

NOTICE OF
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO
PASSENGER FACILITY CHARGES

The City of Corpus Christi, Texas is providing an opportunity for public comment until December 14, 2020 related to our Passenger Facility Charge (PFC) Program. This notice includes information related to a proposed new Impose and Use PFC Application #3 for the Corpus Christi 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 City plans to submit a new PFC Application #3 at the maximum PFC allowable of \$4.50 per enplaned passenger. We anticipate collection to begin on January 1, 2027, when the previous application is fully collected. The total revenue to be collected for projects in this application is \$8,025,062. The PFC expiration date for this application is estimated to be August 1, 2031. Future PFC projects will likely extend the expiration date.

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 CRP. In 2019, the ATCO carriers included Netjets Aviation, Inc and this class of carriers enplaned 9 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.

The four projects described below are the proposed projects for PFC funding.

03-001 Runway 17-35; 600' Extension and Associated Taxiways

Description:

This project included the design and construction of secondary runway extension (150 ft. X 600 ft.; asphaltic concrete pavement), construct new taxiways: A, (75 ft. X 550 ft.; asphaltic concrete pavement), A1 (75 ft. X 550 ft.; asphaltic concrete pavement), A2 (75 ft. X 550 ft.; asphaltic concrete pavement), A3 (75 ft. X 550 ft.; asphaltic concrete pavement) and A4 (75 ft. X 565 ft.; asphaltic concrete pavement) and L (75 ft. X 200 ft.; asphaltic concrete pavement); construct new blast pad (200 ft. X 200 ft.; asphaltic concrete pavement), construct new run-up pad (100 ft. X 400 ft.; asphaltic concrete pavement), rehabilitate (coal-tar sealant) the following existing pavements: runway and taxiways A, D, E, M, N, P and Q, relocation of all navigational aids, removal of existing taxiways A, A1, A2, and A3, install LED taxiways lights, install runway extension lights, install pavement markings and signage on runway and taxiway pavements.

Justification:

This project was needed to address runway safety issue mitigation improvements with respect to runway incursions incurring at the approaches to Runway 31 and 35 ends and convergence with Taxiway A. This project will eliminate the possibility of future runway incursions at this

location by decoupling Runway 31 and 35 ends. The Runway Safety Action Team (ATO, CRP ATCT, Airport, FPO, CRP, etc.) prepared a Safety Risk Management Document dated April 27, 2012. This document determined that decoupling these runway ends would permanently eliminate runway incursions (hot spots) at this location. In addition, the existing Taxiways A, A1, A2 and A3 were removed since they did not comply with Advisory Circular 1500/5300-13A, *Airport Design*, since these taxiways were directly connected to the runway from the terminal apron. Also, the newly constructed Taxiways A, A1, A2, A3 and A4 were necessary to realign the taxiway system to address the removed taxiways and provide a safer and more efficient taxiway system due to the Runway 17-35's 600 foot extension. The new taxiways were designed and constructed in accordance with Advisory Circular 1500/5300-13A, *Airport Design*.

This project started October 29, 2012 and was completed on June 6, 2014.

The total cost and funding sources of this project were as follows:

Funding Sources	Costs
AIP Funds (Grants 47 and 49)	\$18,863,417
PFC Bond Capital (Local Match)	2,020,005
PFC Pay-Go (City Reimbursement)	268,607
Total Capital Costs	\$21,152,030
PFC Financing & Interest	724,484
Total PFCs Requested	\$3,013,097

03-002 Runway 13-31; 1000' Extension and Associated Taxiways

Description:

This project included the design and construction of primary runway extension (150 ft. X 1000 ft.; asphaltic concrete pavement), construct new taxiways: B (75 ft. X 475 ft.; asphaltic concrete pavement), B1 (75 ft. X 475 ft.; asphaltic concrete pavement), B2 (75 ft. X 475 ft.; asphaltic concrete pavement), B3 (75 ft. X 950 ft.; asphaltic concrete pavement), B5 (75 ft. X 475 ft. asphaltic concrete pavement); construct new blast pad (200 ft. X 200 ft.; asphaltic concrete pavement), construct new run-up pad (100 ft. X 400 ft.; asphaltic concrete pavement), rehabilitate the following existing pavements: runway (coal-tar sealant and crack sealant) and taxiways B (coal-tar sealant and crack sealant), B4 (coal-tar sealant and crack sealant), F (coal-tar sealant and crack sealant) and G (coal-tar sealant, crack sealant and full-depth concrete pavement (75 ft. X 800 ft.)); removal of existing taxiway B; relocation of all navigational aids; install LED taxiway lights, install runway extension lights, install pavement markings and signage on runway and taxiway pavements.

Justification:

This project was needed to address runway safety issue mitigation improvements with respect to runway incursions incurring at the approaches to Runway 31 and 35 ends and convergence with Taxiway A. This project will eliminate the possibility of future runway incursions at this location by decoupling Runway 31 and 35 ends. The Runway Safety Action Team (ATO, CRP ATCT, Airport, FPO, CRP, etc.) prepared a Safety Risk Management Document dated April 27,

2012. This document determined that decoupling these runway ends would permanently eliminate runway incursions (hot spots) at this location. In addition, the existing Taxiways B, B1, B2 and B3 were removed since they did not comply with Advisory Circular 1500/5300-13A, *Airport Design*, since these taxiways were directly connected to the runway from the terminal apron. Also, the newly constructed Taxiways B, B1, B2, B3 and B5 were necessary to realign the taxiway system to address the removed taxiways and provide a safer and more efficient taxiway system due to the Runway 13-31's 1,000 foot extension. The new taxiways were designed and constructed in accordance with Advisory Circular 1500/5300-13A, *Airport Design*.

The project started May 5, 2014 and was completed on May 26, 2016.

The total cost and funding sources of this project were as follows:

Funding Sources	Costs
AIP Funds (Grants 47, 49 and 50)	\$27,052,247
PFC Bond Capital (Local Match)	2,929,876
PFC Pay-Go (City Reimbursement)	27,647
Total Capital Costs	\$30,009,770
PFC Financing & Interest	1,049,105
Total PFCs Requested	\$4,006,628

03-003 Rehabilitate Taxiways B, B1, B2, B3, B4 and B5

Description:

This project included the design and construction (rehabilitation) of taxiways: B (75 ft. X 7,500 ft.; coal-tar sealant and crack sealant), B1 (75 ft. X 475 ft.; coal-tar sealant), B2 (75 ft. X 475 ft.; coal-tar sealant), B3 (75 ft. X 950 ft.; coal-tar sealant), B4 (75 ft. X 950 ft.; coal-tar sealant and crack sealant) and B5 (75 ft. X 475 ft.; coal-tar sealant); removal of existing taxiways B2, B3 and B4; install LED taxiway lights: B and B4; install pavement markings and signage on taxiway pavements.

Justification:

This project addressed and eliminated the possibility of future runway incursions at the following locations: Intermediate Taxiway B3 located between Terminal Apron and Taxiway B; Intermediate Taxiway B4 located between Taxiway B and F; and Intermediate Taxiways B2, B3 and B4 located between Taxiway B and Runway 13-31. The Runway Safety Action Team (ATO, CRP ATCT, Airport, FPO, CRP, etc.) prepared a Safety Risk Management Document dated April 27, 2012. This document determined that these intermediate Taxiways B2, B3 and B4 required removal to permanently eliminate runway incursions (hot spots) at these locations. In addition, Taxiways B3 and B4 were removed since they did not comply with Advisory Circular 1500/5300-13A, *Airport Design*, since these taxiways were directly connected to the runway from aprons. Also, this project included the rehabilitation (coal-tar sealant and crack sealant) of existing taxiways to extend the pavements useful life.

The project started May 5, 2014 and was completed on May 26, 2016.

The total cost and funding sources of this project were as follows:

Funding Sources	Costs
AIP Funds (Grant 51)	\$6,334,649
PFC Bond Capital (Local Match)	703,850
Total Capital Costs	\$7,038,499
PFC Financing & Interest	251,527
Total PFCs Requested	\$955,377

03-004 PFC Administration Costs

This project includes PFC-eligible general formation costs. Included in this PFC project are the necessary expenditures to prepare the new PFC application. 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 \$49,960. PFCs are anticipated to provide 100% funding for this project. This project started in April 2020 and is estimated to be complete by June 2021.

Comments or a request for more detailed project descriptions should be sent to Mr. Victor Gonzalez, Development & Construction Manager, 1000 International Drive, Corpus Christi, TX 78406 or victor@cctexas.com.