1. **Runway 18-36 Rehabilitation**

**Project Description**: This project includes design, project management, bidding, administrative services, and construction associated with the rehabilitation of Runway 18-36 at BFM. Runway 18-36 is 7,800 feet long and 150 feet wide constructed with APC and PCC. This project rehabilitates the PCC section of Runway 18-36 by replacing joint seals and addressing surface distresses and also rehabilitates the APC section by crack sealing and applying a seal coat to the AC surface course. All pavement work will be constructed in accordance to FAA airfield pavement design and construction guidance and all affected pavementsurfaces will be restriped as per FAA airfield pavement marking guidance.

**Project Justification**: This project enhances safety and maintains capacity of the airfield by rehabilitating deteriorating APC and failing PCC panels on Runway 18-36. According to FAA Airport Improvement Program Handbook, the criterion for the minimum useful life for rehabilitation is 10 years. The PCC section of Runway 18-36 was installed in 1942 with only minor repairs in 2003, while the APC section was last rehabilitated in 2000 which is well beyond the FAA criterion for pavement rehabilitation.

The 2018 Pavement Management Study Report indicated the distresses on Runway 18-36 were caused by load and climate related conditions. Runway 18-36 has a weighted average PCI rating of 70, which is identified as satisfactory. The PCC section of this runway has an average PCI rating of 57, while the APC section has an average PCI rating of 83.

The airfield pavement’s structural integrity is important to maintain airfield operations. The 2018 Pavement Management Study Report established a critical PCI value of 70 for runways, which are considered primary pavements. Runway 18-36 is near the critical PCI value and requires rehabilitation. This project significantly mitigates FOD occurrences, improves pavement integrity, and allows BFM to more effectively comply with FAA airfield guidance.

1. **PFC Administrative Costs**

**Project Description**: This project includes services associated with the preparation and implementation of an application to “Impose and Use” a PFC at BFM, which will be submitted to the FAA. Consultants will gather the necessary project, financial, and statistical information; prepare the required public notice; prepare the required airline consultation notice; ensure that all procedural requirements are met the airline meeting; prepare the application; prepare the response to air carrier comments; provide the completed application in a format ready for execution and submission; and prepare the airline notice upon FAA approval.

**Project Justification**: Retaining a PFC consultant helps ensure PFC applications are filed according to the rules and regulations determined by the FAA. Administrative costs for this PFC application are eligible in accordance with 14 CFR 158.3 PFC Administrative Support Cost.

**Funding Sources:**

