



October 25, 2024

**TRI-CITIES AIRPORT AUTHORITY**

**PROPOSED PASSENGER FACILITY CHARGE APPLICATION NO. 25-10-C-00-TRI TO THE  
FAA TO IMPOSE AND USE A PFC AT TRI-CITIES AIRPORT**

**NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT**

The Tri-Cities Airport Authority (the Authority) has determined the need to submit to the Federal Aviation Administration (FAA) an application PFC 25-10-C-00-TRI (PFC 25-10) to impose and use PFC revenue at Tri-Cities Airport (TRI or Airport). The Authority has issued this public notice as part of the PFC application process as per Title 14 Code of Regulation (CFR) Part 158.24 *Notice and Opportunity for Public Comment*.

**Comment Period:** The Authority will accept public comments on the proposed amendment to PFC 25-10 up to thirty (30) days after the date of posting this public notice. As such, comments must be received on or before Thursday, November 28, 2024.

**City Point of Contact:** Comments may be mailed to Ms. Rachel Squibb, Director of Finance, Tri-Cities Airport Authority, 2525 Highway 75 Suite 301, Blountville, TN, 37617 or e-mailed at [rsquibb@flytri.com](mailto:rsquibb@flytri.com).

**The following information is provided in accordance with 14 CFR 158.24(a)(1)(iv):**

The Authority will seek authority from the FAA to impose/use PFCs with the following characteristics:

**PFC Level:** A four dollar and fifty cent (\$4.50) charge on eligible enplaned passengers at the Airport.

**Charge Effective Date:** January 1, 2025 (which reflects the estimated charge expiration date for existing PFC Application No. 23-09-C-00-TRI).

**Estimated Charge Expiration Date:** March 1, 2029 (or until collected PFC revenue plus interest thereon equals the allowable cost of the approved projects, as permitted by regulation).

**Estimated Total Impose and Use PFC Revenue:** \$4,094,656.

**Projects for which the Authority is seeking Impose and Use Authority:**

**10.01 Runway Obstruction 4 Property Easement Acquisition – Phase 1**

**Project Description:** This project funded for the acquisition of four (4) aviation easements totaling 13.94 acres located near the Airport. The acquired property easements are located on the northeast and south sides of Airport.

**Project Justification:** The acquisition of these property easements maintains a safe, efficient, viable, and usable approach surfaces to the runways at the Airport as required by the FAA and defined by, but not limited to, 14 CFR Part 77: *Safe, Efficient Use, and Preservation of Navigable Airspace* and FAA Order 8260.3D: United States Standard for Terminal Instrument Procedures (TERPS), and FAA Advisory



Circular (AC) 150/5300-13B: *Airport Design*. This project also accommodates existing aeronautical requirements and capacity at TRI. Additionally, this project was required to adhere to the criteria outlined in FAA's National Plan of Integrated Airport Systems (NPIAS).

#### **10.02 Taxiway A Extension – Construction**

**Project Description:** This project funds for project administration, construction management, and construction for the Taxiway A Extension project at TRI. Taxiway A is approximately 8,000 linear feet and runs parallel to Runway 5-23. This project will reconfigure the current alignment of Taxiway A from Taxiway C to Taxiway section at the Runway 23 approach end by alleviating the angled section of the taxiway, adjacent to the terminal ramp, and maintaining a straight line for the eastern section of Taxiway. This project will also include installation of taxiway lighting and taxiway signage.

**Project Justification:** The proposed extension of Taxiway A will provide for a direct taxing route for aircraft to the Runway 23 end, which would improve safety of the runway and airfield areas by minimizing unnecessary taxiway diversions as well as providing additional space for parking and aircraft maneuvering around the passenger concourse. Additionally, a pavement evaluation completed in 2019 identified sections of Taxiway A with Pavement Condition Index (PCI) ratings of 57 and 53 respectively; A PCI score between 40 and 65 is justifies rehabilitation or reconstruction.

#### **10.03 Taxiway C Removal**

**Project Description:** This project funds for the project administration, construction management, and removal of the Taxiway C Removal project at TRI. Taxiway C is approximately 1,800 linear feet and runs parallel to Runway 9-27. This project will only remove the section of Taxiway C, west of Runway 5-23, located directly southwest of the proposed Taxiway A extension. This project will also remove existing lighting and drainage infrastructure and regrade the area to comply with Part 139 and RSA standards.

**Project Justification:** The existing taxiway configuration poses a significant safety issue as Taxiway C provides direct access to the apron and does not meet FAA airfield design standards. Thus, the current configuration of Taxiway C results in a potential “hot spot” within this intersection on the airfield. The proposed removal of Taxiway C would eliminate the direct access between Taxiway C and Runway 5-23 and remove the potential for any incursions in high traffic areas.

#### **10.04 Runway 5 RSA Improvements – Construction**

**Project Description:** This project funds for the project administration, construction administration, and construction for Runway Safety Area (RSA) improvements at the approach end of Runway 5 to update safety area grades into compliance with FAA Advisory Circular recommendations. This project includes the removal and replacement of existing riprap in the southeast corner of the RSA, grading, and other associated improvements.

**Project Justification:** Improvements to existing Runway 5 RSA conditions are necessary to update safety area grades in compliance with FAA Advisory Circular recommendations. The proposed improvements to Runway 5's RSA will ensure the safety of aircraft and operators utilizing Runway 5-23 at TRI.

#### **10.05 Runway 5 RSA Improvements Environmental CATEX**

**Project Description:** This project funded for costs associated with the development of an environmental Categorical Exclusion (CATEX) for the Runway 5 RSA Improvements (10.04) project.

**Project Justification:** A CATEX is required for this project, per the National Environmental Policy Act (NEPA), to determine the potential environmental impacts of implementing proposed components of this project.

#### **10.06 Public Safety Dispatch System – Replacement (Access Control Public Radio Console)**

**Project Description:** This project funded for the replacement of the Public Safety Dispatch System (Dispatch System). The Authority acquired the Dispatch System to replace the existing failing operating dispatch system. The Dispatch System integrates all the Airport's communication systems into a single console system and presents this data through a streamlined graphical user interface. The new system included the acquisition of a new Console workstation, a new operating system that integrated local communication lines and P25 (for local law enforcement, emergency medical service, and fire), and new back of house blades.

**Project Justification:** The Dispatch System supports all the Airport's vehicle mounted and handheld radios. These radios are used by Airport ARFF, police, snow removal operations, and maintenance staff for day-to-day operations. Maintaining a functional and updated radio system is critical to airport safety. Inoperable or faulty equipment could have a significant impact on response times and public safety, as well as potentially impact airport operations due to disruptions in information sharing. The existing radio console was installed in 2013, and per the AIP Handbook has exceeded its minimum useful life. Additionally, the existing system had increasingly become more difficult to maintain due to age and availability of parts because Motorola no longer supported the system.

#### **10.07 Security Server Replacement (Access Control – Security Software)**

**Project Description:** This reimbursement project funded for the acquisition of a new Security Server to support security operations at TRI. The Airport acquired a new 160TB video recorder to replace three failing servers that supported storing video data for security operations. The acquisition of new security cameras and HD capable security cameras required significantly more storage capacity than the existing three servers could provide. The new Security Server provides 160TB of storage capacity and allowed TRI to integrate all their security cameras into one server in comparison to three, creating a more efficient security operation.

**Project Justification:** Prior to the acquisition of the new security server, TRI utilized three video storage servers to support the Airport security cameras. The video storage servers were over 10 years old and did not have the storage capacity to support the newer HD capable security cameras. Over time these servers would fail requiring reboots and leaving security without the use of several cameras and video data. It is TRI's security policy to maintain camera footage for 30 days. Additionally, the existing console was installed in 2013, exceeding the FAA's minimum useful life criterion.

#### **10.08 ARFF Fire Truck Replacement**

**Project Description:** This project funds for the acquisition of a new Aircraft Rescue and Firefighting (ARFF) fire truck to replace ARFF Truck No. 3. The current ARFF Truck No. 3 is 1997, E-One – Titan 4x4. ARFF Truck No. 3 is 29.4 feet long with a height of 11.6 feet, fitted with Hale 1,250 GMP pump, 1,500-gallon tank, 200-gallon foam cell, top/front mounted water turrets, and telescoping lights. ARFF Truck #3 seats five (5) with four (4) SCBA seats with multiple storage compartments. The new ARFF Truck will be procured with the same capabilities as ARFF Truck No. 3 with better efficiencies and newer technology.

**Project Justification:** The replacement of ARFF Truck No. 3 is necessary to maintain TRI’s ARFF index B capabilities in accordance with FAR 139.317 guidelines. This project will replace aging equipment that is critical for ARFF staff for emergencies. According to the AIP Handbook, the minimum useful life criterion for equipment is 10 years. The existing ARFF fire truck at TRI was purchased in 1997; therefore, this project exceeds the FAA’s minimum useful life criterion justifying acquisition. Additionally, due to the age of the existing ARFF truck, replacement parts for the vehicle are difficult to procure and general maintenance and upkeep of the vehicle is inefficient.

**10.09 Gate 4 – Passenger Boarding Bridge**

**Project Description:** This project funds for the design, procurement, and installation of a new passenger boarding bridge (PBB) at Gate 4 of Concourse 1 at TRI. This project includes the installation of a new PBB, which comes equipped with self-contained air conditioning units, preconditioned air (PCA) units, ground power units (GPU), and automated bag conveyors.

**Project Justification:** There is currently no PBB at Gate 4 and passengers are required to embark/disembark via stairs. At certain times of the day there are multiple aircraft on the ramp of which not all have access to a PBB or covered walkway. Further, passenger boarding and deplaning via PBBs is more efficient than ground-loading operations, which allows airlines to achieve more efficient turn times in addition to increasing the Airport’s level of service for passengers. Additionally, the airlines have requested this PBB for passengers’ safety and efficiency of loading/unloading, especially for those passengers needing wheelchair assistance during inclement weather.

**10.10 Administrative Costs**

**Project Description:** This project provides for the preparation and implementation of an application to “Impose and Use” a PFC at TRI, which will be submitted to the FAA. The consultant will gather the necessary project, financial, and statistical information; prepare the required public notice; prepare the required air carrier consultation notice; ensure that all procedural requirements are met during the air carrier meeting; prepare the application; prepare the response to air carrier comments; provide the completed application in a format ready for execution and submission; and prepare the air carrier notice upon FAA approval.

**Project Justification:** Retaining a PFC consultant helps ensure PFC applications are filed according to the rules and regulations determined by the FAA. Administrative cost is eligible in accordance with 14 CFR 158.3 PFC Administrative Support Cost.

**PFC 25-10-C-00-TRI Funding Sources**

Pro No.	Project Title	PFC Revenue Requested		Approved AIP		Anticipated AIP		Approved BIL-AIG		Local Funding	Total Project Cost
		PFC Level	Pay-Go	AIP Funds	Grant No.	AIP Funds	Year	BIL-AIG	Grant No.		
10.01	Runway Obstruction 4 Property Easement Acquisition - Phase 1	\$4.50	\$53,617	\$482,545	082-2023			\$0		\$0	\$536,162
10.02	Taxiway A Extension - Construction	\$4.50	482,881	1,908,276	084-2024	0		4,563,250	085-2024	236,177	\$7,190,584
10.03	Taxiway C Removal	\$4.50	47,736	188,644	084-2024	0		451,103	085-2024	23,347	\$710,830
10.04	Runway 5 RSA Improvement - Construction	\$4.50	43,976	129,674	084-2024	0		310,089	085-2024	4,887	\$488,626
10.05	Runway 5 RSA Improvements Environmental CatEX	\$4.50	4,500	0		40,500	2025	0		0	\$45,000
10.06	Public Safety Dispatch System Replacement	\$4.50	154,279	0		0		0		0	\$154,279
10.07	Security Server Replacement	\$4.50	73,880	0		0		0		0	\$73,880
10.08	ARFF Fire Truck Replacement	\$4.50	1,200,000	0		0		0		0	\$1,200,000
10.09	Passenger Boarding Bridge (Gate 4) - Acquisition	\$4.50	2,000,000	0		0		0		0	\$2,000,000
10.10	PFC Administrative Costs	\$4.50	33,787	0		0		0		0	\$33,787
<b>Total</b>			<b>\$4,094,656</b>	<b>\$2,709,139</b>		<b>\$40,500</b>		<b>\$5,324,442</b>		<b>\$264,411</b>	<b>\$12,433,148</b>