

PUBLIC NOTICE

Date of Posting: September 7, 2022

Valley International Airport (the "Airport") intends to file a new Passenger Facility Charge (PFC) application #7 with the Federal Aviation Administration (the "FAA") to impose and use PFCs on six (6) new capital projects at the Airport at a \$4.50 PFC collection rate.

The proposed effective date for the new application is November 1, 2023, and the estimated charge expiration date is February 1, 2027. The application requests \$4,800,000 of PFC collection authority. The Airport is seeking public comments on the application and on the following projects:

Project No. 7-01 – Extend Runway 17R-35L (Design and Construct)

Project Description – This project is for the design and construction of extensions to the Runway 35L approach end and Taxiways A and M by 1,100 feet to the south. Runway 17R-35L is 150 feet wide; the project will install approximately 165,000 sf of new pavement consisting of 9 inches of asphalt, 21 inches of P-208 base and 12 inches of lime treated subgrade. Taxiways A and M are each 75 feet wide; the project will install approximately 82,500 sf of new pavement on each taxiway consisting of 9 inches of asphalt, 12 inches of P-208 base and 12 inches of lime treated subgrade. The project will include installation of all required lighting, lighted guidance signs, cabling and marking. Approximately 145 light fixtures, 28 new signs, consisting of guidance and distance-to-go signs and 13,000 lf of cabling and ductwork will be installed. The pavement will be built using the correct airport design specifications for runway ends using acceptable construction methods and using products in accordance with FAA specifications.

Project Justification – The extension will provide VIA with a 9,400-ft runway and will increase the number of aircraft and passengers using the airport, increase operating efficiency, and will permit new service by accommodating larger and more efficient aircraft. The extension will allow 100% of the aircraft at VIA to operate at maximum allowable weight. Current airport conditions prevent some aircraft from operating at maximum take-off and landing weights. The longer runway will accommodate aircraft requiring longer lengths for take-offs and landings.

VIA provides commercial passenger, air cargo, military and general aviation services. From FY 2016 through 2019 (the last full fiscal year prior to the COVID 19 pandemic), passenger enplanements increased by a total of 30.8 percent or 10.8 percent per year. Air cargo service at VIA has grown significantly. Since November 2018, American Airlines, Frontier Airlines and Viva Aerobus began serving VIA; Sun Country and Delta Airlines also commenced seasonal service. New carriers and/or new destinations have been added since the start of the Covid 19 pandemic. Since 2017, cargo carriers added 3 additional wide body flights to keep up with increased volume of freight resulting in a total of 5 wide body cargo flights daily. In recent discussions, the air cargo carriers expressed plans to divert more ground freight to VIA for air cargo transport. There is a current need for a longer runway length for VIA and the trends indicate the need will continue to grow.

A benefit cost analysis (BCA) to support AIP discretionary funding was completed in October 2019. The BCA showed that the runway extension would generate a net present value of approximately \$12.3 million and result in a benefit cost ratio of 2.0, using the Department of Transportation standard 7% discount rate.

The FAA also documented the need for the project in a Finding of No Significant Impact (FONSI) issued under the National Environmental Policy Act (NEPA) on June 16, 2021. Based on this issuance date, the FAA concluded that the project was needed, even after accounting for the impacts of the Covid-19 pandemic on demand and operations at VIA.

Funding Plan

PFC Funds	\$ 6,200,000
AIP Entitlement Funds	\$ 8,100,000
AIP Discretionary Funds	\$18,800,000
BIL AIG Funds	<u>\$ 5,400,000</u>
Total Project Cost	\$38,500,000

AIP/PFC Order/Reference for Eligibility – Eligible as Runway Extension under Table G-3 of the AIP Handbook, Order 5100.38D. Item b.

Airspace – 2022-ASW-3316-NRA dated May 18, 2022

Environmental – EA/FONSI dated June 16, 2021

ALP Approval – August 16, 2010

Project No. 7-02 – Master Plan Update

Project Description – This project will provide a master plan update for VIA. The master plan update will be performed in accordance with AC 150/5070-6. The scope of work will consist of all required elements specified in AC 150/5070-6, including a public involvement program, consideration of environmental factors, documentation of existing conditions, aviation forecasts, a discussion of facility requirements, alternatives analysis and a financial feasibility analysis. The anticipated deliverables include a technical report, a summary report, an airport layout plan (ALP) drawing set, a web page and public information kit. The airport's last master plan update was completed in 2010 and will be fourteen years old by the time this update is completed.

This project was originally included in VIA's PFC #6 application and subsequently deleted in an amendment application because it was not implemented within two years of approval of PFC #6 as required by 14 CFR § 158.33(a)(1).

Project Justification – The Airport's last master plan update was completed in 2010 and will be 13 years old upon completion of this project. The update is needed to provide up-to-date forecasts of passenger and cargo activity and traffic and to document current and projected capital needs. Major capital investments identified in the last master plan have been accomplished, and the airport is currently in a mode of maintaining existing infrastructure. In addition, this project will produce updated ALP drawing sets that incorporate precision approaches on all runway ends, enhancing the Airport's capacity.

Funding Plan

PFC Funds	\$ 150,000
AIP Entitlement Funds	<u>\$1,350,000</u>
Total Project Cost	\$1,500,000

AIP/PFC Order/Reference for Eligibility – Eligible as a planning project under Table E-2 of Order 5100.38D, Item c.

Airspace – Not Applicable

Environmental – CATEX

ALP Approval – Not Applicable

Project No. 7-03 – Replace 3 Jet Bridges, Gates 2, 3, & 5

Project Description – This project will replace three passenger loading bridges at VIA. The three bridges serve gates 2, 3 and 5. The existing loading bridges are owned by the Airport and were installed in 1990. The new loading bridges will be common-use as are the other terminal facilities at VIA. The new loading bridges will be moveable and able to accommodate aircraft ranging in size from CRJs to B-737-800s and B-757s. The new loading bridges will incorporate ground power units, preconditioned air and air conditioning. The existing loading bridges incorporate ground power units only.

Project Justification -- The three loading bridges to be replaced were acquired in 1990. They are 31 years old and have exceeded their useful life. Due to their age, the Airport is experiencing excessive repair and maintenance costs. In addition, the jet bridges suffer from corrosion, which cannot be repaired. Circuit boards are subject to failure and finding replacements is becoming difficult. In addition, by incorporating preconditioned air and air conditioning, the new jet bridges will improve passenger comfort.

Funding Plan

PFC Funds	\$ 300,000
BIL AIG Funds	<u>\$2,700,000</u>
Total Project Cost	\$3,000,000

AIP/PFC Order/Reference for Eligibility – Eligible as Terminal Development under Table N-9 of the AIP Handbook, Item e(3)(b).

Airspace – 2022-ASW-3316-NRA dated May 18, 2022

Environmental – CATEX dated March 18, 2022

ALP Approval – August 16, 2010

Project No. 7-04 – Construct Air Traffic Control Tower

Project Description – This project is for the construction of a new air traffic control tower (ATCT) and accompanying base building to replace the existing structures completed in 1972 at the existing structures’ location. The existing base building consist of a singly story structure of approximately 2,300 square feet. The existing ATCT is a five-level structure of 1,500 square feet with an operational cab on the fifth floor.

It is anticipated that the new ATCT and base building will be similar in size and functionality to the existing facilities, although the height of the cab will be increased to allow for further expansion of the airport. The increased height will also eliminate line-of-sight issues for two current locations on the airfield. The precise height and dimensions required for the replacement are still being determined by the FAA.

A Leadership in Energy and Environmental Design (LEED) program will be initiated for both the demolition and reconstruction of the base building and ATCT. A focus on was management, water efficiency, equipment efficiency and indoor environmental control will be applied.

Project Justification – The height of the existing ATCT creates line-of-sight issues for two current locations, which will be corrected by constructing a taller ATCT. The increased height will also avoid future line-of-sight issues as the airfield expands. For example, the runway extension in project 7-01 will generate new line-of-sight issues with the existing tower.

In addition, the existing ATCT and base building were constructed in 1972. Due to their age (50 years) and changing design and construction standards, the current facilities have multiple deficiencies that will be corrected with the new ATCT and base building. These include, but are not limited to the following:

1. Leaking windows, seals, roof membranes, doors and ductwork
2. Fire code violations;
3. HVAC systems in violation of current FAA orders;
4. Obsolete electrical panels for which replacement parts are no longer readily available;
5. Damaged sewer and water supply lines;
6. Roofing system in non-compliance with coastal windstorm standards; and
7. Various ADA compliance issues.

Funding Plan

PFC Funds	\$ 1,250,000
BIL ATP Funds	\$23,750,000
Total Project Costs	\$25,000,000

AIP/PFC Order/Reference for Eligibility – Eligible as Miscellaneous Building (Construct, Expand, Modify, Improve or Rehabilitate) under Table O-3 of the AIP Handbook, Item h; Pub. L. 117-58 BIL ATP statutory provisions defining eligible projects.

Airspace – 2022-ASW-3316-NRA dated May 18, 2022

Environmental – [PENDING]

ALP Approval – August 16, 2010

Project No. 7-05 – Expand Northeast Cargo Apron, Phase 1

Project Description – This project will construct an approximately 25-acre apron adjacent to the Airport’s existing cargo apron. The apron will connect to TWY N, but no construction will take place on the taxiway. The pavement will consist of 12” of lime treated subgrade, 12” of cement stabilized base and 12” of concrete paving. Lighting and marking as

appropriate will be included in the project. All materials and construction methods will comply with FAA specifications.

Project Justification – Currently the apron space is at 100% occupancy. Additional apron capacity is needed to enable forecast growth at the Airport.

In addition, on cargo and airline aprons where heavily loaded aircraft are moving slowly and turning sharply, a rigid pavement is far more durable than a flexible pavement, such as asphalt. Installation of concrete pavement will provide a more durable surface, increasing life expectancy and reducing maintenance costs.

Funding Plan

PFC Funds	\$ 1,200,000
AIP Entitlement Funds	\$ 4,050,000
BIL AIG Funds	<u>\$ 5,400,000</u>
Total Project Costs	\$10,650,000

AIP/PFC Order/Reference for Eligibility – Eligible as Runway Extension under Table I-2 of the AIP Handbook, Order 5100.38D. Item b.

Airspace – 2022-ASW-3316-NRA dated May 18, 2022

Environmental – CATEX dated April 4, 2022

ALP Approval – August 16, 2010

Project No. 7-06 – PFC Administrative Costs

Project Description – This project is for the PFC eligible only cost associated with this PFC application (April 2021-August 2026) and the preparation of the first amendment to PFC #6. This project includes developing this PFC application and the PFC #6 amendment application, related amendments and close out costs, issuing and maintaining the required PFC records, and annual audits of our PFC account (6 audits: FY 2021 through FY 2026). The cost for this project is based on estimates.

Project Justification – PFC funding has been selected to cover the costs of preparing and submitting this application and the first amendment to PFC #6 and related administrative actions. 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 Funds	<u>\$50,000</u>
Total Costs	\$50,000

AIP/PFC Order/Eligibility Reference – Eligible under 14 CFR § 158.13; PFC Order 5500.1, paragraph 5-12.e.

Airspace – Not applicable

Environmental – CATEX

ALP Approval – Not Applicable

The Airport welcomes the public's comments and support for these projects and will review all comments submitted in writing by no later than October 7, 2022. Please address any questions or comments to:

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