NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT RELATED TO PROPOSED PASSENGER FACILITY CHARGE APPLICATION
DECEMBER 9, 2020

FORT SMITH REGIONAL AIRPORT
FORT SMITH, ARKANSAS
PASSENGER FACILITY CHARGE
PROPOSED PROJECT OVERVIEW

The City of Fort Smith, Arkansas is providing an opportunity for public comment until January 12, 2021 at 11 AM related to the airport's new Impose and Use Passenger Facility Charge (PFC) Application #7 for the Fort Smith Regional Airport (FSM). This written notice is provided in accordance with the requirements contained in 14 CFR Part 158.24 Passenger Facility Charge.

FSM plans to collect PFCs in the amount of $4.50 per enplaned passenger for all projects included in the proposed PFC application. We anticipate collection to begin when the previous PFC application is fully collected which is currently estimated to be June 1, 2022 (proposed charge effective date for this new PFC application). The total amount of revenue to be collected under this application is $1,862,709. Based on FSM’s current PFC collection rate, the estimated charge expiration date for this PFC application is estimated to be September 1, 2029.

The calculations determining the proposed charge effective date and estimated charge expiration date are based on FSM’s actual PFC collections between October 1, 2019 and September 30, 2020. The COVID-19 pandemic is currently having a significant impact on passenger enplanements at FSM and other airports around the world. As a result, the proposed charge effective date and estimated charge expiration date will likely change depending on the duration and impact of the COVID-19 pandemic and its effect on air travel.

Attachment A to this notice provides additional details regarding the descriptions, justification, funding plan, and timing of the projects included in the proposed new PFC application.

Comments or a written request for more detailed project descriptions should be sent to Michael Griffin, Airport Director, 6700 McKennon Blvd Suite #200, Fort Smith, AR 72903. Michael Griffin may also be contacted via telephone at (479) 452-7000.
Attachment A

Passenger Facility Charge Proposed Projects

Fort Smith Regional Airport

Prepared by:

GARVER

13750 San Pedro Ave #350
San Antonio, TX 78232

December 3, 2020

Garver Project No.: 19A14420
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1.0 Purpose of Document

The purpose of this document is to provide air carriers and the public with an overview of the projects that are proposed to be included in the Fort Smith Regional Airport’s upcoming PFC application. This document provides the following related to each project:

- Project Descriptions
- Project Justification
- Project Eligibility
- Project Funding
- Project Timing

Additionally, exhibits for each project have been developed.
2.0 Proposed Projects

This section provides an overview of the projects proposed for inclusion in the new FSM PFC application.

2.1 Project #1 – Runway Rehabilitation

Project Description: This project is for the construction phase of the runway pavement rehabilitation project for Runway 07/25. The project is currently under design as part of AIP Grant 3-05-0024-048-2019. Runway 7/25 is an 8,017 ft. grooved asphalt runway. The project will consist of a mill and overlay of the existing runway surface for the full length of the runway to improve pavement condition and pavement life expectancy. The project will also include the replacement of sign panels associated with Runway 7/25 and Runway 1/19 and the removal and replacement of all the surface painted runway hold position signs associated with both runways. There are 22 vertical signs panels that will be replaced and 30 surface painted runway hold position signs that will be removed and replaced. The vertical sign panels and surface painted hold position signs need to be updated due to the planned re-designation of the runways to Runway 8/26 and Runway 2/20. This change is necessary due to magnetic variation changes at the airport. The runway markings for Runway 7/25 will be repainted as part of the project. The runway designation markings for Runway 1/19 will be removed and repainted as 2/20 due to the runway re-designation.

Project Justification: The last rehabilitation of Runway 7/25 was completed in 1996. The runway surface is showing extensive weather-related cracking and surface weathering. The pavement is such that the current PCI is at a range where an overlay is the recommended pavement rehabilitation. The current weighted area PCI for the runway is 46. Additionally, the sign panels associated with the runway designation, the surface painted runway hold position signs, and the runway designation markings need to be replaced due to changes in magnetic variation requiring the re-designation of the runways.

Project Eligibility: The project is eligible for AIP and PFC funding per the AIP Handbook, Table G-5, Item E. – Rehabilitate Runway.

Funding: Funding for this project is $13,000,000. 90% of the funding will be provided via an AIP Grant in the amount of $11,700,000 (the distribution between entitlement and discretionary funding is to be determined). The remaining $1,300,000 will be split between the State of Arkansas and the sponsor. The State of Arkansas will provide $250,000 (approximately 1.92% of total funding) for the project while the local sponsor will provide the remaining $1,050,000 (approximately 8.07% of total funding). PFC funding will be used for the sponsor’s share of the project ($1,050,000).

Timing: Construction estimated to begin in summer of 2021 at the earliest. Construction could be pushed to 2022.

2.2 Project #2 – Security Screening Checkpoint Improvements (Construction)

Project Description: This project includes the expansion of the security screening checkpoint area and queueing area in the existing terminal building to improve passenger flow and capacity. The square footage of the terminal building is not being expanded as part of this project. Instead, the existing
terminal space is being reconfigured to allow more space in the checkpoint area for passenger flow and movement. The project expands the security checkpoint area by 90 sq. ft. and consists of widening the checkpoint area and moving existing lighting, electrical outlets, fire sprinklers, and data cables. Exhibits have been provided showing the existing checkpoint configuration/demolition plan and the post-construction layout. The project is expected to be funded by 53.67% PFC funds and 46.33% grant funds supplied by the State of Arkansas. The PFC funds will be used for the construction of the bare space needed for the expanded checkpoint in alignment with the eligibility criteria set forth in Table N-5 Item K of the AIP handbook. The build out of the checkpoint area will be funded utilizing the grant funds supplied by the State of Arkansas. A funding breakdown is provided as an exhibit.

**Project Justification:** The current airport master plan identified that the passenger security screening checkpoint is undersized, providing insufficient space for passenger movement and queuing. Expanding the checkpoint area will allow for improved passenger capacity and flow.

**Project Eligibility:** The construction of the bare space needed to accommodate the expanded security screening checkpoint is eligible as per the AIP Handbook, Table N-5, Item K.

**Funding:** Funding for the project is $182,978. $98,220 will be provided through PFCs for widening of the checkpoint construction. $84,758 will be provided via a grant through the State of Arkansas for the build out of the security screening checkpoint space.

**Timing:** Completed December 2019.

### 2.3 Project #3 – Install Perimeter Security Fencing

**Project Description:** This project includes the design and replacement of approximately 8,000 linear feet of existing airport perimeter security fence on the east side of the airfield that is necessary to comply with 49 CFR 1542 – Airport Security. The fencing in this area is over 20 years old and is past its useful life. Additionally, when it rains, the base of the fenceline in this area erodes, increasing the potential for wildlife to tunnel/burrow under the fence and access the airfield. As a result, erosion control measure will be implemented as part of the project to mitigate impacts of significant rain events. The existing fence in the area is 6 ft. chain link fence with three strands of barbwire on top. The new fence will also be 6 ft. chain link fence with three strands of barbwire on top. The new fence line is expected to remain in the same location. The airport has completed similar fencing projects as part of previous PFC applications. The portions of the existing perimeter fence to be replaced as part of this project were not part of the fencing projects identified in previous PFC applications.

**Project Justification:** The project will enhance airport security by repairing or replacing fencing that may be compromised and could allow for unauthorized access to the secure airfield.

**Project Eligibility:** The project is eligible for AIP and PFC funding per the AIP Handbook, Table L-2, Item P – Install Perimeter Fencing Required by 49 CFR 1542.

**Funding:** $350,000. The project will be 100% PFC funded.
Timing: 2023

2.4 Project #4 – Terminal Building Boiler System Replacement

Project Description: The existing boiler that provides heating for the passenger terminal building is the original boiler that was installed when the terminal was constructed in 2002. The boiler has reached the end of its useful life and needs to be replaced. The boiler is regularly inspected and is beginning to show signs of failure indicating that it needs to be replaced. Specifically, the boiler has cracks in the burner compartment refractory. The existing boiler will be replaced by two smaller boilers that are more energy efficient and will reduce utility costs. Additionally, replacing the existing large boiler with two smaller boilers will provide some redundancy if one of the boilers needs to be taken out of service for maintenance.

Project Justification: The replacement of the boiler will support the continued operation of the terminal building and ensure the safe and efficient passage of the traveling public.

Project Eligibility: This project is eligible under the AIP Handbook, Table N-5, Item O and Table S-1, Item K(3).

Funding: The total cost for the project is $325,000. The project will be 100% PFC funded. Since the boiler serves both AIP eligible and non-AIP eligible portions of the terminal building, a proration calculation is required. The terminal building is 52,200 SF in total. Approximately 31,400 SF is public use space that is AIP eligible per the AIP Handbook. Approximately 20,800 SF is non-AIP eligible space. Project exhibits are provided showing these areas. By taking the amount of eligible SF (31,400 SF) and dividing it by the total SF of the terminal building (52,200 SF) it is determined that approximately 60.92% of the terminal building SF is AIP eligible. As a result, 60.92% of the boiler project is AIP eligible. Consequently, $197,989 of the total cost for the boiler ($325,000) is eligible for PFC funding. This project, therefore, includes $197,989 in PFC funding for the boiler replacement.

Timing: 2021

2.5 Project #5 – Passenger Terminal Lighting Control System Replacement

Project Description: This project includes the replacement of the lighting control system for the passenger terminal building. The lighting control system currently in use is the original system that was installed when the terminal was constructed in 2002. The system has reached the end of its useful life and needs to be replaced. Currently, approximately half of the lighting control system circuits fail to activate their associated lighting system in the terminal. As a result, these lighting systems must be turned on manually. Since the system is outdated, it is difficult to get replacement parts when components of the system fail. This project would include the replacement of the lighting control switch and the four associated lighting control system panels/relays. The lighting control system only controls lights in the public portions of the terminal building used for the movement of passengers and baggage. It does not provide lighting control in any exclusive use areas.
**Project Justification:** The replacement of the passenger terminal building lighting control system will support the continued operation of the passenger terminal building in a safe and efficient manner and will reduce the burden on staff time to manually activate lighting systems.

**Project Eligibility:** The terminal lighting control system is eligible under the AIP Handbook, Table N-5, Item O and Table S-1, Item K(3).

**Funding:** $61,500. The project will be 100% PFC funded.

**Timing:** 2021

### 2.6 Project #6 – PFC Program Management

**Project Description:** This project is for PFC management expenses including the application and consultation process, quarterly reports, annual audits, collecting from the carriers and the final closeout for the life of this PFC application.

**Project Justification:** This project is necessary to recover the costs of the application and closeout processes as well as 87 months of collections, quarterly reports, and annual audits.

**Project Eligibility:** Eligible under Paragraph 4-6(f) of FAA Order 5500.1 and 14 CFR Part 158.13 (b).

**Funding:** $105,000. This project will be 100% PFC funded.

**Timing:** 2021
3.0 Project Exhibits

The section provides the proposed exhibits for each project.
3.1 PFC Project #1 – Runway Rehabilitation

**Description:** This project is for the construction phase of the runway pavement rehabilitation project for Runway 07/25. The project will also include the replacement of sign panels associated with Runway 7/25 and Runway 1/19 and the removal and replacement of all the surface painted runway hold position signs associated with both runways.

**Justification:** The last rehabilitation of Runway 7/25 was completed in 1996. The runway surface is showing extensive weather-related cracking and surface weathering. The pavement is such that the current PCI is at a range where an overlay is the recommended pavement rehabilitation. The current weighted area PCI for the runway is 46. Additionally, the sign panels associated with the runway designation and the runway markings need to be replaced due to changes in magnetic variation requiring the re-designation of the runways.

![Existing Pavement Pictures](image1)

![Existing Pavement Pictures](image2)
3.2 PFC Project #2 – Security Screening Checkpoint Improvements (Construction)

Description: This project includes the expansion of the security screening checkpoint area and queueing area in the existing terminal building to improve passenger flow and capacity. This project was completed in 2019.

Justification: The current airport master plan identified that the passenger security screening checkpoint is undersized, providing insufficient space for passenger movement and queuing. Expanding the checkpoint area will allow for improved passenger capacity and flow.
Checkpoint Improvements – Demolition Plan

This area was reconfigured to allow access to the elevator lobby.

This area was previously enclosed with a wall and millwork. The wall and millwork were removed to provide additional space for passenger movement and screening. Expanded checkpoint area by 90 SF. Existing lighting, electrical, fire sprinklers, and data cables moved in this area.

Private screening room relocated.
Checkpoint Improvements – Completed Floor Plan

- New security office.
- This area is now available for passenger movement.
- Area reconfigured to allow movement to elevator.
- New private screening room location.
Checkpoint Improvements (Post-Construction)

Original wall removed in this area.
### Breakdown Showing Allocation of Funds Between PFC and ADA Funding

<table>
<thead>
<tr>
<th>Item #</th>
<th>Description of Work</th>
<th>Total Value</th>
<th>PFC Funds</th>
<th>ADA Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>General Conditions</td>
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<td>$13,371</td>
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<tr>
<td>2</td>
<td>Carpentry</td>
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<td>$1,500</td>
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<tr>
<td>3</td>
<td>Door &amp; Windows</td>
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<td>$12,337</td>
<td>$0</td>
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<tr>
<td>4</td>
<td>Finishes</td>
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<tr>
<td>5</td>
<td>Signage</td>
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<td>$1,500</td>
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<tr>
<td>6</td>
<td>Mechanical</td>
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<td>7</td>
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<tr>
<td>8</td>
<td>Supervision</td>
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<tr>
<td>9</td>
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<td>$14,364</td>
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<td>10</td>
<td>IT</td>
<td>$15,061</td>
<td>$7,983</td>
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<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$182,978</strong></td>
<td><strong>$98,220</strong></td>
<td><strong>$84,758</strong></td>
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</tbody>
</table>
3.3 PFC Project #3 – Install Perimeter Security Fencing

**Description:** This project includes the design and replacement of approximately 8,000 linear feet of existing airport perimeter security fence on the east side of the airfield that is necessary to comply with 49 CFR 1542 – Airport Security.

**Justification:** The project will enhance airport security by repairing or replacing fencing that may be compromised and could allow for unauthorized access to the secure airfield.

Examples of Erosion Issues Along Fenceline
General Area of Fence Replacement

APPROXIMATELY 8,000 LF OF PERIMETER SECURITY FENCE (6 FT CHAIN LINK FENCE WITH 3 STRANDS OF BARBED WIRE) TO BE REPLACED.
TSA Approval Letter

Office of the Federal Security Director – Arkansas
U.S. Department of Homeland Security
Transportation Security Administration

May 20, 2020

Michael Griffin
6700 McKennon Boulevard, Suite 200
Fort Smith, Arkansas 72903

Dear Mr. Griffin,

Please accept this letter as documentation of the Transportation Security Administration’s (TSA) support for the “Install Perimeter Security Fencing” project that is proposed to be included in your upcoming Passenger Facility Charge (PFC) application. We understand that this project will replace approximately 8,000 linear feet of the airport’s existing perimeter security fence and will support your compliance with 49 CFR 1542 – Airport Security.

Sincerely,

[Signature]
Tim Berroyer
Federal Security Director

425 West Capitol, Suite 450
Little Rock, AR 72203

Office: (501) 212-2004
3.4 PFC Project #4 – Terminal Building Boiler System Replacement

**Description:** This project includes the replacement of the boiler below with two smaller boilers.

**Justification:** The boiler pictured below is past its useful life and is starting to fail. Replacement of the boiler will improve reliability and support the continued operation of the passenger terminal.
FSM Terminal
Building - Main Floor
PFC Project #4

- Non-AIP Eligible Areas
- AIP Eligible Areas

AIP Eligible SF = 31,357 SF
Non-AIP Eligible SF = 11,953 SF
FSM Terminal Building - 2nd Floor
PFC Project #4

- Non-AIP Eligible Areas
- AIP Eligible Areas

AIP Eligible SF = 0 SF
Non-AIP Eligible SF = 8,200 SF
## Boiler Project Proration Calculation

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>Total SF of Terminal Building that is AIP Eligible (A)</td>
<td>31,800</td>
</tr>
<tr>
<td>Total SF of Terminal Building that is Not AIP Eligible (B)</td>
<td>20,800</td>
</tr>
<tr>
<td>Total SF of Terminal Building (A + B)</td>
<td>52,200</td>
</tr>
<tr>
<td>Percentage of Terminal Building Space AIP Eligible (A/A + B)</td>
<td>60.92%</td>
</tr>
<tr>
<td>Total Cost of Boiler Project</td>
<td>$325,000</td>
</tr>
<tr>
<td>Proration Percentage</td>
<td>60.92%</td>
</tr>
<tr>
<td><strong>Percentage of Boiler Project that is AIP Eligible</strong></td>
<td><strong>$197,989</strong></td>
</tr>
</tbody>
</table>
3.5 PFC Project #5 – Passenger Terminal Lighting Control System Replacement

**Description:** This project will replace the lighting control system for the passenger terminal building.

**Justification:** The replacement of the passenger terminal building lighting control system will support the continued operation of the passenger terminal building in a safe and efficient manner and will reduce the burden on staff time to manually activate lighting systems.

**Existing Terminal Lighting Controls**
3.6 PFC Project #6 – PFC Program Management

No project exhibits are necessary for PFC Project #6 – PFC Program Management.