



4/20/2021

## MOBILE AIRPORT AUTHORITY

### PROPOSED PASSENGER FACILITY CHARGE APPLICATION NO. 21-08-C-00-MOB TO THE FAA TO IMPOSE AND USE A PFC AT MOBILE REGIONAL AIRPORT

#### NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT

The Mobile Airport Authority (Authority) has determined the need to submit to the Federal Aviation Administration (FAA) a Notice to impose a Passenger Facility Charge (PFC) at Mobile Regional Airport (Airport) and to concurrently use PFC revenue at the Airport. 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*.

The Authority has previously spoken with the FAA regarding its intent to move passenger operations to Mobile Downton Airport at some point in the future. That said, no definitive date has been set for this move and, depending upon the actual timing of any such transfer of operations, there is the potential that some of the proposed projects will not have reached the FAA's minimum useful life requirements prior to the transition.

**Comment Period:** The Authority will accept public comments on the proposed PFC Application No. 21-08-C-00-MOB (PFC 21-08) up to thirty (30) days after the date of posting this public notice. As such, comments must be received on or before May 26, 2021.

**Authority Point of Contact:** Comments may be mailed to Ms. Anita MacQueen, Vice President of Finance, Mobile Airport Authority, 1891 9<sup>th</sup> Street, Mobile, AL 36615 or e-mailed at Anita@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 the Airport.

**Charge Effective Date:** February 1, 2022 (which reflects the estimated charge expiration date for approved PFC Application No. 18-07-C-00-MOB).

**Estimated Charge Expiration Date:** Collections for the 11 projects to be included in PFC 21-08 are estimated to be 51 months based on three (3) percent annual growth in enplanements and a 90 percent collection rate on enplaned passengers. Thus, the charge expiration date is estimated to be May 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:** \$4,410,019

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

### **8.01 MOB - Taxiway A Rehabilitation**

**Project Description:** This project funds project management, bidding, administrative services, and construction for the Taxiway Alpha (A) Rehabilitation project at Mobile Regional Airport (MOB) Taxiway A is 8,278 feet long and 75 feet wide and located parallel to Runway 15-33 and extends between Taxiways A1 and A5. Taxiway A is constructed with hot-mix asphalt (HMA).

This project mills and overlays approximately 71,000 square yards of Taxiway A pavement. Work also includes shoulder redressing and restriping and pavement markings.

**Project Justification:** This project rehabilitates pavement that has exceeded its useful life. Taxiway A serves as the primary taxiway for Runway 15-33 and provides access to the Terminal Ramp. According to FAA Order 5100.38D Airport Improvement Program Handbook, the minimum useful life criterion for pavement rehabilitation is 10 years. The north and south sections of Taxiway A were last rehabilitated in 2008 and 2003, respectively.

The distresses on Taxiway A are associated with loading and climate factors such as reflective cracking, raveling, and weathering. Deterioration of the airfield pavement could lead to foreign object debris (FOD) accumulation, a safety hazard for operating aircraft, and the continued deterioration of the pavement would inhibit the capacity of MOB.

### **8.02 MOB - Taxiway C Rehabilitation (Runway 15-33 to C3) Phase I**

**Project Description:** This project funds for the project management, bidding, administrative services, and construction for the Taxiway Charlie (C) Rehabilitation project at MOB. Taxiway C is 5,000 feet long, 75 feet wide, with 35-foot shoulders. Taxiway C is located parallel to the Terminal Ramp and intersects Runway 15-33 and Runway 18-36. Taxiway C Rehabilitation will be constructed in two phases; Phase I rehabilitates Taxiway C from Runway 15-33 to Taxiway C3. This project mills and overlays approximately 35,000 square yards of Taxiway C pavement. Work also includes sections of removal and replacement of approximately 300 cubic yards of portland cement concrete (PCC), shoulder redressing and restriping and pavement markings.

**Project Justification:** This project rehabilitates pavement that has exceeded its useful life. Taxiway C is a critical component of MOB's airfield. Taxiway C provides access to the Terminal Ramp and the east side of the airfield. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the minimum useful life criterion for pavement rehabilitation is 10 years. Taxiway C was last rehabilitated in 2003.

The distresses on Taxiway C are associated with loading and climate factors such as cracking, raveling, and weathering. Deterioration of the airfield pavement could lead to FOD, a safety hazard for operating aircraft, and the continued deterioration of the pavement would inhibit the capacity of MOB.

### **8.03 MOB - Taxiway C MITL Replacement (Runway 15-33 to Taxiway C3) - Phase I**

**Project Description:** This project funds for the project management, bidding, administrative services, and replacement of Medium Intensity Taxiway Lighting (MITL) on Taxiway C, west of Runway 15-33 to Taxiway C3. MITL are elevated taxiway lights that define the taxiway edge for safe passage of aircraft. This project removes the existing MITL lights and replaces with LED MITL lights. Work includes the replacement of conduit and regulators. This project will be done concurrently with the Taxiway C pavement rehabilitation project.

**Project Justification:** This project replaces Taxiway C MITL that have exceeded their useful life. The existing Taxiway C MITL lights located between Runway 15-33 to Taxiway C3, were installed prior to 1991. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the minimum useful life criterion for airfield lighting is 10 years. Since these lights were installed prior to 1991, they exceed the minimum threshold and justify replacement.

#### **8.04 MOB - Security Improvements**

**Project Description:** This project funds for the purchase, installation, and replacement of existing security access hardware and software and provides for additional camera surveillance coverage at MOB. This project funds for the following improvements: 1) access control card readers and 2) Video client for installation in the dispatch area.

**Project Justification:** This project replaces the security card readers and a new video client to better secure and monitor access at MOB. The terminal access control equipment is necessary to meet the requirements of 49 CFR Part 1542 *Airport Security*. The access control equipment and Video Client application are critical to MOB security.

#### **8.05 MOB - ARFF Turnout Gear and Self-Contained Breathing Apparatuses**

**Project Description:** This reimbursement project funded the purchase of Aircraft Rescue and Firefighting (ARFF) turnout gear and self-contained breathing apparatuses (SCBAs) for use at MOB during fire emergencies. The equipment replaces MOB's existing turnout gear and accompanying SCBAs which have exceeded their useful lives.

**Project Justification:** This project replaces ARFF turnout gear and accompanying SCBAs equipment with functioning safety equipment capable of preventing injury to ARFF staff during fire emergencies. The existing proximity suits and SCBA were purchased in 2014. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the minimum useful life criterion for proximity suits is five years. Since this acquisition meets the minimum useful life criteria, this project is justified. SCBAs are eligible for AIP, and therefore PFC funding, once the accompanying protective gear is replaced. Functional ARFF equipment and SCBAs are essential to the safety of the traveling public.

#### **8.06 MOB - ARFF Vehicle**

**Project Description:** This project funds for the procurement of a new 1500-gallon ARFF vehicle for use at MOB. The new ARFF vehicle will replace the existing 1999 E-One Titan 1500 HPR 4x4 (Foam-38). This new vehicle is a diesel-powered four-wheel drive truck that contains 460 pounds of dry chemical, 1,585 gallons of water and 200 gallons of aqueous film forming foam that can be dispensed from a roof-

mounted turret as well as a bumper turret. The proposed ARFF vehicle will replace Foam-38 with like specifications based on FAA AC 5220.10E that meets more modern standards of operations

**Project Justification:** This project procures a new replacement ARFF vehicle for one that has exceeded its useful life. The Airport is classified as an Index B airport, which allows one Class 4 (1500-gallon water/AFFF) vehicle, per Advisory Circular 150/5220-10E. As per Program Guidance Letter #17-01 Aircraft Rescue and Firefighting Equipment Above Minimum Part 139 Index Requirement, MOB was approved one additional ARFF truck to maintain Index B requirements due to the frequency of operations for larger aircraft that exceeded the requirements. Foam-38 is one of two ARFF vehicles operating at MOB. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the minimum useful life criterion for ARFF vehicles is 15 years. Since Foam-38 was procured in 1999, this vehicle is 21 years old and exceeds the minimum useful life criterion and justifies replacement. Additionally, over time Foam-38 has experienced service and performance issues that has reduced its operational efficiency.

### **8.07 MOB – ARFF Input-Based Testing Equipment**

**Project Description:** This project funds for the purchase of equipment necessary for regulatory compliance testing of firefighting foam systems. The proposed equipment includes a trailer unit, portable hydrant meter, portable tank, and hoses, and four (4) retrofit kit's for ARFF vehicles.

**Project Justification:** Dispensing a layer of foam around an active fire is a primary fire-fighting method utilized by firefighters. The National Fire Protection Association's Standard for Evaluating Aircraft Rescue and Fire-Fighting Foam Equipment, NFPA 412, requires routine testing of ARFF vehicles' foam-dispensing systems. However, the traditional method for testing the foam involves dispensing the foam, and chemicals found in ARFF foams, per- and polyfluoroalkyl substances (PFAS), have been found to contaminate groundwater when dispensed.

The purchase of the testing equipment allows for the Authority to routinely test its ARFF vehicles in accordance with NFPA 412 without dispensing foam which could further contaminate the groundwater at the Airport. The ARFF foam system testing equipment satisfied Part 139 requirements, as stated in the FAA's October 29, 2019 National Part 139 CertAlert.

### **8.08 – 8.10 Terminal Rehabilitation Phase V Projects:**

In August 2020, the Authority released the new Master Plan for Mobile Downtown Airport (BFM) which envisions a new eight gate terminal and potentially moving MOB operations to BFM. It was also announced that this transition could happen as soon as two years or a maximum of five years. Although there is no definitive timeframe of this potential transition, the Authority is still required to maintain MOB. The projects included in Terminal Rehabilitation Phase V includes escalator replacement, elevator rehabilitation, and fire alarm system replacement. These projects require immediate attention to maintain capacity and service to the traveling public. For this phase, the Authority has significantly reduced the original Terminal Rehabilitation program and only requesting PFC funding for those terminal projects most critical to MOB operations.

### **8.08 MOB - Terminal Rehabilitation Phase V - Terminal Elevator Rehabilitation**

**Project Description:** This project funds the design, bidding, and rehabilitation for the terminal elevator. The elevator is located at the main entrance of the Terminal and provides access from the Airport's entrance and ticketing level to the departure level checkpoint screening and holdrooms. This project refurbishes or replaces the existing hydraulic system's pump, tank, valves, pistons, and controllers. Additionally, this project will replace the hardware and software operating the elevator.

**Project Justification:** The existing hydraulic elevator was installed in 1986. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the minimum useful life for building equipment is 10 years. This elevator is over 34 years old and reached the end of its useful life. The elevator is requiring frequent maintenance which has resulted in degrading operational reliability, prolonged outages, and unreliableness for passengers.

This elevator is necessary to maintain passenger throughput from the main level to the gate/holdroom areas. Passengers needing assistance are required to use the service (freight) elevator when this elevator is inoperable. If this elevator is not replaced, repairs will become more frequent and less reliable for passenger usage resulting in potential delays and a diminished level of service.

This project will involve the rehabilitation of the hardware and software operating the Airport's existing. The elevator is located adjacent to the escalators inside of the main entrance to the terminal and provides disabled passengers a means of access between the ticketing areas on the first floor and the security checkpoint and gates on the second floor.

#### **8.09 MOB - Terminal Rehabilitation Phase V-Terminal Escalator Replacement**

**Project Description:** This project funds the design, bidding, and replacement for the passenger concourse escalator replacement. MOB has two vertical configured escalators that provide transition from MOB's entrance and ticketing level to the departure level checkpoint screening and holdrooms. This project replaces these two escalators with two new escalators.

**Project Justification:** The existing escalator systems were installed in 2004. According to FAA Order 5100.38D *Airport Improvement Program Handbook*, the minimum useful life for building equipment is 10 years. These escalators are over 16 years old and reached the end of their useful life. The escalators are requiring frequent maintenance with obsolete parts which has resulted in degrading operational reliability and unreliableness for passengers.

These systems are necessary to maintain passenger throughput from the main level to the gate/holdroom area. Passengers needing assistance are required to use the elevator which increases the dwell time for vertical transitions. If these escalators are not replaced, repairs will become more frequent and less reliable for passenger usage resulting in potential delays and a diminished level of service.

#### **8.10 MOB - Terminal Rehabilitation Phase V-Terminal Fire Alarm System Replacement**

**Project Description:** This project funds the replacement of the existing fire alarm system at MOB, including the fire alarm control panel, lot power supply panels, and lot initiation and notification devices. This project will also replace halon systems in certain areas of MOB. The scope of work includes the purchase of the equipment, installation, design, programming permitting, testing, and certification.

**Project Justification:** Fire alarm systems are a critical safety component of airport facilities. The fire alarm system is 11-years old. The system has ground faults due to the age of the system. In addition, there are frequent alarms within the system that cannot be cleared due to the age and function of the panel. The alarms cause repeated callouts for technicians to assess and repair issues, and replacement parts have become prohibitively difficult to obtain. Repeated alarms are often a sign of imminent breakdown, and the replacement of the system is necessary to provide a properly functioning fire alarm system at the Airport.

### 8.11 MOB – PFC Administrative Cost

**Project Description:** This project includes direct costs associated with the development and implementation of the Authority’s PFC Notice to impose and use PFC revenue for the projects listed in this application, including business and financial consultant services in accordance with Part 158. as follows:

**Project Justification:** Retaining a PFC consultant helps ensure PFC applications are filed according to the rules and regulations determined by the FAA. This project is eligible in accordance with Part 158.3, “allowable cost”.

### MOB Funding Sources:

Pro No.	Project Title	PFC Level	PFC Revenue Requested		AIP Funding		Airport Fund	Total Project Cost
			Pay-Go	Total PFC	AIP Funds	AIP No.		
8.01	Taxiway A Rehabilitation	\$4.50	\$131,393	\$131,393	\$2,365,077	57-2019	\$131,393	\$2,627,863
8.02	Taxiway C Rehabilitation (Rwy 15-33 to Twy C3) Phase I	\$4.50	\$2,200,000	\$2,200,000	\$0			\$2,200,000
8.03	Taxiway C MITL Replacement (Rwy 15-33 to Twy C3) Phase I	\$4.50	\$300,000	\$300,000	\$0		\$0	\$300,000
8.04	Security Improvements	\$4.50	\$49,000	\$49,000	\$0		\$0	\$49,000
8.05	ARFF Turnout Gear & SCBA's	\$4.50	\$36,626	\$36,626	\$0		\$0	\$36,626
8.06	ARFF Vehicle	\$4.50	\$600,000	\$600,000	\$0		\$0	\$600,000
8.07	ARFF Input-Based Testing Equipment	\$4.50	\$32,000	\$32,000	\$0		\$14,000	\$46,000
8.08	Terminal Elevator Rehabilitation	\$4.50	\$100,000	\$100,000	\$0		\$0	\$100,000
8.09	Terminal Escalator Replacement	\$4.50	\$400,000	\$400,000	\$0		\$0	\$400,000
8.10	Terminal Fire Alarm Panel Replacement	\$4.50	\$528,000	\$528,000	\$0		\$272,000	\$800,000
8.11	PFC Administrative Costs	\$4.50	\$33,000	\$33,000	\$0		\$0	\$33,000
<b>Totals</b>			<b>\$4,410,019</b>	<b>\$4,410,019</b>	<b>\$2,365,077</b>	<b>\$0</b>	<b>\$417,393</b>	<b>\$7,192,489</b>