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Dave Somers
County Executive

PAINE FIELD SNOHOMISH COUNTY AIRPORT

PUBLIC NOTICE

Date of Posting: March 8, 2023

Pursuant to Title 14 Code of Federal Regulations (CFR) 158, Passenger Facility Charges, effective June 28, 1991, Snohomish County Washington (the County), owner and operator of the Paine Field Snohomish County Airport (the Airport or PAE), hereby provides public notice of the County's intention to file an amendment to one approved Passenger Facility Charge (PFC) application #20-01-C-00-PAE (PFC #1) with the Federal Aviation Administration (the FAA) in order to increase the PFC collection authority at the Airport. To accomplish the amendment, the County will consult with the airlines on two (2) previously approved PFC projects.

If the amendment is granted, the total approved collection authority for PFC #1 will change from \$7,434,100 to \$17,180,842 for a total increase of \$9,746,742. The legal effective date is still November 1, 2020 and the revised estimated charge expiration date for PFC Application #1 is projected to be June 1, 2029.

REQUEST FOR COMMENTS: As required under 14 CFR § 158.24, the County will be accepting public comments on the proposed PFC Application No. 20-01-C-00-PAE up to thirty (30) days after the date of publishing of this public notice. Comments must be received on or before April 10, 2023.

ADDRESS: Comments or questions may be addressed to:

Nickolis Landgraff
Airport Business Manager
Paine Field Snohomish County Airport
10108 32nd Ave West, Suite J
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PROJECT INFORMATION

In accordance with 14 CFR §158.30, the County is seeking public comments on the application and on the following projects:

Project No. & Title: PFC Project 1.1 – Acquire Snow Removal Equipment

Project Description: This project is being amended to decrease the PFC funding by \$80,010 due to the actual costs being lower than originally estimated. Otherwise, there is no change in the original

project description.

The project consists of acquiring one snow removal multi-tasking equipment unit with at least a 24 ft. plow and a 22 ft. broom to replace a 1991 Oshkosh HB-2518 acquired used in 2012 with airport funds. Due to its age, parts for the existing Oshkosh HB-2518 are harder to find making repairs more expensive and increasing downtime for the equipment. In addition, the existing unit does not have sufficient capacity to clear critical airfield services with sufficient speed to support scheduled passenger operations without delays.

Project Justification: PAE's existing SRE fleet dates from the 1991-1992 time frame. The particular piece of SRE to be replaced in this project is a 1991 Oshkosh HB-2518, which the Airport acquired used in 2012 with airport funds. Due to the age of the equipment, parts are hard to find, increasing maintenance costs and the down-time for repairs. In addition, the existing equipment is slower. The new combo unit will increase the speed of snow removal operations enabling PAE to meet runway snow removal requirements for scheduled passenger airline service.

<u>Project Funding:</u>	<u>Amount</u>
Pay-As-You-Go PFCs	\$ <u>869,900</u>
Total Requested Funding	\$ 869,900

Project No. & Title: PFC Project 1.3 – Terminal Ramp Reconstruction (Design and Constr.)

Project Description: This project is being amended to increase the PFC funding by \$9,826,752 due to the actual project costs being higher than originally estimated, as well as higher financing and interest rates for the scheduled bond issue. Otherwise, there is no change in the original project description.

The project will reconstruct the terminal ramp adjacent to the passenger terminal. A portion of the ramp is leased to Propeller Aviation, the developer and operator of the passenger terminal, and a portion of the ramp is public-use ramp controlled by PAE. This project (and associated project costs) is limited to the public use ramp under PAE's control. Propeller Aviation will be responsible for any reconstruction on its leased portion of the ramp. Approximately 17,450 square yards of PAE controlled ramp will be reconstructed in this project. The current ramp consists of an approximately 9" thick asphalt surface over a 6" aggregate base. The reconstruction will consist of removal of existing pavement to the sub-base and installing Portland cement concrete, meeting FAA specification P-501.

Project Justification: The terminal ramp was constructed in 1986. A 2" mill and overlay was performed on the Section AOTRPF-01 in 2015. A pavement condition study completed in 2018, gave Section AOTRPF-01 a pavement condition index (PCI) rating of 95, or good condition, due primarily to the mill and overlay completed in 2015. However, the pavement has deteriorated since then. From deflection testing performed during 2019, section AOTRPF-01 has the highest deflections and the lowest asphalt modulus of the pavement to be reconstructed in this project. The lower asphalt modulus is slightly lower than assumed for new asphalt (approximately 170,000 psi compared to 200,000 psi), which may be an indication of initial deterioration of the asphalt. The higher deflections, with all the cross sections being similar, indicates a weaker pavement capacity. In addition, rutting and cracking were observed in 2020. The rutting observed in the section suggests that the pavement is not structurally adequate for the new loadings associated with scheduled passenger operations.

Section AITRPF-02 had a PCI rating of 71 or satisfactory in 2018. However, it is currently exhibiting longitudinal and transverse cracking, weathering and fatigue (alligator cracking).

Section AITRPF-05 had a PCI rating of 83 or satisfactory in 2018. However, it is currently exhibiting longitudinal and transverse cracking and rutting. The rutting observed in this section likewise suggests that the pavement is not structurally adequate for the new loadings associated with scheduled passenger operations.

<u>Project Funding:</u>	<u>Amount</u>
Pay-As-You-Go PFCs	\$1,800,000
PFC Bond Capital	\$ 9,320,024
Bond Financing and Interest	<u>\$ 5,102,325</u>
Total Requested Funding	\$16,222,259