NOTICE OF
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO
PASSENGER FACILITY CHARGES

The City of Twin Falls, Idaho is providing an opportunity for public comment until May 5, 2021 related to our Passenger Facility Charge (PFC) Program. This notice includes information related to a proposed new Impose and Use PFC Application #6 for the Magic Valley Regional 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 submit a new PFC Application #6 at the maximum PFC allowable of $4.50 per enplaned passenger. We anticipate collection to begin on June 1, 2022. Total PFC impose and use authority requested in this application is $1,155,259. The PFC expiration date for these projects is estimated to be February 1, 2030. Future PFC projects will likely extend the expiration date. The fifteen projects described on the following pages are the proposed projects for PFC funding.

The City recommends continued exclusion of Air Taxi/Commercial Operators (ATCO) filing FAA Form 1800-31, from the collection of PFCs. These nonscheduled/on demand air carriers comprise less than 1% of the total enplanements at TWF. In 2019, ATCO carriers included Netjets Aviation and this class of carriers enplaned 49 passengers. We request this exemption based on the complexity of record keeping, the cost of implementation of collecting and monitoring the PFC program for small carriers, and the fact that ATCOs account for such a small percentage of total enplanements.

Comments or a request for more detailed project descriptions should be sent to Mr. William Carberry, Airport Manager, P.O. Box 1907, Twin Falls, ID 83303.

MAGIC VALLEY REGIONAL AIRPORT (TWF)
PFC APPLICATION #6
PROJECT DESCRIPTIONS

06-001 Rehabilitate Taxiway A

This project includes the design, rehabilitation and reconstruction of Taxiway A. The rehabilitation work on Taxiway A consisted of profile milling approximately 2,630 linear feet of the existing asphalt surface, and overlaying the existing asphalt with a 4-inch section of new asphalt in 2, 2-inch lifts. A 1,690 linear foot section was totally removed and realigned to parallel Runway 8-26; this section consisted of the relocation and compaction of subgrade material, the installation of a 9-inch subbase section, 6-inch base section, 5-inch section of stabilized asphalt base paved in 2, 2.5-inch lifts, and a 4-inch section of new asphalt paved in 2, 2-inch lifts. Both sections included installation of underdrains, manholes, catch basins, underdrain clean outs, and outlet structures; removal of taxiway light cans and installation of new taxiway light cans and lights, paving of 12.5-foot shoulders which included a 6-inch base section and a 3-inch asphalt lift, and the installation of compacted millings along the shoulder at least 7.5-feet in width.

This project was necessary to address pavement failures due to asphalt oxidation and block cracking. The taxiway also required realignment from A-2 to A-1 for the critical aircraft to turn 90 degrees to the active runway. This project was necessary to address aircraft safety for intersection sight distances and to eliminate FOD hazards from pavement cracking.

This project started in March 2018 and was completed in July 2018. The total cost of this project was $3,420,960 with $3,207,150 provided by AIP Grant #39 and the local match of $213,810 to be funded with PFCs.

06-002 Construct Taxilane Connector

This project includes the design and construction of a new taxilane connector. The project included the removal of native material, compaction of subgrade, installation of an 18-inch subbase section, 6-inch base section, and 4-inch asphalt section paved in 2, 2-inch lifts, installation of underdrains, manholes, catch basins, and underdrain cleanouts; new stormwater pipes were connected to existing stormwater infrastructure. Compacted millings were installed along the edge of pavement 15-feet in width. New reflectors were also installed along the taxilane.

This project will improve safety and relieve congestion in the area (Spur Aviation, Rob Green, Precision Aviation, Ron Miller's Avionics Shop, and Reeder's) where aircraft experience movement delays due to one way access. As the northeast area of the airport continues to develop, aircraft congestion will continue to increase.

This project started in March 2018 and was completed in July 2018. The total cost of this project was $458,184. The FAA provided funding under AIP Grant #40 in the amount of $429,548. PFCs are requested to provide the local match of $28,636.

06-003 Acquire ARFF Equipment

This project consists of the acquisition of a 2018 Rosenbauer Panther Aircraft Rescue and Fire Fighting (ARFF) truck. This truck has a 1,500 gallon tank capacity and a 500 lb. potassium-based dry chemical system. Included are the costs of the associated auxiliary equipment and radio equipment. This project also includes the purchase of an E-One mobile cart foam test system.

This truck replaced ARFF Unit 1, a 1996 Oshkosh T1500. That truck was suffering from ongoing maintenance problems and was no longer reliable. This equipment is necessary to satisfy the Airport's ARFF Index B requirements.

This project started in October 2017 and was completed in December 2020. The total cost of this project was $748,330. The FAA provided funding under AIP Grant #40 in the amount of $701,560. PFCs are requested to provide the local match of $46,770.

06-004 Acquire Snow Removal Equipment

This project includes the acquisition of four (4) pieces of snow removal equipment.

1) Replacement Dump Truck with Plow Hitch (Unit #6) - This vehicle is all-wheel drive with a three-axle chassis and a 10 cubic yard dump bed. It has a plow mount for a 22' plow.

2) New Truck, Plow and Material Spreader (Unit #11) – This vehicle is four-wheel drive with an articulating 9' V-plow. The mounted solid deicing spreader has a maximum spreader width of no less than 30' and a minimum 12,500 lb. payload capacity with a 3 cubic yard dump truck spreader unit.

3) Multi-Purpose Runway Broom and Plow – This acquisition includes the purchase of an MB5 Mid-Mount Broom Compact Multi-Tasking Snow Removal vehicle. The vehicle is equipped with a 24' plow and a 22' broom.

4) New Broom – This acquisition will include the purchase of a new 20' broom.

Two of these pieces of SRE, the dump truck and plow hitch unit as well as the Multi-Purpose broom and plow will replace three pieces of SRE equipment which have reached the end of their useful lives and suffer from numerous and costly repairs. The dump truck and plow hitch unit replaced a 2001 12' plow. The Multi-Purpose Broom and Plow unit will replace a 2009 Wausau broom and a 2006 20' plow. The truck, plow and spreader as well as the broom unit are additional units to the SRE inventory.

These equipment purchases are made in accordance with *Advisory Circular 150/5220-20A, Airport Snow and Ice Control Equipment.*

The new truck, plow and spreader is needed to remove snow from the air carrier apron in tight areas around aircraft next to the terminal building. The existing equipment is too large for this type of snow removal. Additionally, the existing deicer spreader is undersized for the area requiring treatment.

Due to the age and mechanical condition of the equipment and the harsh environment in which they operate, a catastrophic breakdown during the winter snow removal and ice control operations could result in the inability to efficiently perform critical snow removal operations and negatively impact aircraft operations. These pieces of SRE equipment are needed to achieve the new standards of "no worse than wet" conditions at TWF driven by the implementation of TALPA (Takeoff and Landing Performance Assessment). These new standards create an increased demand on this equipment. Additionally, TWF serves as a diversion airport for Boise, Sun Valley and Salt Lake during periods of inclement weather and having the necessary SRE equipment to maintain safe operating conditions at the Airport is critical.

The total estimated cost of this project is itemized below.

Equipment	AIP Year	AIP Funds	PFC Local Match	Total Cost
Replacement Truck and Mount	AIP #41	$228,270	$15,218	$243,488
New Carrier, Plow and Spreader	AIP #41	70,492	4,699	75,191
Multi-Function SRE	2020 (#43 and 2021)	665,476	14,638	680,114
New Broom	2022	703,125	46,875	750,000
Total		**$1,667,363**	**$81,430**	**$1,748,793**

PFCs are requested to provide the local match of $81,430. This project started in June 2018 and is estimated to be complete in June 2023.

06-005 Conduct Pavement Condition Index Study

This project consists of conducting a new pavement condition index study for the Airport. This project will allow the Airport to determine a schedule for its pavement maintenance program. The Airport's last PCI Study was conducted in 2014. The FAA recommends updated PCI studies every three years.

This project started in December 2020 and will be completed in April 2021. The total cost of this project is estimated to be $39,377 with AIP Grant #41 providing $36,916 and PFCs are requested to fund the remaining local match of $2,461.

06-006 Access Gate Improvements

This project consists of improvements to an airfield access gate for ARFF equipment and personnel. These improvements included providing electricity to the gate to allow the gate to be automated as well as providing the telecommunications to the gate for proper access control and security. (The cost to construct the new gate was funded by a third party). This project was needed to preserve the safety and security of the airfield by improving the movements of ARFF personnel into and out of the airfield.

This project started in May 2016 and was completed in October 2016. The total cost of this project was $19,430 with AIP Grant #41 providing $18,216 and PFCs are requested to fund the remaining local match of $1,214.

06-007 Acquire Land for Development (Categorical Exclusion Documents for 13 acres)

This project consists of the completion of categorical exclusion documents for 13 acres of land (located in the northeast area of the Airport) donated to the Airport. The donated land will provide a location for stormwater detention for the Airport. A categorical exclusion was required for the Airport to accept the donated land.

This project started in February 2016 and was completed in February 2016. The total cost of this project was $4,000 with AIP Grant #41 providing $3,750 and PFCs are requested to fund the remaining local match of $250.

06-008 Extend Taxilane 14

This project consists of the design and construction of an extension to Taxilane 14. The extension will be 35 feet wide and approximately 1,000 feet long. The project includes the necessary excavation, embankment construction, subgrade preparation subbase and base aggregate placement and asphalt paving in 2-2" lifts. Also included is the installation of storm drain pipe, inlets and underdrains. The project also includes the planning for the northeast development alternatives.

The Airport is in the process of constructing new taxiways in the northeast section of its aeronautical facilities (Taxiway N). This project, the Taxilane 14 extension, is necessary to connect the existing taxilane to the new Taxiway N and provide redundant access to the aeronautical facilities.

This project started in September 2019 and was completed in August 2020. The total cost of this project was $1,044,057 with AIP Grant #41 and #42 providing $978,804 and PFCs are requested to fund the remaining local match of $65,254.

06-009 Construct Taxiway N

This project consists of the design and construction of Taxiway N from Taxiway A to the planned new northeast common use general aviation apron (funding pending under AIP Grant #47). The taxiway will be 35 feet wide and approximately 1,300 feet long. This project will include the necessary excavation, embankment construction, subgrade preparation subbase and base aggregate placement and asphalt paving in 2-2" lifts. Also included are the installation of storm drain pipe, inlets and underdrains, pavement markings and retroreflective markers. This project also includes the reconstruction of the ARFF access road as well as the required relocation of a perimeter fence access gate.

This new taxiway is necessary to provide access from the new aeronautical facilities on the northeast area of the Airport to the airfield.

The total costs and funding sources of this project are estimated to be as follows:

Funding Source	AIP Funds	PFC Local Match	Total Estimated Costs
AIP #45	$3,273,328	$218,221	$3,491,549
2021 AIP	1,500,000	100,000	1,600,000
Totals	**$4,773,328**	**$318,221**	**$5,091,549**

PFCs are requested to provide the local match of $318,221. This project started in October 2020 and will be completed in December 2021.

06-010 Environmental and Design Services for Crosswind Runway and Runway 8/26 Rehabilitation

This project includes the development of an environmental assessment (EA) for the construction of a new crosswind runway and a documented Categorical Exclusion for the rehabilitation of Runway 8-26 and repurposing of Runway 12-30. This work is necessary to evaluate potential social, environmental, and economic consequences of implementing these projects. The work will be performed in accordance with the National Environmental Policy Act of 1969 (NEPA). This project also includes preliminary design (30%) of these projects. This project will begin after the substantial completion of the Airport's Master Plan update, current ongoing.

This project is estimated to start in September 2021 and be completed in December 2022. The estimated cost of this project is $450,000 with a 2021 AIP Grant anticipated to fund $421,875 and PFCs are requested to fund the local share of $28,125.

06-011 Install Replacement Rotating Beacon

This project includes the installation of a rotating beacon at TWF. The beacon will replace the existing rotating beacon on top of the air traffic control tower.

The Airport's existing rotating beacon was installed in 2000. The existing beacon has reached the end of its design life.

This project is estimated to start in and be completed in April 2022. The estimated cost of this project is $90,000 with a 2022 AIP Grant anticipated to fund $84,375 and PFCs are requested to fund the local share of $5,625.

06-012 Existing ARFF Station Improvements

This project included modifications to the existing ARFF station in order to provide a dormitory to allow for 24 hour ARFF staffing at the Airport. The dormitory is 135 square feet and accommodates one firefighter. The project also included modifications to allow for the installation of a washer and dryer (not including the acquisition of the washer and dryer). The modifications were constructed in accordance with *Advisory Circular 150/5210-15A, Aircraft Rescue and Firefighting Station Building Design.*

This project started in January 2020 and was completed in March 2020. The total cost of the project was $38,464 to be funded 100% with PFCs.

06-013 Terminal Front Improvements - Sidewalks

This project includes the design and construction of terminal front improvements, including regrading and replacing the existing handicap accessibility ramps and regrading and replacing the existing sidewalk.

The terminal sidewalks were constructed in 1997. The sidewalks need to be reconstructed to bring them into compliance with Americans with Disabilities Act (ADA) standards. The project will preserve capacity and safety by ensuring that the terminal front infrastructure is in good condition for passengers and visitors arriving and departing the terminal building and that the infrastructure complies will all required accessibility standards. The efforts required to address these deficiencies, as well as to address the age of the existing infrastructure and to extend the useful lives of the infrastructure dictate a comprehensive rehabilitation. This project will be undertaken in conjunction with PFC Project 06-014 – Access Road Improvements described below.

This project is anticipated to start in June 2021 and will be complete in July 2021. The total estimated cost of this project is $175,000 to be funded 100% with PFCs.

06-014 Access Road Improvements

This project includes the design and construction of terminal front improvements, including rehabilitating the existing terminal drive lanes, rehabilitating the existing pavement section, curb and gutter, and improving drainage infrastructure.

The terminal drive lanes were constructed in 1997. The drive lane asphalt is failing due to oxidation and deflections, and suffers from frost freeze during the winter. These pavement failures and frost heave create tripping hazards for passengers crossing the roadway to access the terminal building. The project will preserve capacity and safety by ensuring that the terminal front infrastructure is in good condition for passengers and visitors arriving and departing the terminal building and that the infrastructure complies will all required accessibility standards. The efforts required to address these deficiencies, as well as to address the age of the existing infrastructure and to extend the useful lives of the infrastructure dictate a comprehensive rehabilitation. This project will be undertaken in conjunction with PFC Project 06-013 – Terminal Front Improvements – Sidewalks described above.

This project is anticipated to start in June 2021 and will be complete in July 2021. The total estimated cost of this project is $75,000 to be funded 100% with PFCs.

06-015 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, amend and close the application and any other audit or administrative costs. Development associated with the approved projects in this application will preserve and enhance 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 February 2030.