

Public Notice

Huntington Tri-State Airport (HTS)

Huntington, West Virginia

Passenger Facility Charge (PFC) Application #9

The Tri-State Authority, as owner and operator of Huntington Tri-State Airport (HTS), has determined the need to submit an application to the Federal Aviation Administration (FAA) to impose and use a Passenger Facility Charge (PFC) at the Airport. PFC proceeds will be used to fund eligible project costs for certain projects at the Airport. The Authority is posting this public notice as part of the PFC application process under 14 CFR Â§ 158.24. As part of this process, the Authority is providing the public with the following information regarding PFC Application #9:

PFC level: The Authority is seeking approval from the FAA to charge \$4.50 on passengers enplaned at the Airport for the projects included in the PFC application.

Charge effective date: The charge effective date for this PFC application would be June 1, 2021

Estimated charge expiration date: The estimated charge expiration date for this PFC application would be June 1, 2026

Estimated total PFC revenue under this application: This application will increase the Authority's "impose" authority by \$ 1,448,336 and of that, \$1,448,336 will be authorized as "impose and use".

Point of contact: Public comments on this new PFC Application #9 will be received until March 3, 2021. Comments should be sent to:

Brent Brown, Airport Director
Huntington Tri-State Airport
1449 Airport Road
Huntington, WV 25704

If there are any questions regarding this PFC application, Mr. Brown can also be reached at 304-453-2801 or bbrown@tristateairpor.com.

Description of projects to be included in the new PFC #9 program:

1. ARFF Suits and SCBA Equipment

Estimated PFC Cost: \$55,662

Description: Reimbursement for the purchase eight (8) Airport Rescue and Fire Fighting (ARFF) Suits, complete with gloves, boots and helmets. In addition, three (3) SCBA units with masks are needed as well as replacement of eleven (11) 30-minute duration oxygen bottles. Purchase of three (3) additional XXL plus fitted Airport Rescue and Fire Fighting (ARFF) Suits. Project preserves safety through continued compliance with 14 CFR Part 139.

2. Terminal Rehabilitation, Repair, and Improvement Projects

Total (2a. to 2d.) Estimated PFC Cost: \$416,308

a. Terminal Generator (eligible portion)

Estimated PFC Cost: \$3,000

Description: Reimbursement for passenger terminal generator emergency control signage (eligible project cost portion). Project preserves safety by providing backup power to lighting necessary to meet life safety code requirements for building evacuation of public use areas.

b. Terminal Area ADA Compliance Improvements - (Design/Construct)

Estimated PFC Cost: \$360,470

Description: Project will enhance public safety by improving pedestrian circulation between public parking areas and the terminal building in compliance with Americans with Disabilities Act (ADA) requirements, including installation of outdoor elevators. Supporting funds provided by a KYOVA Metropolitan Planning Organization grant. Public safety and customer experience will be improved particularly during inclement weather.

c. Terminal Rehab Phase 2 (Design / Construction) (AIP-053)

Estimated PFC Cost: \$12,238

Description: Reimbursement of eligible Phase 2 project cost change orders for a project that included replacement of HVAC units and associated ductwork, system balancing and installation of efficiency controls, asbestos abatement, preliminary installation of fire sprinkler piping (per Fire Chief requirements), installation of public Flight Information Displays (FIDS), and replacement of TSA security checkpoint rolldown gate. (AIP-053)

d. Terminal Rehab Phase 3 (Construction)

Estimated PFC Cost: \$40,600

Description: Reimbursement for the relocating glass security walls to make room for an additional passenger screening lane, relocating 3 pieces of TSA equipment, updating checkpoint design to accommodate current TSA operating requirements, and improving building electrical components to support TSA equipment needs. Project also included replacement of one secure airfield access gate operator that is beyond its usable life and replacement of the Gate 3 door in the passenger holding area that was beyond its usable life and posed a risk to security and reduced energy efficiency.

3. Mitigate Wildlife Attractant Hazard (Phs-1) Study & Program Definition

Estimated PFC Cost: \$77,294

Description: Project enhances safety by removing a wildlife hazard attractant from the airfield. Existing storm retention pond to be pumped down to prepare for the RSA Improvements project which includes slope stabilization and RSA grading improvements.

4. Runway Safety Area (RSA) and Drainage Infrastructure Improvements

Total (4a. to 4c.) Estimated PFC Cost: \$271,347

a. (RSAI) RSA Improvements (Slide Mitigation at the Pond) - (Design)(AIP 057)

Estimated PFC Cost: \$25,999

Description: Project enhances safety by improving and stabilizing the runway safety area south edge located midfield adjacent to the retention pond. Project includes design of slope stabilization and RSA grading improvements, approximately 1400 feet along the runway. This project will remove a significant wildlife hazard attractant from the airfield. This design will include improvements which include retaining walls, earth embankment and drainage facilities to eliminate the retention of stormwater on the AOA.

b. (RSAI) RSA Improvements (Adjacent to GA Apron) (Design and Construct)(AIP 060)

Estimated PFC Cost: \$189,792

Description: Project enhances safety by improving Runway 12-30 safety area which includes slope stabilization along the RSA (adjacent to GA Apron) (AIP-060). Work includes earthwork construction/benching and drainage improvements to stabilize an active slide that is encroaching into the RSA near Runway 12-30 Sta. 139+00. This design will include a retaining wall, benched earth embankment, RSA grading and drainage facilities. Construction will improve and stabilize approximately 2000 LF of the south edge RSA from Taxiway B, west, up to the pond mitigation work.

c. (RSAI) RSA Improvements (Pond & Slide Mitigation) (Design/Construction-Phase 1) (AIP 062)

Estimated PFC Cost: \$55,556

Description: Project enhances safety by improving Runway 12-30 safety area which includes slope stabilization along the RSA (adjacent to Taxiway G) (AIP-062). RSA improvement project includes embankment, retaining wall and drainage infrastructure to eliminate the retention of stormwater on the AOA and to stabilize embankment supporting RSA. Expanded project design scope is included as well as Phase 1 of the construction. Project improvements will remove a wildlife hazard attractant from the airfield, stabilize embankment supporting the RSA and improve runway and taxiway safety areas (adjacent to Taxiway G) to meet FAA grading standards. This project is a continuation of design work initiated with AIP-057.

5. Prepare PFC Application #9

Estimated PFC Cost: \$10,000

Description: Project includes the preparation of this PFC #9 application and the management of previous PFC applications.

6. Snow Removal Equipment (SRE) Building Access Pavement Rehabilitation (Construction)

Estimated PFC Cost: \$23,700

Description: Reimbursement for the rehabilitation of the pavement connecting the SRE storage building to Taxiway F. Does not include the paved apron area associated with the old armory building. Project is needed to preserve safety and maintain reliable SRE access to the airfield and reduce equipment wear and tear as well as the potential for equipment damage.

7. (IAD) SRE Building & Twy F Slide Repairs (Design/Construction)

Estimated PFC Cost: \$ 133,044

Description: This improve airport drainage project (AIP-059) includes Slide mitigation at the SRE Building and along Taxiway F. Work includes excavation and embankment of on-site materials, drainage improvements, retaining wall, surface pavement installation, restoration of Taxiway F Safety Area and AOA fence replacement.

8. Taxilane Pavement Rehabilitation (Design/Construct)

Estimated PFC Cost: \$ 143,490

Description: Repair of failing T-Hangar taxilane pavement providing public access to hangars and secondary (emergency) access to Fuel Farm. Work includes removal and replacement of a small section (35 ft. x 200 ft.) of rutted asphalt pavement. Project needed to eliminate FOD issues for active aircraft.

9. Cargo Pavement Rehabilitation (Design/Construct)

Estimated PFC Cost: \$ 129,490

Description: Repair of failing rutting pavement in the GSE area adjacent to cargo aircraft parking. 100% PFC Funds requested to rehabilitate and repair 862 square yards of the Cargo Apron. The project is located adjacent to the cargo hangar at its southern corner. The project includes drainage and electrical improvements to the hardstand area to ensure safety in the staging area. Project needed to eliminate FOD issues for active aircraft.

10. Runway Liquid Deice Sprayer

Estimated PFC Cost: \$ 48,000

Description: Pavement deice equipment for application on Runway and Taxiways. New requirement to utilize liquid deicers with the elimination of the use of urea on airfield pavements per EPA, NPDES guidelines.

11. Airport Loop and Access Road Rehabilitation & Repair Projects

Total (11a. to 11b.) Estimated PFC Cost: \$ 140,000

a. SRE Access Road Rehab & Drainage Improv, Phase I (CA/Construction)(AIP-0XX)

Estimated PFC Cost: \$ 95,000

Description: SRE and Fuel Farm Access Road Rehabilitation and Drainage Improvements (AIP_0xx). Work mitigates and address a developing slide with the installation of a retaining wall. Project also address immediately adjacent failing roadway pavement and failing drainage infrastructure. Drainage and pavement improvements are a preventative measure to mitigate future slope failures along access road.

b. SRE Access Road Rehab & Drainage Improv, Phase II (CA/Construction)(AIP-0XX)

Estimated PFC Cost: \$ 45,000

Description: SRE and Fuel Farm Access Road Rehabilitation and Drainage Improvements (AIP_0xx). Work rehabilitates failing asphalt pavement along only public access to airport facilities. Drainage improvements are a preventative measure to mitigate future slope failures along access road.