

**Public Notice – Passenger Facility Charge PFC Application
PFC Application No. 10
Pitt Greenville Airport**

Effective: May 16, 2019

Pursuant to 14 CFR Part 158.24, the Pitt County – City of Greenville Airport Authority (“Authority”), owner and operator of the Pitt Greenville (“Airport”), hereby provides public notice (“Public Notice”) of the Authority’s intention to submit a Passenger Facility Charge (“PFC”) application (PFC Application No. 10) to use a PFC imposed under an approved PFC application (PFC Application No. 8) approved by the Federal Aviation Administration (“FAA”) on May 25, 2016.

As required by Part 158.24(a)(1) the following information is included in this Public Notice:

- (i) Descriptions of the projects;
- (ii) A brief justification of the need for the projects;
- (iii) The PFC level for each project;
- (iv) The estimated total PFC revenue for each project;
- (v) The proposed charge effective date for the application;
- (vi) The estimated charge expiration date for the application;
- (vii) The estimated total PFC revenue that will be used to finance the projects;
and
- (viii) The name of and contact information for the person within the public agency to whom comments should be sent.

The following list sets forth the PWEs to be included in the Authority’s PFC Application Number 10.

- PWE 8.11 GA Apron Expansion and Rehabilitation
- PWE 8.12 Acquire ARFF Vehicle

The Authority proposes to undertake this program of capital improvements and to fund them with a combination of federal grants in aid and PFCs on a PAYGO basis. The Authority is applying to the FAA for the authority to use PFC revenue to pay the PFC eligible costs of the proposed project work elements (“PWEs”).

The Authority proposes to impose a \$4.50 PFC to pay the PFC eligible costs of the PWEs.

The proposed charge effective date for this PFC Application No. 10 is concurrent with PFC application No. 8, the application under which the authority to collect a PFC resides. Therefore, the charge effective date is July 1, 2016. The legal charge expiration date for PFC Application No. 8 is June 1, 2026. The Authority is amending PFC Application No. 8 to amend the cost of PWE 8.11 GA Apron Expansion and Rehabilitation (from \$1,540,000 to \$3,000,000) and to remove certain projects from that application. To that end, the estimated Charge Expiration date for PFC Application No. 8 is estimated to be April 1, 2020.

In summary, the Authority intends to use \$370,000 in PFC revenue on a pay-as-you-go basis. The following spreadsheet comprises Attachment “A” – Detailed Funding Plan, which will be included in the Authority’s PFC Application No. 10 and sets forth the Authority’s overall financial plan for the projects included in PFC Application No. 10.

The following sets forth the PWEs included in PFC Application No. 8, PFC Application No. 9, and PFC Application No. 10 including a description of the projects, justification for the projects and the estimated total PFC revenue the Authority will use for each project.

I. PROJECT DESCRIPTIONS, OBJECTIVES AND JUSTIFICATIONS

PWE 8.11 GA Apron Expansion and Rehabilitation

Project Description: The project will rehabilitate the existing GA apron pavement and expand the apron pavement footprint in order to provide increased physical clearance (separation) for parked aircraft and for aircraft taxi operations, in accordance with current FAA design standards. The project will accommodate approximately the same number of GA parking positions as the existing apron.

Additional work: (1) concrete pavement repairs and joint sealing on the concrete apron (both the itinerant GA and the air carrier portions); (2) removing the two existing apron access taxilanes connecting the GA and air carrier aprons with the parallel Taxiway A and constructing three new apron access taxilanes; and (3) additional small areas of pavement rehabilitation.

Project Justification: The existing GA apron pavement includes aging (over 28 years) bituminous (asphalt) pavements, with some constructed over crushed aggregate bases and some over old concrete pavement; small areas of very old concrete pavement; a segment of old full depth bituminous pavement; and the concrete apron pavement constructed circa 2002. The pavements included in the base bid rehabilitation work were reported with Pavement Condition Index (PCI) values ranging from 19 to 65 in the 2016 Pavement Management System report prepared for the NCDOT Division of Aviation. The small additional bid alternate areas were reported with 2016 PCI values of 61 to 69. FAA criteria for AIP eligibility of pavement rehabilitation includes pavements with a PCI value of less than 70. The bid alternate concrete pavement was reported with a 2016 PCI of 93. The pavement exhibits a few areas of joint spalling and widespread joint sealant failure. The proposed concrete pavement (spall) repair and joint sealant work is consistent with FAA AIP eligibility criteria for concrete pavement joint maintenance.

The existing GA tie down apron was constructed circa 1991 using then current FAA geometric standards for small aircraft tie down aprons. The apron geometry at the time was also constrained by the geometry of Taxiway A, which was relocated to its current geometry (400-foot offset from the centerline of Runway 2-20) circa 2002. The proposed geometry provides for tie down spaces for two size groups of aircraft currently using the apron (singles and light twins), as well as a helicopter parking position to replace an existing helicopter parking position. The proposed taxilane and apron parking geometry is consistent with the current FAA design standards.

The existing apron access taxilanes are aligned with stub taxiways A3 and A4. Current FAA design standards require that access taxilanes be offset from stub taxiways such that departing aircraft must make turns onto the parallel taxiway and then again onto a stub taxiway prior to encountering a runway hold position. A bid alternate is included to remove those “direct access” apron taxilanes and to construct three new apron access taxilanes offset from the stub taxiways. The new apron access taxilanes will serve both GA and air carrier aircraft. If this bid alternate

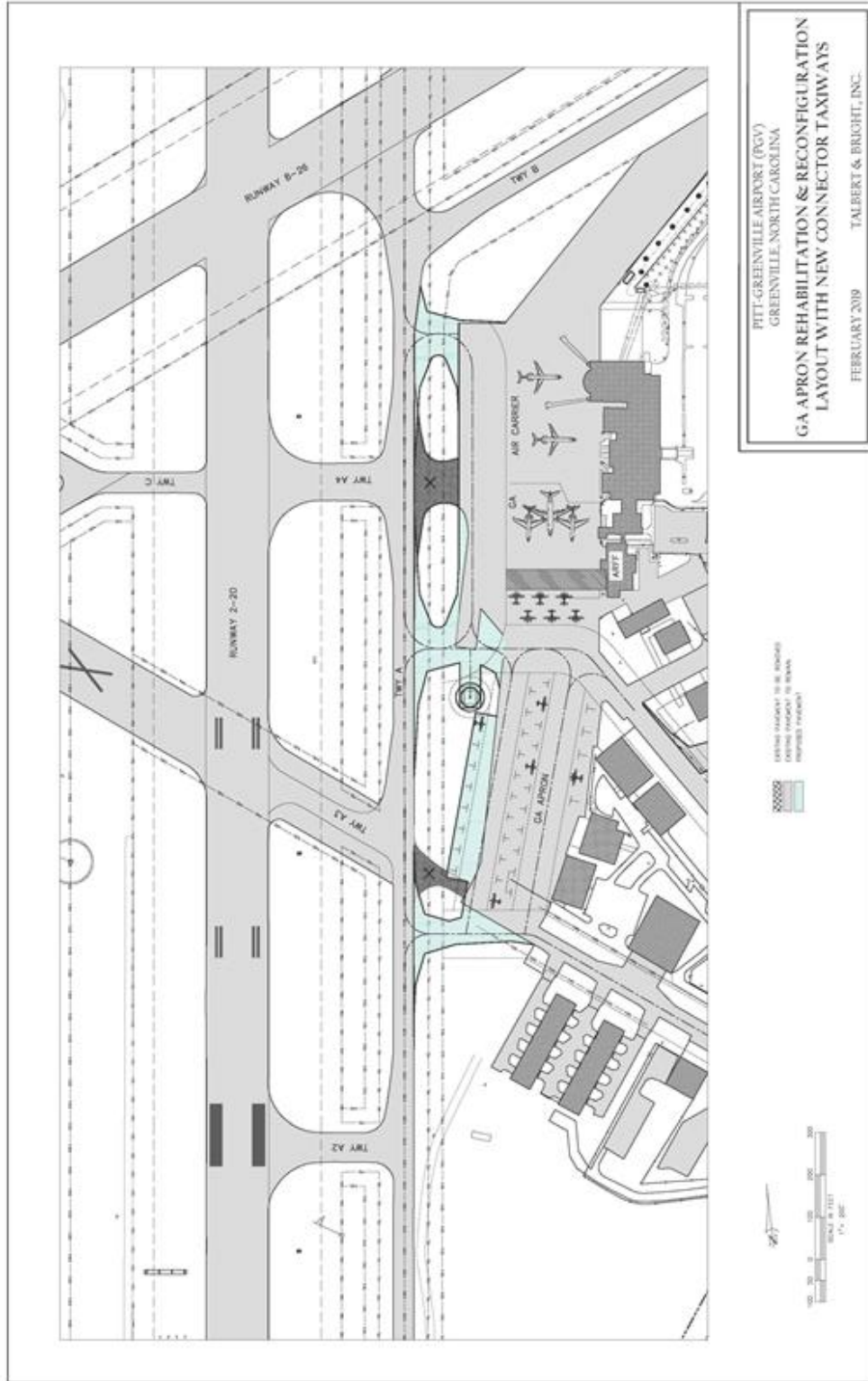
cannot be implemented with this project, the base bid geometry is consistent with a later implementation of the access taxiway work, perhaps as a part of a Taxiway A pavement rehabilitation project.

The proposed geometry of the apron expansion and the proposed access taxiway work represent a change in the geometry as shown on the current FAA approved ALP. The approved ALP shows a larger apron expansion. The approved ALP shows the removal of stub taxiways A3 and A4 as the solution to the existing “direct access” configuration. This project proposes to retain existing stub Taxiways A3 and A4, which are considered useful runway exit taxiways (with A4 also representing a portion of the existing parallel taxiway system serving Runway 8-26). From the perspective of operational impacts during construction, moving the apron access taxiways imposes much less operational impact than reconfiguring the stub taxiway network and the Runway 8-26 parallel taxiway (requiring closure of the primary runway).

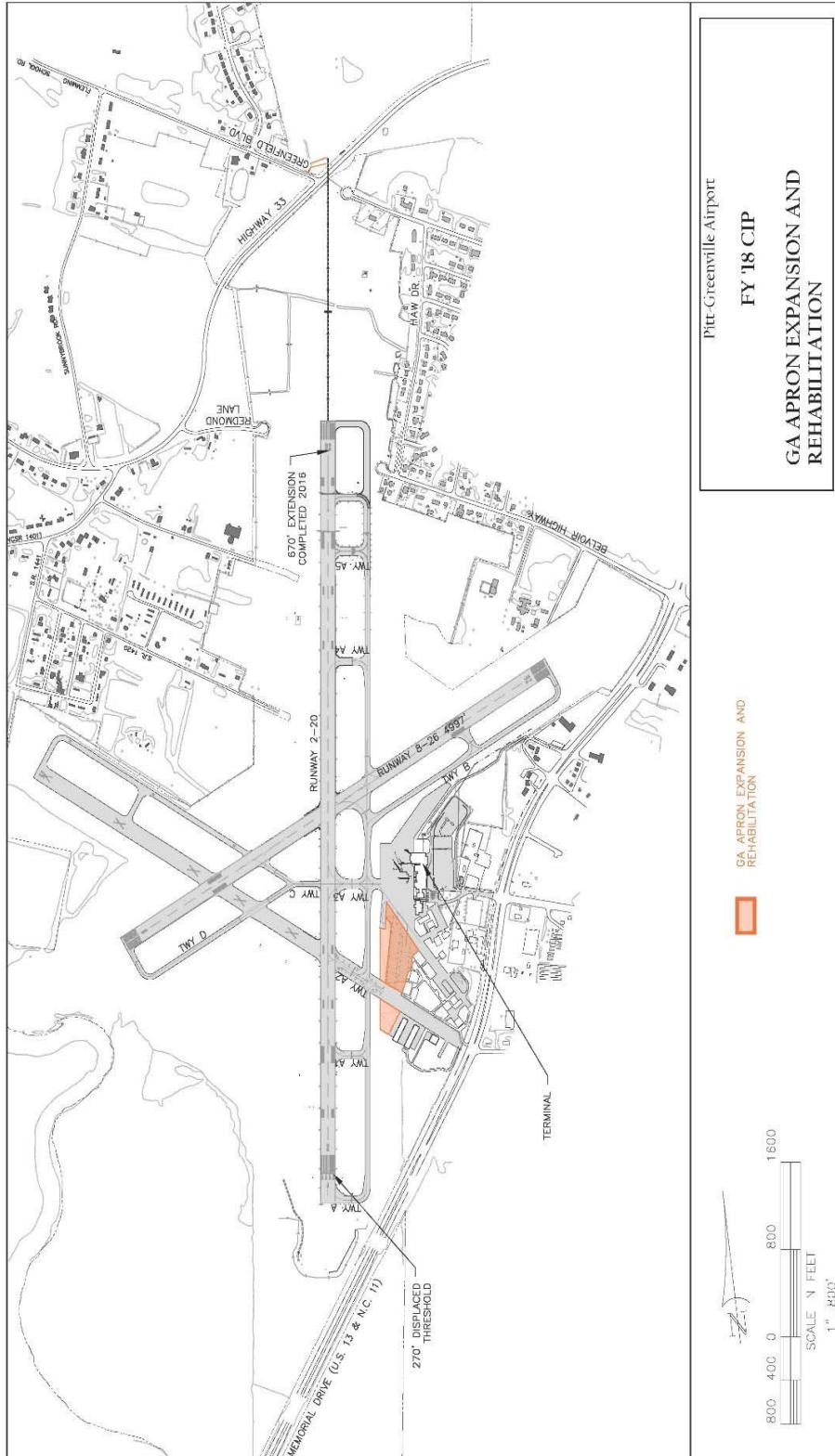
Since the proposed project geometry is different from that shown on the approved ALP, an airspace review case has been submitted through the FAA OE-AAA system (case No. 2019-AS)-1446-NRA).

Project Cost	\$3,000,000
AIP Funding	\$2,700,000
State Funding	\$ 0
Other Grants	\$ 0
PFC Funding	\$ <u>300,000</u>
	\$3,000,000

New GA Apron Expansion and Rehabilitation



Original GA Apron Expansion and Rehabilitation



PWE 8.12 Acquire ARFF Vehicle

Project Description: This project will purchase a new 1,500-gallon capacity ARFF vehicle with foam and dry chemical capabilities, to replace an aging, outdated vehicle placed in service in 2004. Maintenance cost are increasing to maintain the aging vehicle. This vehicle has outlived its useful life.

Project Justification: This vehicle is 15 years old and has outlived its useful life. It is experiencing mechanical failures and requires significant maintenance.

Project Cost: \$750,000
AIP Funding: \$630,000
State Funding: \$ 0
PFC Funding: \$ 70,000
\$750,000

II. DETAILED FINANCIAL PLAN

The Authority proposes to undertake a program of capital improvements to be funded with a combination of Federal grants-in-aid and passenger facility charge (“PFC’s”) revenue to be used on a pay-as-you-go basis. The Authority is applying to the FAA for the authority to use PFC revenue to pay the PFC eligible costs of two project work elements (“PWE’s”) included in PFC Application No. 10. The Authority proposes to use a \$4.50 PFC per revenue enplaned passenger to pay the PFC eligible costs of the PWE’s.

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The public is invited to provide written comment or request additional information through June 16, 2019 by writing:

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