

NOTICE OF
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO
PASSENGER FACILITY CHARGES

The City of Brownsville, Texas (City) is providing an opportunity for public comment until December 24, 2014 related to a proposed New Passenger Facility Charge (PFC) Application for Brownsville South Padre International Airport. This written notice is provided in accordance with requirements contained in Federal Aviation Regulation 49 CFR Part 158.24 Passenger Facility Charge.

The City plans to impose the maximum PFC allowable of \$4.50 per enplaned passenger. Collection of this application will begin when Application #6 is totally collected, currently estimated to begin on April 1, 2021, with a total revenue impact of \$1,184,154. The PFC expiration date for these projects is estimated to be October 1, 2024.

The fourteen projects described below are the proposed projects for PFC funding:

7.1 Terminal Building Improvements (HVAC System Analysis and Security Camera Improvements), Design

This project provides for the design of various improvements to the Terminal Building – HVAC System Analysis and Security Camera Improvements.

Terminal HVAC System Analysis and Component Replacement:

This project will analyze the total HVAC system at the airport, develop a systematic strategy to upgrade or replace components, and develop the performance-based specifications to advertise/bid the necessary system improvements. The current terminal HVAC system is approximately 15 years old. The Building Automation Control System (BAS) is based on the Windows 98 operating platform which is maintained on a single laptop computer. The chillers have experienced multiple component failures and are in need of coil/other system replacements. This project will provide a complete system analysis and report addressing the decommissioning of the existing Windows 98 control system and upgrade, replacement of existing chillers with current, efficient units, and replacement of existing pumps, air controller equipment, chemical treatment equipment, electrical gear, and piping segments as determined necessary during the systems analysis phase.

Security System Improvements:

This project will provide a brief analysis of the Airport's existing security system software to assure the capability of additional camera installation. It will also develop a performance based construction document package, advertise and bid. The Airport has 30 cameras available for installation that were provided by the TSA. These cameras are intended to be installed in addition to current existing cameras to supplement the security system and provide visual monitoring of current "blind" spots. A previous study by others has been completed to identify the locations of these additional cameras.

All improvements were designed in conformance with applicable advisory circulars. The start date for this project was September 2011 and it was completed in June 2014. The total cost of this project is estimated to be \$155,000. The FAA provided funding under AIP federal grant #39 in the amount of \$147,250 for this project. PFCs are anticipated to provide the local match of \$7,750.

7.2 Environmental Assessment for Drainage Improvements and Clearing of approximately 100 acres (south side of airfield)

This project includes the preparation of an environmental assessment in accordance with NEPA and FAA guidance required for improvements to the south side of the airfield necessary to reduce airfield flooding during significant rainfall periods. Historically, such flooding has resulted in significant service disruption and damage to airport facilities and/or infrastructure. The proposed improvements, including ditch clearing and reshaping plus limited clearing and grubbing along the existing drainage ditches will allow for decreased rainfall detention and ponding. This environmental assessment is required before any work may be completed.

This project also includes an environmental assessment, in accordance with NEPA and FAA guidance, addressing the clearing of approximately 100 acres on the south side of the airfield. The area contains dense brush and trees extending between the two airport runways. The current line-of-sight from threshold 35 to Runway 13R-31L and from threshold 31L to Runway 17-35 is limited to less than one-half of the adjacent runway length due to the existing brush. Removal of brush and trees will allow full visibility of the adjacent runway, remove the wildlife habitat from the immediate runway proximity, and enhance emergency ARFF equipment access to the full airfield infield areas. The EA will allow for the steps to be taken to solve the problem. The project would allow the Airport to improve line-of-sight between Runways 17-35 and 13R-31L, to comply with USDA Wildlife Services recommendations for reducing potential for wildlife incidents at the Airport, and to provide emergency access to the affected airport property.

The start date for this project was September 2011 and it was completed in June 2014. The total cost of this project is estimated to be \$67,368. The FAA provided funding under AIP federal grant #39 in the amount of \$64,000 for this project. PFCs are anticipated to provide the local match of \$3,368.

7.3 Terminal Optimization Study

This project will provide a development plan for the terminal gates and Federal Inspection Services (FIS) areas, including an optimization plan to include two additional passenger gates with segregation of domestic and international passengers. It will also plan for efficient utilization of space to maintain security.

The study will analyze the current configuration of the terminal passenger gate lounge, baggage arrivals and FIS facility areas for space improvements to optimize the existing building. This initial planning effort will evaluate the possible terminal optimization options identified by airport staff at a planning level and provide a white paper documenting the analysis, which will provide a roadmap for implementation.

The terminal currently includes two passenger gates and lounge area. These gates are separated from the FIS area by the arrival baggage conveyor system. Utilization of an existing gate for international arrivals requires the segregation of those passengers and baggage from domestic by partition screens. The current layout is not efficient and cannot operate with simultaneous international and domestic arrivals.

All improvements were designed in conformance with applicable advisory circulars. The start date for this project was September 2011 and it was completed in June 2014. The total cost of this project is estimated to be \$177,303. The FAA provided funding under AIP federal grant #39 in the amount of \$168,438 for this project. PFCs are anticipated to provide the local match of \$8,865.

7.4 Site Selection Study for Rotating Beacon

This project will include a study to identify at least two locations on airport property for a new airport beacon. The study objective is to determine a new location clear of any impact to navigational aids, FAR Part 77 and TERPS surfaces, closer to the airfield and without visual obstructions. The locations will be determined in accordance with FAA AC 150/5300-13 Airport Design, AC 150/5340-30D Design and Installation of Details for Visual Aids and Title 14 of CFR Part 77 Objects Affecting Navigable Airspace. The existing rotating beacon and appurtenances is a 15+ year old. The area surrounding the unit has developed and includes structures obstructing a visual citing. Numerous area and obstruction lights are also in the immediate vicinity. Pilots have reported having difficulty in clearly identifying the beacon during night flight. A properly defined new location will serve to ease pilot confusion, mitigate an obstruction and locate the beacon closet to the airfield.

The start date for this project was September 2011 and it was completed in June 2014. The total cost of this project is estimated to be \$52,632. The FAA provided funding under AIP federal grant #39 in the amount of \$50,000 for this project. PFCs are anticipated to provide the local match of \$2,632.

7.5 Rehabilitation of Taxiway “B”

This project consists of the design and construction required for the rehabilitation of Taxiway “B.” The project includes a mill/overlay of the Taxiway B section from Taxiway D to Taxiway A. It also includes crack and joint sealing of the balance of Taxiway B, isolated spall and patch repair, and full panel replacement on limited, selected areas as required. Taxiway “B” includes sections of PCC and asphaltic concrete. Areas of asphaltic pavement sections are experiencing minor to severe raveling and weathering producing significant FOD and resulting in further pavement failures. This project will rehabilitate the taxiway pavements to increase the pavement condition index to an acceptable service level, eliminate loose and broken pavements along the taxiway thereby reducing the possibility of foreign object debris (FOD) damage, increase the service life of the taxiway pavement, and provide a pavement structure adequate for current aircraft utilization. This pavement was identified for rehabilitation in the Airfield Pavement Condition Assessment Report conducted in April 2008.

All improvements were designed in conformance with applicable advisory circulars. The start date for this project was September 2011 and is expected to be completed in March 2015. The total cost of this project is estimated to be \$3,613,450. The FAA provided funding under AIP federal grants #39 (\$150,000) and #41 (\$3,110,000) totaling \$3,260,000 for this project. PFCs are anticipated to provide the local match of \$353,450.

7.6 Installation of Security Cameras

This project includes construction and construction phase professional services necessary for the installation of additional owner provided security cameras in and around the airport terminal. These cameras are intended to be installed in addition to current existing cameras to supplement the security system and provide visual monitoring of current “blind” spots.

All improvements were designed in conformance with applicable advisory circulars. The start date for this project was September 2012 and it was completed in January 2013. The total cost of this project is estimated to be \$364,055. The FAA provided funding under AIP federal grant #40 in the amount of \$327,650 for this project. PFCs are anticipated to provide the local match of \$36,405.

7.7 Reconstruction of West General Aviation Apron

This project consists of the design and construction required for the reconstruction of the West General Aviation Apron. This project will provide a full reconstruction of the apron. The apron is constructed of an asphaltic section over PCC and is in severe distress. This project will rehabilitate the apron pavements to increase the pavement condition index to an acceptable service level, eliminate loose and broken pavements on the apron thereby reducing the possibility of foreign object debris (FOD) damage, increase the service life of the apron pavement, and provide a pavement structure adequate for current aircraft utilization. This pavement was identified for reconstruction in the Airfield Pavement Condition Assessment Report conducted in April 2008.

All improvements were designed in conformance with applicable advisory circulars. The start date for this project was September 2012 and is expected to be completed in March 2015. The total cost of this project is estimated to be \$4,880,058. The FAA provided funding under AIP federal grants #40 (\$318,529) and #41 (\$4,073,523) totaling \$4,392,052 for this project. PFCs are anticipated to provide the local match of \$488,006.

7.8 Rehabilitation of Runway 13-31

This project includes the mill and overly of damaged areas of Runway 13-31 near the intersection of Taxiway D. The project also includes pavement grooving to match the existing surface course. This pavement was struck by lightning in 2012 causing holes to occur in several locations. That damage resulted in loose and broken pavement creating a foreign object debris (FOD) hazard. This project will restore the pavement to its original condition and reduce the occurrence of FOD in those areas.

All improvements were designed in conformance with applicable advisory circulars. The start date for this project was September 2013 and it is expected to be completed in March 2015. The total cost of this project is estimated to be \$100,000. The FAA provided funding under AIP federal grant #41 in the amount of \$90,000 for this project. PFCs are anticipated to provide the local match of \$10,000.

7.9 New Airfield Markings and Signage

This project consists of the design and installation of new airfield markings and signage at the Airport. The runway designations at the Airport required changing to better align with their current magnetic declinations and as a result of the closure of Runway 13L-31R. Runway 17-35 will become Runway 18-36 and Runway 13R-31L must be remarked to 13-31. To accommodate these changes, all runway markings will be remarked and all associated runway signage will be modified (panel replacements). This project will also incorporate the latest technologies and products to improve upon both day-time and night-time visibility of the markings with a complete remark of all runway stripes and including the runway hold bars. The runway surfaces will be resealed after marking removals and prior to the new markings to provide the best contrast and visibility without the obscured surface resulting from the pavement removal/grinding. This project will result in the airfield being in compliance with FAA requirements for airfield marking and signage and will improve the safety of airfield operations. This project will result in improvements to safety by aligning the runway designations to the current magnetic declination and flight approach/departure bearings and removal of the “L-R” designations to Runway 13-31 as it is now a singular runway and not a pair of parallel runways.

All improvements were designed in conformance with applicable advisory circulars. The start date for this project was September 2013 and is expected to be completed in March 2015. The total cost of this project is estimated to be \$777,778. The FAA provided funding under AIP federal grant #41 in the amount of \$700,000 for this project. PFCs are anticipated to provide the local match of \$77,778.

7.10 Update Airport Layout Plan (ALP)

This project includes an update to the Airport Layout Plan (ALP) for the Brownsville South Padre International Airport. Specifically, this will include a review of the existing documentation, field surveying and imagery, preparation of a draft ALP drawing and narrative, review of draft with the Airport and the FAA, and preparation of final ALP drawings and narrative incorporating comments received.

The latest approved ALP set is dated December 1997. Airports receiving federal assistance are required to keep their ALP set current. The ALP serves as a record of present and future aeronautical requirements, is a blueprint for airport development by which the airport sponsor can ensure that development remains consistent with airport design standards and safety requirements, as well as airport and community land use plans. The ALP depicts plans for the development of the airport facility and serves as a record between the airport and the FAA. An up to date FAA approved ALP ensures the safety, utility and efficiency of the Airport and is

required for the airport to receive financial assistance through the AIP program and be able to received specific PFC funding.

The ALP will be updated in accordance with the latest FAA regulations. The start date for this project was September 2014 and it will be completed in December 2015. The total cost of this project is estimated to be \$277,778. The FAA provided funding under AIP federal grant #42 in the amount of \$250,000 for this project. PFCs are anticipated to provide the local match of \$27,778.

7.11 Rehabilitation of ARFF Truck

This project will include the rehabilitation of an existing 1999 airfield fire truck. Specifically, this project will include the repair of corrosion damage on the truck, replacement of the FLIR camera, and various upgrades to the engine. This truck is approximately 15 years old and is in poor condition. A major overhaul and upgrade is required to provide the level of service (ARFF Index B) required to meet minimum safety standards at the present time and in the future. An overhaul and upgrade was determined to be most cost efficient than a replacement at this time.

All improvements were designed in conformance with applicable advisory circulars. The start date for this project was September 2014 and it will be completed in April 2015. The total cost of this project is estimated to be \$300,000. The FAA provided funding under AIP federal grant #42 in the amount of \$270,000 for this project. PFCs are anticipated to provide the local match of \$30,000.

7.12 Preliminary Design to Support Environmental Study, New Terminal Building

This project includes 20% design of the proposed Passenger Terminal Modernization Program at BRO including the preparation of an environmental assessment. Specifically, this project includes the preparation of a program definition document, field surveys and geotechnical investigations, preparation of concept design and approval of the program definition document and concept designs. The environmental assessment will include an environmental analysis, draft environmental documentation, required public meeting, final environmental documentation and approval of the EA.

This project is required for the airport to move forward with its Passenger Terminal Modernization Program and achieve alignment with the 20-year planning forecast and development of a functional efficient passenger terminal facility. The existing passenger terminal was not designed to accommodate the security restrictions now in place at US commercial service airports nor the passenger demand currently experienced or forecasted demand.

The design will be conformance with applicable advisory circulars. The environmental assessment will be prepared in accordance with FAA Order 1050.1E. The start date for this project was September 2014 and it will be completed in December 2015. The total cost of this project is estimated to be \$631,222. The FAA provided funding under AIP federal grant #42 in

the amount of \$568,100 for this project. PFCs are anticipated to provide the local match of \$63,122.

7.13 Replacement of HVAC Chillers

This project consists of the replacement of two chillers serving the passenger terminal building. The chillers are a nominal 155 tons each. The project also includes the replacement of two chilled water pumps, associated valves and electrical controls for the chillers. This equipment is anticipated to serve the airport terminal for 20 years and can be incorporated into a new passenger terminal building, should the Airport pursue that option in the coming years.

The chillers being replaced were installed in 1999. In early 2014, one chiller failed and within months, the second chiller failed, requiring the Airport to rent a backup chiller on an emergency basis in order to keep the terminal building operational. Neither chiller was able to be repaired. The replacement of both chillers is necessary to ensure the terminal building has sufficient cooling capacity to support terminal operations.

The start date for this project was January 2014 and it will be completed in June 2015. The total cost of this project is estimated to be \$300,000. FAA AIP funding is anticipated in the amount of \$270,000 for this project. PFCs are anticipated to provide the local match of \$30,000.

7.14 PFC Administration Costs

PFC-eligible general formation costs included in this PFC project are the necessary expenditures to prepare the new PFC application. Also included are eligible ongoing administrative costs for this PFC application. Development associated with the approved projects in this application will preserve and enhance safety, competition, security and capacity at the Airport. The total cost of this project is \$45,000. PFCs are anticipated to provide 100% funding for this project. This project started in August 2014 and will be complete in December 2015.

Comments or a request for more detailed project descriptions should be sent to Mr. Larry Brown, AICP, Director of Aviation, Brownsville South Padre International Airport, 700 Amelia Earhart Drive, Brownsville, TX 78521.