

Jackson Municipal Airport Authority
Public Notice
Intent to File Passenger Facility Charge (PFC) Application No. 17-07-C-00-JAN
Jackson - Medgar Wiley Evers International Airport

Effective Date of Public Notice August 3, 2017

Pursuant to Title 14 Code of Federal Regulations (CFR) 158, *Passenger Facility Charges*, the Jackson Municipal Airport Authority (Authority), owner and operator of the Jackson - Medgar Wiley Evers International Airport (Airport or JAN), hereby provides public notice of the Authority's intention to file Passenger Facility Charge Application (PFC) No. 17-07-C-00-JAN with the Federal Aviation Administration (FAA) to impose and use a PFC to fund, in whole, or, in part, eligible projects at the Airport. The Authority is posting this public notice as part of the PFC application process pursuant to 14 CFR Part 158.24.

DATES: As required under 14 CFR Part 158.24, the Authority will be accepting public comments on the proposed PFC Application No. 17-07-C-00-JAN up to thirty (30) days after the date of posting this public notice on our Internet Web site. Comments must be received on or before **September 5, 2017**.

ADDRESS: Comments may be mailed to:

Carl D. Newman, A.A.E.
Chief Executive Officer
Jackson Municipal Airport Authority
P.O. Box 98109
Jackson, MS 39298-8109

Projects for which the Authority is Seeking PFC Impose and Use Authority:

1. Rehabilitate 16R/34L- Construction

Project Start: April 2017

Estimated Completion: January 2018

Impose and Use: \$4.50

Funding:

| | |
|-------------------------------|----------------------|
| Approved AIP | \$ 12,622,824 |
| Anticipated AIP Entitlement | - |
| Anticipated AIP Discretionary | - |
| Approved MDOT | 200,000 |
| PFC | 1,202,536 |
| Total Project Cost | \$ 14,025,360 |

Project Description

Rehabilitate existing airfield pavement associated with Runway 16R-34L including:

- Mill existing surface and place new P-401 asphalt overlay of 3.5-inches
- Extend existing paved shoulders from 10-ft to 25-ft
- Install a perimeter underdrain system along pavement edges with clean-outs and outlet connections or outfalls
- Grade pavement shoulders to provide a 1.5-inch edge drop from the finished asphalt pavement to the turf shoulder
- Replace pavement markings.

Design engineering services have been accomplished through prior FAA Airport Improvement Program (AIP) grants. The FAA issued the Authority a \$17,216,361 grant in federal fiscal year 2016 to complete construction of these improvements. The Mississippi Department of Transportation has issued a \$200,000 grant to support construction of this project.

Project Justification:

The condition of the existing asphalt pavement has deteriorated over time. Repairs and rehabilitation of the runway were last conducted in 1994 and no major work has been done on Runway 16R/34L in the last 23 years. According to the Pavement Condition Index (PCI) Inspection Report of the airfield performed by ARA in 2014, the West Runway had PCI values ranging from 55 to 73 with an average of 66. All the evaluated pavements were at or below the typical critical PCI of 70 which indicates the need for rehabilitation. Predominant distress types observed were alligator cracking, rutting, longitudinal/transverse cracks, raveling, weathering, and joint reflection cracks. In addition, the latest geotechnical report indicates that pavement cores for Runway 16R/34L exhibit moderate to high severity of stripping. Rehabilitation of these areas will increase the pavement stability as well as safety for aircraft operations and correct current horizontal and vertical grade deviations to FAA design standards.

2. Rehabilitate Taxiway A – Construction

Project Start: April 2017

Estimated Completion: January 2018

Funding:

| | |
|-------------------------------|---------------------|
| Approved AIP | \$ 3,025,548 |
| Anticipated AIP Entitlement | - |
| Anticipated AIP Discretionary | - |
| PFC | 336,172 |
| Project Total | \$ 3,361,720 |

Impose and Use: \$4.50

Project Description

Rehabilitate existing airfield pavement associated with Taxiway A including:

- Mill existing surface and place new P-401 asphalt overlay of 3.5-inches
- Taxiway fillet widening at runway intersections to meet the Taxiway Design Group (TDG) 5 standards
- Construct new 20-ft wide paved shoulders meeting TDG 5 standards
- Install a perimeter underdrain system along pavement edges along with clean-outs and outlet connections or outfalls
- Grade shoulders to provide a 1.5-inch edge drop from the finished asphalt pavement to the turf shoulder as outlined in the FAA design Advisory Circular
- Replace pavement markings.

Design engineering services have been accomplished through prior FAA Airport Improvement Program (AIP) grants. In addition, the FAA issued the Authority a \$17,216,361 grant in federal fiscal year 2016 to complete construction of these improvements. The Mississippi Department of Transportation has issued a \$200,000 grant to support construction of this project.

Project Justification:

The condition of the existing asphalt pavement has deteriorated over time. Repairs and rehabilitation of Taxiway A were last conducted in 1994 and no major work has been completed past 23 years. According to the Pavement Condition Index (PCI) Inspection Report of the airfield performed by ARA in late fall 2014, the average PCI of Taxiway A was 72, which is close to the typical critical PCI of 70 which indicates the need for rehabilitation.

Predominant distress types observed were alligator cracking, rutting, longitudinal/transverse cracks, raveling, weathering, and joint reflection cracks. In addition, the latest geotechnical report indicates that pavement cores for Taxiway A exhibit moderate to high severity of stripping. Rehabilitation of these areas will increase the pavement stability as well as safety for aircraft operations and correct current horizontal and vertical grade deviations to FAA design standards.

3. Rehabilitate Runway Lighting – 16R/34L

Project Start: April 2017

Estimated Completion: January 2018

Funding:

| | |
|-------------------------------|---------------------|
| Approved AIP | \$ 1,097,638 |
| Anticipated AIP Entitlement | - |
| Anticipated AIP Discretionary | - |
| PFC | 121,960 |
| Project Total | \$ 1,219,598 |

Impose and Use: \$4.50

Project Description

Replace or upgrade centerline (LED), touchdown zone (LED), and runway high-intensity edge lights (Quartz) in conjunction with the Rehabilitate Runway 16R/34L construction project.

Design engineering services have been accomplished through prior FAA Airport Improvement Program (AIP) grants. In addition, the FAA issued the Authority a \$17,216,361 grant in federal fiscal year 2016 to complete construction of these improvements. The Mississippi Department of Transportation has issued a \$200,000 grant to support construction of this project.

Project Justification

The condition of the existing Runway 16R/34L lighting system has deteriorated over time. Repairs and rehabilitation of the runway and the associated lighting system were last conducted in 1994 and no major work has been done on this system in the last 23 years. The system has exceeded its useful life.

4. Rehabilitate Taxiway A Lighting

Project Start: April 2017

Estimated Completion: January 2018

Funding:

| | | |
|-------------------------------|-----------|----------------|
| Approved AIP | \$ | 470,351 |
| Anticipated AIP Entitlement | | - |
| Anticipated AIP Discretionary | | - |
| PFC | | 52,261 |
| Project Total | \$ | 522,612 |

Impose and Use: \$4.50

Project Description

Install new taxiway edge lights (LED) with new conduits and base cans in areas impacted by the new paved shoulder construction and install new taxiway guidance signs.

Design engineering services have been accomplished through prior FAA Airport Improvement Program (AIP) grants. In addition, the FAA issued the Authority a \$17,216,361 grant in federal fiscal year 2016 to complete construction of these improvements. The Mississippi Department of Transportation has issued a \$200,000 grant to support construction of this project.

Project Justification

The existing taxiway edge lighting and signage system (light fixtures, conduit, cable, light cans, and taxiway signs) requires relocation due to the widening of the existing taxiway edge paved shoulders.

5. Air Carrier Terminal Building Renovations - Phase 2

Project Start: May 2016

Estimated Completion: January 2019

Funding:

| Air Carrier Terminal Building Renovations - Phase 2 | |
|---|---------------------|
| Approved AIP | |
| Anticipated AIP Entitlement | - |
| Anticipated AIP Discretionary | - |
| PFC | \$ 5,806,000 |
| JMAA | 150,000 |
| Project Total | \$ 5,956,000 |

Impose and Use: \$4.50

Project Description

This multi-phased project will rehabilitate, improve, and modernize public-use areas in the Jackson-Medgar Wiley Evers International Airport Air Carrier Terminal (Terminal) to accommodate existing and anticipated passenger use as well as provide improved amenities for passengers. The Terminal, built in 1961, is approximately 231,441 square feet in size. The Authority previously completed upgrades and renovations to the Terminal in 2005, 2010, and 2012. This project includes the following elements: public restroom renovations; reconfiguration and upgrades to the Transportation Security Administration's (TSA) security passenger screening checkpoints; installation of a Life Safety Protection System; Flight Information Display System (FIDs) Upgrades; Upgrades to two Terminal In-bound Baggage Claim Devices; installation of a wait time tracking solution/queue monitoring system; installation of an upgraded audio/visual paging system; and replacement of a passenger loading bridge. Following are project descriptions and justification for components of this project:

a. Public Restroom Renovations

Impose and Use: \$4.50

PFC Pay-Go: \$986,000 (100%)

Description of Work:

The scope of work for this project includes the design and construction of upgrades to all 7 sets of public restrooms. These restrooms have not been upgraded since completion of the 2005 Terminal Refurbishment project. Improvements include installation of higher efficiency plumbing fixtures (flush valves, faucets, and associated porcelain); new countertops; higher durability wall covering, flooring, stall partitions, and mirrors; and other miscellaneous accessories. The restrooms will be renovated in accordance with current building code/accessibility compliance.

Project Justification

The age of the Terminal combined with intense use have resulted in deterioration of terminal finishes and building systems, particularly in the public restrooms. Renovation of the public restrooms in the terminal will preserve capacity for the movement of passengers and baggage.

b. Construct Staggered Passenger Security Checkpoint Screening Area

Impose and Use: \$4.50

PFC Pay-Go: \$200,000 (100%)

Project Description

This project includes the design and construction of improvements to the TSA passenger security checkpoints in the East and West Concourses. Design services include: conducting an assessment of the existing layout of the TSA security checkpoints to determine the feasibility of introducing additional services, equipment, and enhanced throughput capacity; preparing recommendations for enhancements in accordance with TSA standards, the American Disabilities Act (ADA) Accessibility Guidelines for Buildings and Facilities, and Architectural Barriers Act (ABA) Accessibility Guidelines as they relate to TSA employees and passengers; preparation of conceptual and preliminary designs, detailed cost estimates, and design recommendations to the Authority; preparation of design and bidding documents; and construction administration services. Construction of improvements will include completion of the recommended improvements developed during the design phase of the project to yield a more efficient flow for passengers at both checkpoints and ensuring the required security and safety protocol are met. The Authority will install equipment and software for detecting and tracking passenger activity at both Checkpoints to alert passengers of their expected wait times. This information will be displayed on the Authority's websites: www.jmaa.com and iFlyJackson.com as well as on the FID monitors located throughout the Terminal.

Project Justification

Reconfiguration and upgrades of the Terminal passenger screening checkpoints is essential to allow for the more efficient and timely processing of passengers and will also provide a redundant passenger screening system required by the TSA. This project will minimize congestion at the existing checkpoints, enable TSA to fulfill its mission more efficiently, and allow passengers to navigate better and faster through the checkpoint area to their appropriate gates. Installation of the wait time tracking solution will provide passengers with real-time data to facilitate timely security screening.

c. Install Fall Protection System

Impose and Use: \$4.50

PFC Pay-Go: \$150,000 (50%)

Authority: \$150,000 (50%)

Project Description

This project involves the acquisition and installation of a safety railing system along the perimeter of the roof of the Terminal. This system will be a free standing non-penetrating system and will have built in rail and toe board receptacles to allow for multiple configurations.

Project Justification

Currently, HVAC equipment, television satellites, and telecommunication antennas are housed on the roofs of the Terminal. This equipment provides amenities such as an adequate heating and cooling environment, television service, aircraft ground/air communication, and cellphone coverage within the Terminal. By implementation of a fall protection system on the Terminal roof, the Authority will minimize the chances of work related fall injuries for workers that are performing preservation maintenance, telecommunication, and construction related tasks on the Terminal roofs. According to the National Institute of Occupational Safety and Health, falls are a persistent hazard found in all occupational settings and can occur during the simple acts of walking or climbing a ladder to change a light fixture or as a result of a complex series of events. According to the 2009 data from the Bureau of Labor Statistics, 605 workers were killed and an estimated 212,760 workers were seriously injured by falls to the same or lower level. The installation of a safety railing system on the Terminal roofs will ensure the Authority is in compliance with Occupational Safety and Health Administration (OSHA) guidelines and will better enable the Authority to preserve the capacity of the Terminal for passenger traffic.

d. Flight Information Display System

ImPOSE and Use: \$4.50

PFC Pay-Go: \$200,000 (100%)

Project Description

Provide design, bidding, and installation services for an upgraded Flight Information Display System (FID). The new system will include upgraded hardware, software, mechanical systems, and monitors and will provide passengers information on the following items: the city of origin or destination, and any intermediate points; the expected arrival or departure time and/or the updated time (reflecting any delays); the gate number; the check-in counter numbers or the name of the airline handling the check-in; and the status of the flight. The system will be owned and maintained by the Authority and will be integrated into the Authority's website, provide in-flight tracking, and weather feeds.

Project Justification

The current FIDS was installed in 2004 and is past its useful life. Due to its age, the current vendor cannot supply necessary software upgrades and support. Constant use of the monitors has rendered many of the screens inoperable or incomprehensible due to screen burn. Replacement of the existing FIDs will provide the traveling passengers with a more reliable system to provide up-to-date arrival and departure information as well as pertinent information via the Authority's website.

e. Upgrade Inbound Baggage Claim System

Impose and Use: \$4.50

PFC Pay-Go: \$2,700,000 (100%)

Project Description

This project includes the design, acquisition, installation, and construction administration of two new inbound baggage claim devices. This project will replace units 2 and 3 originally installed over 15 years ago and located against the terminal lobby wall. The newer units will be configured to extend into the baggage claim lobby to allow greater access and efficiency. To accomplish this reconfiguration, the existing 2 units will be removed and some existing wall sections and floor coverings demolished.

Project Justification

The existing baggage claim devices were originally installed over 15 years ago and have reached the end of their life cycles and are in need of replacement. These units are configured against the terminal lobby wall and provide minimal customer access for baggage claim. This project will replace the in-wall belts with belts that extend into the terminal lobby to provide additional customer access, reduce wait time, and improve the overall customer experience. Replacement of these devices will more efficiently process bags and eliminate the need for the Authority to invest ongoing operating funds to keep the current units operational. This project will enhance inbound bag handling and therefore inbound terminal baggage capacity.

f. Common Use/Shared Passenger Processing System

Impose and Use: \$4.50

PFC Pay-Go: \$200,000 (100%)

Project Description

The scope of work for this project includes the purchase and installation of a Common Use/Shared Passenger Processing system. These systems are used for sharing check-in and boarding positions and associated supporting equipment (scanners, boarding pass readers, boarding pass printers, bag tag printers, etc.) This project will provide design, equipment, infrastructure, software, and installation services for a Common/Shared Use Passenger Processing Solution as follows:

- Infrastructure – cores in floor, data cabling, and power
- Equipment – personal computers at ticket counters and gate podiums, kiosks for self-service/mobile check-ins, scanners at gates, boarding and baggage tag printers, personal computers in the back offices, network switches, and a dedicated server and an application platform/database configured for the Authority
- Integration services with Carriers, FIDS, and other data feeds

Project Justification

This system allows airlines to freely move to a vacant gate and set up operations needed to process boarding passengers for flights enabling the Authority to more efficiently utilize and assign airline operating space to carriers serving the Airport. This effort is in alignment with the Authority's "Air Service: Let's Go National" program aimed at enhancing competition and air service availability for the greater Jackson market area. As the Authority continues to seek new air service opportunities, it will be able to offer existing and potential carriers the ability to utilize cutting edge technology while at the same time minimize their overhead and capital investment associated with implementing and maintaining a proprietary passenger/baggage processing solution at the Airport. It also provides the Authority the flexibility for scheduling multiple airlines to share facility space. This is critical for less-than-daily air service providers seeking flexible space and passenger processing opportunities.

g. Replacement of Terminal Audio/Visual Paging System

Impose and Use: \$4.50

PFC Pay-Go: \$290,000 (100%)

Project Description

This project will provide the design and construction/deployment of a new audio/visual (Audio Controls) paging system. The system will replace/upgrade the main controllers (servers/pcs), microphone stations, amplifiers, limiters, equalizers/frequency band instruments, visual paging displays, and associated infrastructure.

Project Justification

The current paging system was deployed approximately 10 years ago and has exceeded its useful life. In January 2017, a catastrophic failure occurred with the main controller. The parts for the main controller are no longer available for sale or distribution from the manufacturer. The peripherals such as microphone stations are outdated and not compatible with any other supportable controllers.

Paging systems are considered a life safety technology for public venues such as airport terminal buildings and also serve as a means for airlines to communicate with passengers. They also serve a critical public safety/security function by allowing required pre-recorded TSA and other required regulatory announcements to be made informing the public and travelers about critical security and life safety matters. When JMAA had its recent failure, none of those functions were available. Given the age of the current system and lack of available replacement parts and equipment, it is critical that this important public safety element serving the air carrier terminal building be replaced.

h. Replacement of Fixed Mounted Passenger Boarding Bridge at Aircraft Gate # 2

Impose and Use: \$4.50

PFC Pay-Go: \$1,000,000 (100%)

Project Description

This project involves the design, procurement, and installation of a new fixed mounted passenger loading bridge for gate #2 located on the East Concourse. The new loading bridge will replace an existing passenger loading bridge, which is over 15 years old and has reached the end of its useful life. To complete the acquisition and installation of this passenger loading bridge, the Authority has retained a qualified engineer to provide the following services:

- Prepare construction drawings and specifications suitable for permitting and bidding.
- Review existing conditions of the Main Terminal Building including anchor and foundation points and ramp parking layout.
- Identify appropriate design and manufacturing requirements for the boarding bridge.
- Recommend design, ramp layout, and parking plans appropriate for both regional and wide body aircraft.
- Specify architectural finishes to match existing finishes in the Main Terminal Building and as required to accommodate installation of the bridge and passenger comfort. Design new improvements to match the existing architectural finishes.
- Design improvements in compliance with the Americans with Disabilities Act Prepare design so that it meets or exceeds all applicable building codes and zoning ordinances.
- Prepare electrical load calculations for the electrical services for the new replacement bridge.
- Ensure the existing fire suppression system will be adequate for the planned improvements or recommend the required improvements necessary to meet code.
- Prepare plans, specifications, and other necessary documents for soliciting bids for the fabrication, construction, and installation of the loading bridge.

Construction services will be solicited through a competitive bid process to ensure the lowest and best bid for the work is accepted. A general description of proposed construction services includes the following:

- Removal and disposal of existing passenger boarding bridge.
- Installation of the new passenger boarding bridge at the existing gate, to include any necessary modifications to the Main Terminal Building including anchor and foundation points, portable water cabinet, fire protection, auxiliary aircraft power equipment support, and telecommunication systems.
- Ramp parking layout marking.

Project Justification

The loading bridge at Gate 2 is approximately 15 years old and routinely requires significant maintenance. Parts and services are more difficult to procure as the equipment ages. Replacing the existing loading bridge will enhance airport capacity and airline competition providing reliable and equal loading bridge service to this preferential leased aircraft gate. In addition, passenger loading bridges ensure compliance with the provisions of the Americans with Disabilities Act; enhance ramp safety and support the security profile of the facility as required by the TSA.

6. Upgrade Roadway/Wayfinding Signage

Project Start: December 2016

Estimated Completion: May 2017

Funding:

| | |
|-------------------------------|-------------------|
| Approved AIP | |
| Anticipated AIP Entitlement | 680,968 |
| Anticipated AIP Discretionary | - |
| PFC Pay-Go | 75,663 |
| Project Total | \$ 756,632 |

Impose and Use: \$4.50

Project Description

This project consists of the replacement of approximately 110 existing roadway signs on Authority-owned property with reflective 3M signage to ensure the message is visible, uniform, and standardized in appearance. The proposed new exterior signage will incorporate 3M reflective technology which provides a highly visible wayfinding option without the use of lights, offering aesthetically pleasing, highly visible signage with significant energy reduction.

Project Justification

The majority of the sign material is approximately 19 years old and has reached the end of its useful life. Installation of this new signage will allow passengers to navigate the airport property at night and during periods of low visibility safely and efficiently. Upgraded roadway signage will also assist with reducing traffic congestion in some areas near the terminal.

7. Design & Construct Rehabilitate Taxiway A – Phase II

Project Start: April 2017

Estimated Completion: January 2018

Funding:

| | |
|---|---------------------|
| Design & Construct Rehabilitate Taxiway "A" - Phase II | |
| Approved AIP | - |
| Anticipated AIP Entitlement | \$ 5,749,483 |
| Anticipated AIP Discretionary | - |
| Anticipated MDOT | \$ 200,000 |
| PFC | \$ 438,831 |
| Total Project Cost | \$ 6,388,314 |

Impose and Use: \$4.50

Project Description

Design and construct the following:

- Mill and pavement overlay of:
 - Taxiway Alpha (South of Taxiway Bravo and North of Taxiway Alpha 7),
 - Taxiway Bravo (west of Taxiway Alpha), and
 - Taxiway Alpha 7 (west of Taxiway Alpha)
- Replace pavement markings
- Taxiway lighting Improvements
- Taxiway shoulder width modifications to extend the shoulders to meet TDG 5 requirements; and
- New edge drainage installation, including piping.

Site preparation applicable to this project will generally consist of milling the asphalt surface to remove oxidized and raveling pavements and to expose any remaining cracks. Cracks remaining after milling will be sealed prior to the placement of any asphalt materials. Although not anticipated, any soft or deteriorated asphalt found after the milling operations are completed will be cut, removed and backfilled with new asphalt materials to develop a sound platform on which to place the new asphalt surface. New paved taxiway shoulders constructed in existing turf areas will be sub-cut to subgrade and stabilized.

Project Justification:

The condition of the existing asphalt pavement has deteriorated over time. Repairs and rehabilitation of Taxiway A were last conducted in 1994 and no major work has been completed past 23 years. According to the Pavement Condition Index (PCI) Inspection Report of the airfield performed by ARA in late fall 2014, the average PCI of Taxiway A was 72, which is close to the typical critical PCI of 70 which indicates the need for rehabilitation in the near future.

Predominant distress types observed were alligator cracking, rutting, longitudinal/transverse cracks, raveling, weathering, and joint reflection cracks. In addition, the latest geotechnical report indicates that pavement cores for Taxiway A exhibit moderate to high severity of stripping. Rehabilitation of these areas will increase the pavement stability as well as safety for aircraft operations and correct current horizontal and vertical grade deviations to FAA design standards.

8. Rehabilitate International Drive – Design Only

Project Start: October 2017

Estimated Completion: September 2018

Impose and Use: \$4.50

Funding:

| Rehabilitate International Drive -Design Only | | |
|--|----|----------------|
| Approved AIP | | - |
| Anticipated AIP Entitlement | | - |
| Anticipated AIP Discretionary | | - |
| PFC Pay-Go | \$ | 411,750 |
| Project Total | \$ | 411,750 |

Project Description:

Provide design engineering services (design through bidding phase services) associated with the rehabilitation of International Drive 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 International Drive 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

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 also used by emergency response personnel supporting the Airport Emergency Plan as required under Per FAA regulation 14 CFR Part 139.325.

This roadway is located entirely on Airport Authority-owned property and was last reconstructed in 2003 and has exceeded its useful life. 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, maintain the effective and efficient processing of passengers, and enhance their experience at the Airport.

9. Rehabilitate Upper Roadway Pavement – Design Only

Project Start: October 2017

Estimated Completion: September 2018

Impose and Use: \$4.50

Funding:

| | | |
|-------------------------------|-----------|----------------|
| Approved AIP | \$ | - |
| Anticipated AIP Entitlement | | - |
| Anticipated AIP Discretionary | | - |
| PFC Pay-Go | | 223,275 |
| Project Total | \$ | 223,275 |

Project Description

Provide design engineering services (design through bidding phase services) associated with the rehabilitation of the existing terminal building bridge consisting of the reinforcement, and/or replacement of structural supports and surfaces; rehabilitation of the structural and expansion joints; and new pavement markings.

Project Justification

The vehicular bridge provides direct access to the second level of the air carrier terminal building and is part of the overall airport entrance road system. It was originally constructed in the 1960s and expanded in the 1980s. Due to its age, the structural members and surface are reaching the end of their useful life. Diagnostic tests conducted in 2010 indicate significant deterioration to major structural components due to weathering, water intrusion, and subsurface soil expansion and contraction. The diagnostic tests included core sampling from the elevated roadway, investigation into the extent of carbonation in the structure, the extent of corrosion of the reinforcement, depth of cover over the reinforcement, and examined the extent of cracking in the structure, compressive strength and petrographic characteristics of the concrete, extent of corrosion, and movement at expansion joints. Further visual investigation indicates that the soils beneath the East entrance ramp have shifted thrusting the surface sidewalk up by approximately 4 inches. As the result of these findings, rehabilitation of the vehicular bridge is warranted. This project will preserve the Airport's landside capacity and will ensure the effective and efficient processing of passengers and enhance their experience at the Airport.

10. Rehabilitate Ramps B3, B4, and East Ramp Pavement – Design Only

Project Start: October 2017

Estimated Completion: September 2018

Impose and Use: \$4.50

Funding:

| | | |
|-------------------------------|-----------|----------------|
| Approved AIP | \$ | - |
| Anticipated AIP Entitlement | | - |
| Anticipated AIP Discretionary | | - |
| PFC Pay-Go | | 140,000 |
| Project Total | \$ | 140,000 |

Project Description

Provide design engineering services (design through bidding phase services) for the Ramps B3, B4, and East Ramp Pavement Rehabilitation Project. It is anticipated that the construction of this project will remove and replace 200 Portland cement concrete (PCC) pavement slabs covering approximately 52,500 square feet of area and install new pavement markings.

Project Justification

This aircraft parking area was originally constructed in the early 1960s and constitutes approximately 2.7 million square feet of space. Many of the concrete slabs are nearing the end of their useful lives.

Based on the condition of the Terminal apron identified during the 2014 pavement inspection report, these areas are exhibiting typical distresses anticipated for PCC slabs of similar age. The severity of the surface conditions has the propensity to create FOD. FOD could damage aircraft engines, potentially causing their failure, which would endanger aircraft passengers and crew. Thus, this project will improve safety and preserve/maintain capacity. The preservation of this ramp area is critical to support and ensure efficient and safe air carrier operations at the Airport. This project will restore and preserve the useful life of Ramps B3, B4, and the East Ramp that serve the Terminal.

11. Construct Perimeter/Service Road - Design Only

Project Start: October 2017

Estimated Completion: September 2018

Impose and Use: \$4.50

Funding:

| | | |
|-------------------------------|-----------|----------------|
| Approved AIP | \$ | - |
| Anticipated AIP Entitlement | | - |
| Anticipated AIP Discretionary | | - |
| PFC Pay-Go | | 420,000 |
| Project Total | \$ | 420,000 |

Project Description

Provide design engineering services (design through bidding phase services) for construction of a 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 and/or airport maintenance/operations. 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.

12. Rehabilitate Perimeter Security Fencing and Install Intrusion Detection – Design Only

Project Start: October 2018

Estimated Completion: September 2019

Impose and Use: \$4.50

Funding:

| | | |
|-------------------------------|-----------|----------------|
| Approved AIP | \$ | - |
| Anticipated AIP Entitlement | | - |
| Anticipated AIP Discretionary | | - |
| PFC Pay-Go | | 200,000 |
| Project Total | \$ | 200,000 |

Project Description

Provide design engineering services (design through bidding phase services) for the demolition and replacement of the existing perimeter fencing at the Airport including fence posts and fabric and vehicular gates. The new fencing will be ten feet high, topped with three strands of barbed wire. In addition, an intrusion detection system will be added to the fencing system.

Project Justification

The current fencing is over 20 years old and is in need of replacement. An upgraded perimeter fencing system will enable the Authority to enhance its wildlife intrusion prevention efforts and be compliant with FAA and TSA requirements for security, perimeter access control, and wildlife intrusion mitigation requirements.

13. PFC Development and Implementation Assistance - Amendments to 5 and 6 and New 7

Project Start: November 2016

Estimated Completion: November 2017

Impose and Use: \$4.50

Funding:

| PFC Development and Implementation Assistance Amendments to 5 and 6 and New 7 | |
|--|------------------|
| Approved AIP | - |
| Anticipated AIP Entitlement | - |
| Anticipated AIP Discretionary | - |
| PFC Pay-Go | \$ 47,000 |
| Project Total | \$ 47,000 |

Project Description

This project includes professional fees for services rendered by the Authority's consultants in developing, implementing, and coordinating, the PFC program at the Authority's Airports.

Project Justification

The Authority's administrative costs are PFC eligible under Part 158.13 and Part 158.3. The development of this PFC application, the collection of PFCs and implementation of the projects here in will preserve and enhance safety and security at both airports. Administrative costs are allowable if necessary and reasonable in the implementation of approved projects.

14. Air Carrier Terminal Building Renovations – Phase 3 Project Definition Document

Project Start: March 2018

Estimated Completion: January 2019

Impose and Use: \$4.50

Funding:

| Air Carrier Terminal Building Renovations - Phase 3 Project Definition Document | |
|--|-------------------|
| Approved AIP | - |
| Anticipated AIP Entitlement | - |
| Anticipated AIP Discretionary | - |
| PFC Pay-Go | \$ 750,000 |
| Project Total | \$ 750,000 |

Project Description

This project will provide a Project Definition Document (PDD) to guide the development of a refined scope of work, detailed cost estimates, and a funding plan to complete the Air Carrier Terminal Building Phase 3 Renovation Project. The PDD will utilize the terminal improvement concepts developed in 2015 to focus on improvements to the structural, mechanical, electrical, plumbing, roofing, and overall building systems. It will result in cost estimates that provide greater detail beyond "rough order-of-magnitude" estimates from previously produced studies and serve to provide the parameters to guide the design phase of work. A detailed funding plan is to be provided in the context of the Authority's current financial situation and provide direction on the sources and uses of funds for the project.

Project Justification

The Terminal was originally constructed in 1961 and has been up upgraded and/or renovated in 2005, 2010, 2012, and 2017. While these renovation projects have resulted in the preservation of the capacity of this facility, improved the passenger experience, and enhanced efficiency, a number of key building systems such as the HVAC, structural, and roofing systems are at the end of their useful lives. A PDD is intended to vet issues related to these building components, more thoroughly evaluate deficiencies and life-cycle issues, and generally provide greater definition to this phase of the terminal modernization program.

Class of Carriers Excluded From Collecting a PFC

The Authority plans to continue to exclude PFC collection from Air Taxi/Commercial Operators (ATCO) filing FAA Form 1800-31. The most recent official enplanement figures, for the year-end 2015, indicate that these carriers enplaned 18 passengers. The known carriers in this class and their enplanement levels consist of the following

| AIR TAXI/COMMERCIAL OPERATORS FILING FORM 1800-31 | |
|--|--|
| AIR TAXI/COMMERCIAL OPERATOR | CY 2015 ENPLANED PASSENGERS |
| Ultimate Jetcharters, LLC | 18 |
| Air Taxi/Commercial Operator Total | 18 |
| Airport Total | 497,024 |
| Air Taxi/Commercial Operator as % of Airport Total | 0.004% |
| SOURCE: U.S. DOT ACAIS data base CY 2015 | |
| PREPARED BY: Ricondo & Associates, Inc., February 2017 | |

As shown above, the number of passengers enplaned annually by this class of carriers represents an amount less than one percent of the total enplaned passengers at the Airport. In accordance with 14 CFR Part 158.25, this class of air carriers may be requested to be exempted based on their enplanement levels and cost to the Authority to collect PFCs from this class of air carriers.

PFC Level

A four dollar and fifty cents charge (\$4.50) on passengers enplaned at the Airport.

Charge Effective Date

Based on projections of enplanements and the anticipated charge expiration date of PFC Application No. 14-06-C-03-JAN, the charge effective date is estimated to be January 1, 2017.

Estimated Charge Expiration Date

September 1, 2021 (or until collected PFC revenue plus interest thereon equals the allowable costs of the approved projects, as permitted by regulation).

Estimated Total PFC Revenue

The Authority estimates the total PFC revenue for the Application to be \$10,225,448.

Authority Point of Contact

As required under 14 CFR Part 158.24, the Authority will be accepting public comments on the proposed PFC Application No. 17-07-C-00-JAN up to thirty (30) days after the date of posting this public notice on our Internet Web site. Comments must be received on or before **September 5, 2017**.

Comments may be mailed to:

Carl D. Newman, A.A.E.
Chief Executive Officer
Jackson Municipal Airport Authority
P.O. Box 98109
Jackson, MS 39298-8109