



**Public Notice of Intent to File a Passenger Facility Charge Application at the
Albert J. Ellis Airport
Located in
Richlands, North Carolina**

This Notice is Effective September 15, 2020

Pursuant to 49 CFR Part 158.24, Onslow County (“County”), owner and operator of the Albert J. Ellis Airport (“Airport”), hereby provides public notice of the County’s intention to file an application to use Passenger Facility Charges (“PFCs”) at the Airport (“PFC Application No. 7”) to fund, in whole or in part, certain PFC eligible Airport Improvements.

The County intends to use a \$4.50 PFC per enplaned revenue passenger to fund 15 PFC eligible Project Work Elements (“PWEs”) with PFC revenue on a “Pay-As-You-Go” and leveraged basis. The following sets forth the PWEs included in the County’s PFC Application No. 7, including a description of each project, justification for each project and the estimated total PFC revenue the County will use for each project.

PWE 7.1 ALP Update

Financing Plan

Project Cost:	\$184,867
AIP Grants Existing:	\$166,380 Grant 37
AIP Grants Future:	\$0
PFC PAYGO:	\$18,487
PFC Bonds:	\$
Finance & Interest:	\$
Non-PFC Bonds:	\$
Finance & Interest:	\$
RAC CFC	\$
% PFC Est.	100%

Project Description: This project updated the Airport Layout Plan (ALP), included surveys, a narrative report and alternative analysis as required by the FAA. The ALP depicts current facilities and future facilities, land, runway approaches and land uses. The project also includes updated surveys, activity forecasts and an alternative analysis for the extension of runway 23.

Project Objective: This project will preserve and enhance safety and capacity at the Airport. This planning document is required by the FAA and is designed to ensure compatibility of future airport projects, consistency with FAA design criteria and provide for the protection of airspace associated with future development.

Project Justification: This document is required to be periodically updated and was required by the FAA. The need to update the document was triggered by the completion of a number of projects. The FAA requested the scope be expanded to further study specific future elements, such as a new eALP, obstruction survey, the proposed extension of the runway, its RPZ and the relocation of a state highway. This was an update to the 2011 ALP.

FAA approved AIP on August 20, 2018.

PWE 7.2 Aircraft Apron Rehabilitation

Financing Plan

Project Cost:	\$1,580,543
AIP Grants Existing:	\$1,422,489 Grant 38
AIP Grants Future:	\$0
PFC PAYGO:	\$158,054
PFC Bonds:	\$
Finance & Interest:	\$
Non-PFC Bonds:	\$
Finance & Interest:	\$
RAC CFC	\$
% PFC Est.	100%

Project Description: This project was a significant rehabilitation of a portion of the former terminal apron now used for deicing, overflow RON parking, charter and cargo operations. This project included milling and overlaying approximately 17,240 square yards of asphalt apron, full depth reconstruction of approximately 760 square yards of pavement asphalt and installation of a 2,920 square yard heavy duty concrete aircraft parking pad.

Project Objective: This project preserves and enhances capacity by rehabilitating a 40 year old existing apron and strengthening a portion of same to expand areas for overflow RON parking, charter and cargo aircraft operations.

Project Justification: Much of the existing pavement within this project was originally constructed in 1969 and has received a patchwork of expansion and rehabilitations efforts over the past 40 plus years. The most recent comprehensive Pavement Condition Assessment (2013) indicated the pavement condition ranged from a PCI of 41 to 55 and reported that major rehabilitation of the apron would be required in the near future. The pavement exhibited frequent and significant rutting, cracking and spalling in multiple locations. The pavement was also not suitable for frequent use by heavier aircraft and the threat of FOD damage to aircraft was increasing. The passenger terminal apron will be fully utilized by the airlines for RON (remain over-night) parking. The apron was necessary to support the frequent narrow body charters, cargo operations, overflow RON parking of air carrier aircraft and is the primary location for aircraft deicing.

PWE 7.3 Construct Air Traffic Control Tower

Financing Plan

Project Cost:	\$5,626,827
AIP Grants Existing:	\$2,000,000 Grant 39
AIP Grants Future:	\$0
State Grants	\$2,400,800
PFC PAYGO:	\$1,226,027
PFC Bonds:	\$
Finance & Interest:	\$
Non-PFC Bonds:	\$
Finance & Interest:	\$
RAC CFC	\$
% PFC Est.	100%

Project Description: This is the design, bid and construction of a 6 story Air Traffic Control Tower at OAJ on the recommended Site 2 southwest of the new passenger terminal. This includes Construction Administration and Resident Inspection services. The tower is six stories tall with a height of 90 feet, including antennas. The tower features a 395-square foot cab with a minimum of 230 square feet of walkable floor area. Meets the requirements of the FAA's FCT program and includes the minimum equipment required under this program. This also includes secondary weather instrumentation, radios, recorders, telephone etc.

Project Objective: The project will enhance capacity and safety by providing necessary air traffic control services.

Project Justification: OAJ was one of the busiest non-towered commercial service airports in the US and the potential for a loss of separation related accident was increasing due to congestion. The FAA completed a benefit cost analysis in 2008 and found it exceeded the required ratio of 1.0 and revalidated the BC Ratio in 2018 at 1.28. The Airport was accepted into the Federal Contract Tower Program which permits the federal operation of a control tower. The ATCT was commissioned on November 1, 2018 as the 256th contract tower and is operated by RVA under contract to the FAA. Control towers improve safety, enhance efficiency and expand the airport's capacity.

PWE 7.4 Land Acquisition Phase I (J&R Investments)

Financing Plan

Project Cost:	\$659,771	
AIP Grants Existing:	\$0	
AIP Grants Future:	\$0	
PFC PAYGO:	\$0	IMPOSE ONLY
PFC Bonds:	\$659,771	
Finance & Interest:	\$7,795	
Total Bond PFC	\$667,566	
RAC CFC	\$	
% PFC Est.	100%	

Project Description: This is a reimbursement project for the purchase (fee simple) of 99.6 acres in one parcel adjacent to the airport to accommodate roadway realignments and anticipated future expansion of the RPZ related to a future runway extension. This land is identified as Tract 12 on the drawing included in Attachment I.

Project Objective: This project will enhance capacity and safety at the airport by planning for future development in the airfield and expanding the runway protection zone.

Project Justification: The purchase of this land is necessary to adequately provide for the future needs of the Airport. Some of these needs include the future relocation of roadways located in the RPZ or runway protection zone, obstruction removal, compatible land use and other aeronautical capacity needs. More specifically, roadways near the airport require relocation to comply with the FAA RPZ policy dated September 27, 2012 titled "Interim Guidance on Land Uses Within a Runway Protection Zone". This land is necessary for the relocation of several roadways and the future anticipated expansion of the RPZ, extension of runway 5/23 and to control encroaching, potentially incompatible land uses.

PWE 7.5 Land Acquisition Phase II (Venters/Hill)

Financing Plan

Project Cost:	\$362,000	
AIP Grants Existing:	\$0	
AIP Grants Future:	\$245,045 Entitlement 2021	
PFC PAYGO:	\$116,955	IMPOSE ONLY
PFC Bonds:	\$	
Finance & Interest:	\$	
Non-PFC Bonds:	\$	
Finance & Interest:	\$	
RAC CFC	\$	
% PFC Est.	100%	

Project Description: This is a continuation of PWE 7.4 and will acquire land for future airport expansion. This land will allow for the future expansion of the RPZ, extension of the runway, realignment of the access road, creation of a terminal bypass roadway, relocation of the fuel farm, expansion of the terminal apron, relocation of the rental car QTAs, construction of an employee parking lot, and other related projects. This project consists of the fee simple acquisition of approximately 100 acres. These parcels are listed on the Airport Property Map as Tracts 9 (partial), 10, 11, and 14.

Project Objective: This project will enhance safety at the Airport by providing land sufficient to expand and clear the RPZ. It will enhance capacity by providing for the relocation of roadways and provide land for a future runway extension and terminal apron.

Project Justification: Acquire land for obstruction removal, future airport expansion and roadway realignments. This land will allow for the future management of obstructions, expansion of the RPZ, removal of roads from the RPZ, creation of a terminal bypass roadway, relocation of the fuel farm, expansion of the terminal apron, relocation of the rental car QTAs, construction of and employee parking lot, and other related projects. This project consists of the fee simple acquisition of approximately 100 acres. New FAA policies (FAA RPZ policy dated September 27, 2012 titled "Interim Guidance on Land Uses Within a Runway Protection Zone") requires the relocation of all roadways including a state highway. This project will expand capacity, preserve competition and enhance the safety. If this land is not acquired many expansion projects will be delayed and the ability of the airport to meet future demand will be significantly diminished.

PWE 7.6 Environmental Assessment (May be funded with CARES Act/AIP)

Financing Plan

Project Cost:	\$663,700
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
State Grant	\$300,000
PFC PAYGO:	\$363,700
PFC Bonds:	\$
Finance & Interest:	\$
Non-PFC Bonds:	\$
Finance & Interest:	\$
RAC CFC	\$
% PFC Est.	100%

Project Description: This project will complete the required environmental assessment work necessary for the 900 foot extension of runway 23 and Taxiway A. Approximately 100 of land acquisition. (PWE 7.7 Land Acquisition Phase II) and relocation of NC Highway 111/Fowler Manning Road/airport entry. The project will enhance safety of the RPZ and increase capacity by allowing larger aircraft on the extended runway.

Project Objective: This is required under the National Environmental Policy Act for projects including the extension of runway 23, taxiway A, relocation of roadways, fuel farms, rental car QTAs, employee parking areas and associated development. This project will enable projects that will enhance capacity by reducing weight restrictions, allow larger aircraft and longer stage lengths and enhance safety with a longer runway.

Project Justification: This project is required under the National Environmental Policy Act (NEPA) for projects including the extension of runway 23, taxiway A, relocation of roadways, fuel farms, rental car QTAs, employee parking areas and associated development. Frequently aircraft departing OAJ are subject to weight restrictions which reduces stage lengths, allowable passengers and cargo and reduces the potential capacity of the airport. Alternatives including declared distances were explored but did not provide the needed runway capacity and safety.

PWE 7.7 Airfield Lighting Improvements

Financing Plan

Project Cost:	\$2,309,104
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
State Grant	\$1,994,104
PFC PAYGO:	\$315,000
PFC Bonds:	\$
Finance & Interest:	\$
Non-PFC Bonds:	\$
Finance & Interest:	\$
RAC CFC	\$
% PFC Est.	100%

Project Description: This project will design and construct major portions of the airport's aging airfield electrical infrastructure. This project will install new conduits to replace direct buried cables, upgrade most conductors, upgrade runway and taxiway lights to LED, replace regulators and install a new Airfield Lighting Control and Management System (ALCMS).

Project Objective: Modernize the airfield lighting systems including the controls. This will preserve and enhance safety.

Project Justification: The airfield lighting system was originally installed in 1969 and portions of the system were updated in 1983, 1991 and 2003. Maintenance issues and unplanned outages have been increasing. These systems require regular maintenance and have a finite life to ensure system reliability. Much of the existing wiring is directly buried and subject to degradation due to environmental conditions. New LED technologies have been approved by the FAA which improve visibility and reliability, reduce maintenance requirements and decrease utility consumption. To the extent allowed by the overall project budget, underground cabling will be replaced and installed in protective conduits, LED fixtures will replace existing incandescent and quartz lighting and a new control system will be installed to allow air traffic controllers to operate the lights.

PWE 7.8 In-Line Baggage Equipment Upgrade

Financing Plan

Project Cost:	\$2,845,301
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
TSA Grant:	\$2,686,841 (TSA OTA)
PFC PAYGO:	\$158,460
PFC Bonds:	\$
Finance & Interest:	\$
Non-PFC Bonds:	\$
Finance & Interest:	\$
RAC CFC	\$
% PFC Est.	100%

Project Description: This project is the design and construction of improvements to the baggage belt system to accommodate in-line checked baggage screening by the TSA. This project was proposed during initial design of the terminal however the TSA was unable to participate at the time.

Project Objective: This project designed an in-line baggage screening system that added automated conveyors that will result in more expeditious baggage processing and more efficient flow of baggage from the counter to the aircraft. This project will enhance capacity by improving and expediting the movement of passengers and their baggage by increasing the speed at which the baggage can move from ticketing to the aircraft. This will also reduce injuries for those officers that need to screen and move the baggage.

Project Justification: OAJ has approximately twice the national average of checked baggage per passenger, twice the typical rate of false positive alarms and a greater number of oversize/overweight bags due to the large number of traveling Marines from nearby MCB Camp Lejeune. Baggage delays have impacted flight schedules and result in added inconvenience to passengers and costs to air carriers. To alleviate the potential for delays and accommodate future growth this system will improve throughput rates of the checked baggage screening system. The TSA has made funding available for this project and will fund approximately 95% of the total costs.

PWE 7.9 Snow Removal Equipment (May be funded at 100%)

Financing Plan

Project Cost:	\$270,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$243,000 FY 2020
PFC PAYGO:	\$27,000
PFC Bonds:	\$
Finance & Interest:	\$
Non-PFC Bonds:	\$
Finance & Interest:	\$
RAC CFC	\$
% PFC Est.	100%

Project Description: This project will purchase a snowplow, an additional snow broom and carrier vehicle, deicing chemical spreader and associated service equipment.

Project Objective: This project will enhance safety and capacity by providing additional equipment to clear the airport during inclement weather.

Project Justification: The new snow removal equipment will complement the existing equipment and is necessary pursuant to the Airport snow removal program to meet the basic 1-hour requirement. The SRE Worksheet is included in Attachment I.

PWE 7.10 Snow Removal/Airfield Equipment Building Construction

Financing Plan

Project Cost:	\$1,000,000
Eligible Project Cost:	\$750,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$675,000 Future Entitlement 2021
PFC PAYGO:	\$75,000
PFC Bonds:	\$
Finance & Interest:	\$
Non-PFC Bonds:	\$
Finance & Interest:	\$
RAC CFC	\$
Sponsor Funds	\$250,000
% PFC Est.	75%

Project Description: This project will design and construct an approximate 10,000 square foot storage building to replace the facility that was demolished to accommodate the new terminal building. It will store the snow removal equipment (7,500 square feet) and maintenance equipment (2,500 square feet) used to maintain the airfield at OAJ. This is one building. During the design phase, any necessary NEPA review will be undertaken for the construction phase.

Project Objective: This project will preserve and enhance safety and capacity by preserving and extending the useful life and readiness of the safety equipment used to maintain the airfield during inclement weather.

Project Justification: The 30 to 45 year old SRE and maintenance storage facility has outlived its useful life and was ultimately demolished due to its condition. Snow removal equipment must be stored indoors to ensure its operational and available during inclement weather and extend its service life.

PWE 7.11 Terminal Area Roads Phase III

IMPOSE ONLY

Financing Plan

Project Cost:	\$4,737,500
AIP Grants Existing:	\$
AIP Grants Future:	\$900,000
State Grant	\$3,335,000
PFC PAYGO:	\$202,500
PFC Bonds:	\$
Finance & Interest:	\$
Non-PFC Bonds:	\$
Finance & Interest:	\$
RAC CFC	\$300,000
% PFC Est.	100%

Project Description: This project is the design, construction and CA services to construct the terminal bypass (3,300 linear feet by 30 feet) road to divert traffic away from the passenger terminal. Fuel tankers, service vehicles, GA and ATCT traffic must currently pass directly in front of the terminal and will be diverted to this new roadway. This roadway will be approximately 3,300 linear feet by 30 feet (DOT Standard) of two lane road to bypass the passenger terminal building.

Project Objective: This project will enhance capacity at the airport by diverting non-passenger traffic from the curb front allowing passengers faster access to the terminal building.

Project Justification: Currently all traffic accessing the executive terminal, fuel farm, ATCT, future rental car service centers and hangar areas must drive directly in front of the terminal building. This project will enhance capacity, reduce the risk to pedestrians and terminal patrons by redirecting non-passenger terminal this traffic to another roadway away from the terminal curb.

PWE 7.12 Replace ARFF Truck (May be funded 100%)

Financing Plan

Project Cost:	\$750,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$600,000 Future Entitlement 2020 AIP 41
State Grant:	\$0
PFC PAYGO:	\$150,000
PFC Bonds:	\$
Finance & Interest:	\$
Non-PFC Bonds:	\$
Finance & Interest:	\$
RAC CFC	\$
% PFC Est.	100%

Project Description: This is the purchase of a 1,500 gallon ARFF vehicle to replace a 15 year old Oshkosh Striker ARFF Truck which has exceeded its useful life. The Memphis ADO is funding this project following consultation with the FAA's Southern Region Safety and Standards branch. OAJ has not been provided with the documentation received by the Memphis ADO.

Project Objective: Replacement of the 15-year-old ARFF truck is necessary to ensure compliance with 14 CRF Part 139 and general readiness. The new ARFF unit will be designed to meet strict FAA requirements and to the extent practical with future AFFF. This project will preserve the safety of the airport should an emergency response be required.

Project Justification: The current ARFF Truck will be 15 years old and experiences a increasing number of lengthy mechanical issues and has exceeded its service life. This project will replace the existing truck with a new, 1,500 gallon ARFF unit.

PWE 7.13 GA Apron Expansion Phase 1

Financing Plan

Project Cost:	\$2,279,087
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
State Grant:	\$1,729,416
PFC PAYGO:	\$549,671
PFC Bonds:	\$
Finance & Interest:	\$
Non-PFC Bonds:	\$
Finance & Interest:	\$
RAC CFC	\$
% PFC Est.	100%

Project Description: Design and construct a southern expansion of the GA Apron by approximately 1.5 acres (393 feet by 190 feet), a site for a large hangar to be constructed by others, associated taxiways, roadways and utilities. This is a pavement only project.

Project Objective: This project will enhance capacity by expanding the general aviation apron. The General Aviation activity has increased significantly, and the apron is at or near capacity on a regular basis. This project will increase the size of the apron and create additional parking and taxing areas as well as space for an additional storage/maintenance hangar.

Project Justification: This project expanded the general aviation apron and included the site work for a future hangar. All hangar space at OAJ is currently leased and demand exists for multiple new hangars. This also allows diversification of airport aeronautical revenues, reduces dependence upon landing fees and increases competition.

PWE 7.14 Entrance Roadway Improvements

Financing Plan

Project Cost:	\$6,720,000	IMPOSE ONLY
AIP Grants Existing:	\$0	
AIP Grants Future:	\$6,400,000	
PFC PAYGO:	\$320,000	
PFC Bonds:	\$0	
Finance & Interest:	\$0	
Non-PFC Bonds:	\$0	
RAC CFC:	\$0	
% PFC Eligible	100%	

Project Description:

This project will design and construct a relocated entrance road between the terminal area and NC 111. The new road will have greater capacity and will be located further from the runway. A byproduct of the realignments will be the creation of additional areas for aviation related economic development. The new road will be a four lane divided boulevard with a landscaped center median along a wooded corridor. NC DOT may be collaborating on this project.

Project Objective: This project will increase capacity at the airport by alleviating congestion.

Project Justification: This project will improve access and create additional areas for economic development. The new road will incorporate additional safety and environmental features such as improve lighting and signage.

PWE 7.15 PFC Application Development

Financing Plan

Project Cost:	\$65,000
AIP Grants Existing:	\$
AIP Grants Future:	\$0
PFC PAYGO:	\$65,000
PFC Bonds:	\$
Finance & Interest:	\$
Non-PFC Bonds:	\$
Finance & Interest:	\$
RAC CFC	\$
% PFC Eligible	100%

Project Description:

This project provides for the development and completion of the PFC application process for PFC Application No. 7. Costs expected to be incurred by the Airport include consulting fees covering the preparation of the appropriate documentation including the PFC project detailed financial plan, the air carrier consultation information packages, FAA informal review information packages and the ultimate PFC Application document for submittal to the FAA.

Project Objective:

Projects resulting from this project will preserve and/or increase the safety, security and/or capacity and/or will aid in the movement of passengers and their baggage and/or furnish opportunities to enhance competition among air carriers.

Project Justification:

As defined in 14 CFR Part 158.3, PFC allowable cost includes the reasonable and necessary cost of carrying out an approved project, including costs incurred prior to and subsequent to the approval to impose a PFC.

PFC Application No. 7 - Financial Information

The County is seeking approval from the Federal Aviation Administration (“FAA”) to undertake a program of capital improvements to be funded with a combination of Federal and State grants-in-aid, other funds and passenger facility charge (“PFC”) revenues.

The proposed Charge Effective Date for PFC Application No. 7 will be concurrent with the expiration of PFC Application No. 6. The estimated charge expiration date for PFC application No. 6 is December 1, 2025 (after approval it the County’s amendment to PFC Application No. 6). Therefore, the estimated charge effective date for PFC Application No. 7 is December 1, 2025. The estimated Charge Expiration Date for PFC Application No. 7 is September 1, 2032.

In summary, the County estimates using \$4,413,420 in PFC revenue to fund certain PFC eligible costs of the projects to be included in PFC Application No. 7. Of this amount, the County estimates using \$3,745,854 on a PAYGO basis and using \$667,566 in PFC revenue on a debt leveraged basis, which includes \$659,771 of PFC eligible debt and \$7,795 of estimated debt financing cost and interest cost. Combined with all previously approved and amended PFC Applications (1-6) the total amount of impose and use authority for the County will be \$17,254,425.

The public is invited to provide written comment through October 15, 2020 to:

Mr. Christopher White
Airport Director
Albert J. Ellis Airport
264 Albert Ellis Airport Road
Richlands, North Carolina 28574

Or by e-mail to airport-info@onslowcountync.gov