

PUBLIC NOTICE

Date of Posting May 24, 2023

The Jackson Municipal Airport Authority (the Authority) intends to file a new Passenger Facility Charge (PFC) application #9 with the Federal Aviation Administration (the FAA) to impose and use PFCs on four (4) new projects at Jackson-Medgar Wiley Evers International Airport (JAN or the Airport) at a \$4.50 PFC collection rate.

The proposed effective date for the new application is December 1, 2025, the legal expiration date of JAN's PFC #8 application. The estimated charge expiration date is November 1, 2026. The application requests \$4,397,884 of PFC collection and 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 June 26, 2023. Please address any questions or comments to:

John Means, AAE, CFM, CE
Chief Operating Officer
Jackson Municipal Airport Authority
P.O. Box 98109
Jackson, MS 39298-8109
(601) 664-3504
Email: jmeans@jmaa.com

PROJECT INFORMATION

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

Project 9.01 Passenger Security Screening Checkpoint Improvements (Design and Construct)

Project Description: This project includes two elements – (1) the expansion of the TSA security screening areas; and (2) the installation of a new exit lane door system from the West Concourse corridor. Each element is described in detail below.

Expansion of the TSA Screening Areas | Prior to this project, TSA operated a single screening lane in the West Concourse. This element will add second screening lane in addition to queuing space, ADA and precheck area, supervisory transportation security officer podium.

The work-scope for this element includes the following:

1. Demolition of existing mill work and finishes;
2. New finishes and mechanical and electrical upgraded to approximately 7,741 s.f. of floor space;
3. Complete demolition of all existing flooring and ceiling finishes, demolition of existing millwork, and removing; and
4. Relocation of existing TSA equipment and the existing fire emergency standpipe.

Installation of New Exit Lane Door System | This element entails the installation for a standalone Dormakaba exit lane system located at the entrance to the West Concourse corridor, adjacent to the security screening checkpoint. The previous exit lane system consisted of a oneway double door exit point from the west concourse. TSA is required to staff the entry point during all flight hours in order to prevent passengers from entering the secured areas prior to screening. The Dormakaba exit lane manages the egress of passengers in one direction, from the sterile air side to the non-sterile land side. A combination of microwave, infrared and video sensors monitor the entire area of the corridor to monitor, detect, notify and isolate unauthorized access from the land side area.

The cost for Element 2, the exit lane door system total \$618,729. The Airport understands that none of the costs of this element are eligible. These project costs will be funded with other Airport resources. The costs for Element 1, expansion of TSA screening areas total \$1,513,313. The Airport understands that PFC eligibility for this element is limited to specific types of work. Based on FAA guidance, the Airport estimates that 55% of the total costs of this element, or \$832,761 are eligible for PFC funding. The balance of costs for this element will be funded with other Airport resources.

Project Justification: The expansion of the passenger security screening area will increase the efficiency of TSA security screening operations by increasing screening capacity. During peak passenger screening times, the previous single screening lane configuration would often result in the screening line spilling into the terminal lobby area, causing interference with passenger flow in the area. Also, by providing additional checkpoint lanes, TSA is able to add additional staff to the screen areas, resulting in a safer screening process for both the passengers and staff.

The Dormakaba exit lane will increase the existing efficiency of the corridor during peak hours. The unmanned exit lane configuration will free up TSA officers to perform other screening functions, increasing the efficiency and economy of their operations. Also, by the Dormakaba exit lane having connectivity to the existing airport security system, it will also enable the remote monitoring of the exist lane that will automatically alert airport security in the event that a security alarm is triggered.

In a letter dated July 5, 2022, the TSA has indicated its support for this project.

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
Pay-As-You-Go PFCs Local Funds	\$ 832,461
	<u>\$1,299,281</u>
Total Project Funding	\$2,132,042

Project 9.02 Remove Passenger Boarding Bridge at Gate 16

Project Description: This project entails the removal of a non-functioning Passenger Boarding Bridge (PBB) at Gate 16. The removal will allow installation of a used PBB acquired from the Louis Armstrong New Orleans International Airport (MSY).

Due to its age, the PBB and associated installation costs are not considered eligible for PFC funding. The project costs requested for this project are limited to the cost of removal of the existing PBB.

There are currently no constraints on competition at JAN. However, this project will enhance JAN's ability to accommodate new or increased service by providing a PBB at a gate that did not have one prior to this project.

Project Justification: The project will add capacity to JAN's West Concourse by providing a "common-use" gate that enables passenger boarding of diverted and unscheduled flights. The demand increase is a challenge given JAN's enplanements have grown from 505,000 in 2018 to 951,000 enplanements in the past 3 years. PBBs down for maintenance or repair present a major issue for Americans With Disabilities Act (ADA) compliance and productivity. There is currently no PBB at Gate 18. Added common-use gate capacity to the concourse will lessen the strain placed on other gates during flight diversions.

The acquisition of a used PBB provided both cost saving and time saving advantages to the Airport. The purchase price of the used PBB, including transportation from MSY, is \$65,000. The purchase price of a new PBB (including delivery), is \$715,000. The time required to complete installation after execution of the purchase contract for this used PBB was approximately three months. The time required to complete installation of a new PBB after purchase would be nine months.

There are currently no constraints on competition at JAN. However, this project will enhance JAN's ability to accommodate new or increased service by providing a PBB at a gate that does not currently have one.

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
Pay-As-You-Go PFCs	<u>\$45,000</u>
Total Project Funding	\$45,000

Project 9.03 Replace West Concourse Roof (Design and Construct)

Project Description: This project entails the installation a new thermoplastic polyolefin (TPO) roof onto the 25,000-sf. roof top on the terminal West Concourse. Approximately 3,933 sf. of the West Concourse roof occupies concession areas. The balance of the space is non-revenue producing public use space and therefore PFC eligible. The project includes the following:

1. Design;
2. Demolition/removal of the old roof;
3. Mobilization; and
4. Installation of the new roof

The Authority estimates that 84.3% of the space in the West Concourse is eligible for PFC funding, and the requested PFC amount is 83.6% of total project costs. The balance of project costs will be funded with other Airport funds.

Project Justification: The current roof has reached its end of life cycle and has leaks in a number of areas. The new roof will eliminate water intrusion and restrict further damage to the interior finishes. It will also enable the facility to become more energy efficient with added insulation and roofing membranes. The current roof system is a TPO roofing system that was installed in 1996. During this 26-year period, the roof system has been damaged by severe weather, as evidenced by its current condition. Moreover, water is ponding in various places on the roof.

PFC Collection Level: \$4.50

Project Funding:	<u>Amount</u>
Pay-As-You-Go PFCs AIP	\$ 809,937
Funds	\$ 480,000
Local Funds	<u>\$ 240,818</u>
Total Project Funding	\$ 1,530,755

Project 9.04 PFC Application Preparation Reimbursement

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, submitting (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>\$64,700</u>
Total Project Funding	\$64,700

Project 9.05 PFC Administration Cost Reimbursement

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).

Project Funding:	<u>Amount</u>
Pay-As-You-Go PFCs	\$ 27,000
Total Project Funding	\$ 27,000

Project 9.06 Terminal Chiller Replacement

Project Description: This project includes the replacement of Chiller No. 1 which provides chilled water to the main terminal building, and the East and West concourses. This project also includes the replacement of three (3) chilled water pumps. The existing Chiller No. 1 is a 300 ton chiller installed in 1989. The three existing 60 hp chilled water pumps were also installed in 1989. Both the chiller and the chilled water pumps have reached the end of their useful life and will be replaced with a high efficiency 300 ton chiller and three (3) 60 hp variable speed chilled water pumps. This project will also replace the associated branch piping and installing a refrigerant leak detection system to meet current building codes.

The Airport estimates that 47.2% of the space to be served by the new chiller qualifies as PFC eligible. The PFC funding request for this project represents 47.2% of total project costs.

There are currently no constraints on competition at JAN. This project is intended to replace HVAC components to assure that the terminal provides a comfortable environment for passengers using the Airport.

Project Justification: The current Chiller No. 1 is approximately 34 years old and experiences frequent failures in proportion to its age. Although Chiller No. 2 offers redundancy in case either

chiller fails, both chillers have reached the end of their useful life and the potential for both chillers to fail at the same time would cause major issues regarding passenger comfort and safety.

An increase in maintenance expenses on the Chiller plant have occurred in recent years and account for a 10% increase in annual operation costs. Older equipment requires a larger investment in maintenance and time associated with sourcing outdated parts for repairs. Some repairs require parts to be manufactured specifically for the equipment

The new Chiller and associated equipment improvements will provide a more reliable system with reduced maintenance costs. Improvements to pumps and associated piping and electrical components will improve chilled water flow, improve plant operation, and reduce energy consumption as well as providing a leak detection system.

Project Funding:	<u>Amount</u>
Pay-As-You-Go PFCs Local	\$424,800
Funds	<u>\$475,200</u>
Total Project Funding	\$900,000