

NOTICE OF
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO
PASSENGER FACILITY CHARGES

The England Economic & Industrial Development District (England Authority) is providing an opportunity for public comment until October 5, 2020 related to our proposed new Impose and Use Passenger Facility Charge (PFC) Application #3 for the Alexandria 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 England Authority plans to impose the maximum PFC allowable of \$4.50 per enplaned passenger. We anticipate collection to begin effective December 1, 2025. The total amount of revenue to be collected under this application is \$4,175,720. The PFC expiration date for the projects described below is estimated to be September 1, 2034. Future PFC projects will likely extend the expiration date.

03-001 Replace Inbound and Outbound Baggage Handling Systems

The project includes the design and replacement of the Airport's inbound and outbound baggage handling systems. It includes the removal and disposition of the existing equipment and the installation of a new equipment system. Both systems are common use systems shared by all air carriers operating at the Airport.

The existing baggage handling systems was originally installed in 2006 with the construction of the new terminal building. The inbound baggage system is a flatbed system of approximately 141 linear feet. The belts and conveyors making up the outbound baggage system total approximately 120 linear feet. The equipment was manufactured by B.O.C.A., Inc. (Box or Container Automation, Inc). which went out of business during the installation of the equipment and the Airport has never been able to source parts or service from the manufacturer. All replacement parts have to be purchased through other baggage companies or fabricated locally. These include bearings, drive chains, door motors, relays and limit switches. Due to stresses on the baggage system's frame, the frame requires periodic welding to deal with unsafe breaks in the metal. Additionally, the Airport has no means of making adjustments to the control/operating system. Trying to find, order or in many cases have parts manufactured or fabricated causes unnecessary delays and down time, impacting air carrier operations and passengers. The systems are suffering from more frequent failures and are beyond their useful life.

The total cost of this project is estimated to be \$600,000. PFCs are anticipated to provide 100% funding for this project. This project estimated to start in March 2021 and is estimated to be completed in February 2022.

03-002 Acquire ARFF Vehicle

This project consists of the acquisition of a new Aircraft Rescue and Fire Fighting (ARFF) truck. This truck will be a 3,000 gallon, Class V ARFF unit with a 400 gallon foam cell. The acquisition will include one set of forcible aircraft entry tools. This truck is necessary to satisfy the Airport’s ARFF Index D requirements.

This truck will replace ARFF Unit FOX-2, a 2000 E-One Titan, 3,000 8x8. That truck, which is now twenty years old and was originally purchased with non-AIP (State) funds, suffers from ongoing maintenance problems and is no longer reliable. These maintenance problems include various oil, transmission fluid, power divider, air and plumbing leaks. The onboard generator, air conditioner and FLIR camera are inoperable and there are control problems with the turret and snozzle. The current forcible aircraft entry tools are also twenty years old and require gasoline powered hydraulic pumps connected to high pressure lines to operate. Many of the parts are no longer available and they lack the built-in safety features available on the new units which will meet all of the requirements of the 2020 Edition of NFPA 1936 (Rescue Tools) Standard.

The total cost of this project is estimated to be \$1,260,000. PFCs are anticipated to provide 100% funding for this project. This project estimated to start in July 2021 and is estimated to be completed in June 2022.

03-003 Acquire ARFF Protective Clothing and Equipment

This project consists of the acquisition of new Aircraft Rescue and Fire Fighting (ARFF) protective clothing and equipment. This clothing and equipment will include bunker gear, self-contained breathing apparatus, extrication gloves and water rescue gear.

<u>Type of Equipment</u>	<u>Number of Units</u>	<u>Cost/Unit</u>	<u>Total Estimated Cost</u>
Bunker Gear	8 Sets	\$4,200	\$33,600
SCBA	20 Units	\$10,220	\$204,400
Extrication Gloves	23 Pairs	\$40	\$920
Water Rescue Gear	8 Sets	\$225	\$1,800
Total Estimated Cost			\$240,720

AEX employs 18 full time firefighters and 7 part time firefighters. An ARFF Index D Airport, the Airport operates three Class V vehicles and one Class III vehicle.

The bunker gear being replaced were acquired between 2010-2015 and have reached the end of their useful lives.

The SCBA gear being replaced are Scott SCBA Models AP50 and AP75. The AP50 models are no longer supported (parts are not available) and the AP75 will not be supported by the manufacturer for fire ground operations in the near future. The units being replaced are not certified to operate within an CBRN (Chemical, Biological, Radiological, Nuclear) environment.

The existing equipment fell under the 1998 and 2002 Editions of NFPA 1981 Standard. The new units will conform to the 2018 edition of the Standard. At the time of replacement, the existing units will have reached the end of their useful lives. The acquisition includes the cylinders (2 per SCBA) and appropriate face masks. The US DOT requires all composite SCBA cylinders to be removed from service fifteen years after their manufacture date.

Gloves carried by ARFF personnel are intended to be used during general firefighting operations. While excellent for this purpose, they are bulky and lack the dexterity to perform fine function operations including shutting down flight decks, placing pins in aircraft, and operating certain extrications and other tools. Extrication gloves allow them to perform these fine function operations with fire protection. The other option personnel have is to remove their standard glove and perform these functions without protection. The current rescue gloves were purchased in 2006 and have outlived their useful lives.

Finally, AEX is encompassed by various waterways including the Bayou Rapides, Middle Bayou, and Big Bayou. These waterways border the Airport property and are in proximity to runways and taxiways. The Airport's current water rescue plan utilizes mutual aid agencies that respond from off site. The Airport equips its ARFF responders with basic water safety PPE to enable them to perform immediate initial water-related rescues until the arrival of mutual aid departments. The current water rescue gear is in excess of 20 years old and no longer buoyant to support ARFF personnel in emergency operations.

The total cost of this project is estimated to be \$240,720. PFCs are anticipated to provide 100% funding for this project. This project estimated to start in July 2021 and is estimated to be completed in December 2021.

03-004 Rehabilitate Airport Access Road

This project includes the design and rehabilitation of the Airport access road from Louisiana Highway 28 West (LA 28) and the loop road in front of the Airport's commercial passenger terminal. Construction will primarily consist of a 2" milling and overlay along with full depth patching of isolated base failures. A short section of the entrance roadway from LA 28 is comprised of concrete pavement and includes a bridge. There are a few concrete panels that will have to be replaced along with isolated patches required. All of the existing pavement joints and small cracks will be cleaned and re-sealed. Minor structural patches will be performed on the concrete bridge. There are a few drainage structures that have reached the end of their service life and require replacement. Certain sections of the roadway curb and gutter and sidewalks will also be replaced. The final elements of work will be the replacement of roadway lighting and wayfinding signage, as needed, and pavement markings with reflectorized markers.

It is estimated that the main entrance road from LA 28 including a bridge crossing Bayou Rapides was constructed by the United States Air Force in the 1950s. The pavements were last rehabilitated between 15 and 25 years ago. The entrance roads vary in width from 24' to 30'. The entrance roads are mostly constructed of asphaltic concrete and are experiencing pavement distress such as rutting, minor cracking, aggregate polishing, and oxidation.

The total cost of this project is estimated to be \$2,000,000. PFCs are anticipated to provide 100% funding for this project. This project estimated to start in June 2021 and is estimated to be completed in December 2021.

03-005 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. This includes funds necessary to prepare the application, amend the application, and audit costs associated with the required annual audit for the duration of the application period (estimated to be nine years). Development associated with the approved projects in this application will preserve capacity and safety at the Airport. The total cost of this project is \$75,000. PFCs are anticipated to provide 100% funding for this project. This project started in April 2020 and will be complete in September 2034.

Comments or a request for more detailed project descriptions should be sent to Mr. Scott Gammel, Airport Manager, 1611 Arnold Drive, Alexandria, LA 71030.