NOTICE TO AIR CARRIERS SERVING
CASPER/NATRONA COUNTY INTERNATIONAL AIRPORT

December 31, 2018

RE: Proposed Passenger Facility Charge (PFC) "Impose and Use" Application #10 for CPR

This information package outlines the proposed new Passenger Facility Charge (PFC) Application No. 10 for Casper/Natrona County International Airport (CPR) as specified in the PFC legislation. The legislation requires airline notification of potential PFC funded projects 30 to 45 days prior to the PFC meeting. In addition, the legislation requires that information on the program be conveyed to the airlines and that the airlines respond to the Airport in writing, acknowledging receipt of the required notice.

The PFC meeting is scheduled for February 6, 2019 at 10:00 am local time in the Casper/Natrona County International Airport Board of Trustees Conference Room located on the second floor of the terminal building next to the Administration Office.

The Casper/Natrona County International Airport Board of Trustees plans to collect at the $4.50 PFC level. We anticipate collection to begin June 1, 2019, with total revenue of $4,276,131. The PFC expiration for these projects is estimated to be March 1, 2029.

The projects described on the following pages are the proposed projects for PFC funding. We look forward to discussing these projects in detail at our air carrier consultation meeting on February 6th.

Sincerely,

Glenn S. Januska, A.A.E.
Airport Director

c: Mr. Jesse Lyman, FAA – ADO Denver

Description of Projects

1. **Rehabilitate Runway 3/21 - AIP 57 -** This project consisted of the design and construction of the Runway 3/21 rehabilitation. It included the entire 10,165 feet long x 150' wide paved area. The rehabilitation was inclusive of the runway's 25' wide paved shoulders and lighting system. Taxiway connectors A1 to A5, A7 and Taxiway C, along with the runway blast pads were included within the limits of rehabilitation. Runway 3/21 is an asphalt runway and was last rehabilitated in 2001. The surface course of the asphalt pavement reached the end of its useful life and developed significant longitudinal and transverse cracking producing foreign object debris (FOD). This project included partial pavement demolition and rehabilitation with a nominal three-inch mill and overlay to the outboard edge of the hold short marking of each taxiway and taxiway connector. A new lighting regulator and new transformers, fixtures, and cabling was included in the project.

   The project was started in 2017 and completed in 2018.

2. **Rehabilitate Taxiway Charlie - AIP 58** - This project consists of rehabilitating the asphalt pavement of Taxiway C. The existing pavement is showing signs of distress with longitudinal and transverse cracking producing foreign object debris (FOD) as the pavement surface ages. The rehabilitation of Taxiway C consists of a 3 to 4-inch mill and overlay from the holding position marking of Runway 3/21 to the edge of Runway 8/26. The project includes all necessary guide, warning, regulatory, and circulation signage for the airfield.

   The project was started in 2018 and is anticipated to be completed in 2019.

3. **Rehabilitate and Repair Apron – AIP 59** – In July of 2015, the Airport's engineers and a representative of the American Concrete Pavement Association (ACPA) made a field visit to the Airport to investigate the deteriorating concrete on the Commercial, General Aviation, and Cargo aprons. The areas observed during this field visit showed spalling and cracking creating the potential for Foreign Object Debris (FOD) in the vicinity of jet aircraft. A report "Concrete Apron Pavement Investigation Report", dated September 15, 2015 generally delineated the apron into ten (10) areas with varying degrees of recommended rehabilitation and repair. This project will consist of rehabilitating and repairing the areas of concrete apron identified in the above-mentioned report. This will include full depth removal and replacement of the existing Concrete Pavement (PCCP) in areas that exhibit severe pavement distress. Full depth removal and replacement of the PCCP will include demolition of the existing concrete pavement, removal of underlying base materials, and reconditioning of the subgrade for new PCCP section construction. Other sections of the apron consist of PCCP pavement sections that are relatively newer, and/or do not exhibit the severe distress that other areas of the apron exhibit. These areas will be rehabilitated and/or repaired with full panel replacement, spall repair, crack repair, and/or joint sealant repair.

   The project is anticipated to begin in 2019 and be completed in 2019 or 2020 depending on the project award.

4. **Replace South Terminal Roof** – This project replaced approximately 16,000 sq. ft. of roof materials above the metal deck and replaced it with a single-ply membrane and rigid roof installation. It included the installation of new roof drains, new roof fascia, new roof coping/flashing, and removed/replaced a man access door that had water leakage into a mechanical room. The section of

roof replaced was last done in 2005; however, it was done in-house without engineering involved. Prior to that replacement, there was an asphalt built-up roof on top of a felt liner on top of insulation on top of the roof deck. The insulation that was in this roof area was of minimal thickness. That roof was designed to drain using roof drains with additional drainage over the roof edge in an overflow situation; however, the insulation was never installed in a manner to promote drainage to the roof drains, and thus there was standing water on the roof. Based upon a recommendation, the Airport removed the asphalt built-up roof section and installed a torch on membrane roof. The insulation under the felt sheeting was not visible at that time back in 2005 and thus its condition was not known. The bond between the insulation and felt was poor and the roof membrane shrunk and pulled away from the edges of the roof allowing water penetration. Additionally, numerous lap seams failed, also allowing water infiltration.

The project was started and be completed in 2018.

5. **Customs GAF Facility Construction** – This project involved the construction of a new GAF Customs Facility. The new facility is 2,540 square feet in size and comprised 2,450 square feet of renovated space in the terminal building and 90 square feet of new construction. It included a new passenger entry vestibule for passengers arriving by aircraft for processing, a 27-passenger waiting area, passenger processing area, new restrooms, offices, an interview room, search room, hold room, and IT room. The project also included a new public entry into the south end of the terminal building.

   The project was completed in 2018.

6. **Continuous Friction Measurement Device** – This project includes the replacement of the Airport's current Vericom friction meter with a new continuous friction measurement device. Each year the Airport receives a winter operations letter from Delta asking us to verify we are meeting the requirements of A/C 150/5200-30D. This Advisory Circular has a requirement to issue Runway Condition codes using a friction tester to compare the airfield conditions to the friction reading. The Airport's current friction tester no longer has parts manufactured for it. While the Airport can replace it with a less expensive friction meter, a continuous friction measurement device has several advantages: 1) Safer and quicker operations - the current runway check time is significant, about 12 minutes for a normal operational run. The vehicle driver may have to wait an additional 15 minutes for a plow to finish his/her run-in order to operate safely, otherwise the operator could slide into an oncoming plow. 2) Less wear and tear on the vehicle used to take measurements - the Airport maintenance records show an average of $2,000 per year in materials and labor associated with repair (front end) and replacement (tires, etc.) for this vehicle. 3) Greater accuracy in measurements - there are many variables with the current unit that include how hard the driver presses the brake, the weight in the vehicle (such as one or two people in it), if a plow is attached the truck, the tire condition, the ABS and the brake systems, and the general incompatibility of new vehicle systems and the current friction measurement equipment. The current vehicle manufacturer recommends bypassing the ABS system to get a more accurate reading. In the newer trucks, the ABS systems are tied into the traction control system and the fuel delivery system. The truck will sense going into a skid, activate the traction control, and decrease power to the engine. At times the truck has died on the runway. These variables can affect the friction measurement and may provide less accurate reporting. A continuous unit removes these variables.

   We are anticipating ordering and receiving the new equipment in time for the 2019/2020 snow season.

7. **Exit Lane Upgrade** – This project included equipment and systems necessary to detect an individual entering, or attempting to enter the gate holding area from the lobby without going through screening. Through the use of technology, neither the airlines nor the Airport are now required to staff this area, saving on labor costs.

   The project was started and completed in 2018.

8. **Terminal Gate Holding Area Expansion** - This project will consist of improvements to the existing passenger departure lounge. The project includes renovation of the existing main level departure lounge (approximately, 5,000 sq. ft.) and new construction for additional departure lounge space on the ground level to the south of the existing departure lounge (approximately, 2,000 sq. ft.). Specifically, the project will: remodel existing restrooms; upgrade electrical; provide new interiors (carpet, ceiling, paint, signage, light fixtures, mechanical diffusers, and other finish trim items); renovate existing hold room seating; provide a new vending area; add new millwork; install a new public address system for the terminal building which includes the gate holding area; installation of a new fire sprinkler system to meet code; installation of a new sanitary sewer main to service the new restrooms plus the other restrooms in the terminal; installation of a new water main (domestic and fire service line); and the installation of an additional Passenger Boarding Bridge.

   The project is anticipated to begin in 2019 and be completed in 2020.

Casper/Natrona County International Airport Capital Improvement PFC Cash Flow Chart				
PFC Application #10				
Project	**Total Cost**	**Federal Funds**	**State/Other Funds**	**PFC Request Amount**
Rehabilitate Runway 3/21	$11,721,856	$10,989,240	$439,570	$293,046
Rehabilitate Taxiway Charlie	$2,837,517	$2,660,172	$106,407	$70,938
Rehabilitate and Repair Apron	$10,000,000	$9,375,000	$375,000	$250,000
Replace South Terminal Roof	$358,762	$0	$287,010	$71,752
Customs GAF Facility Construction	$714,250	$0	$504,000	$210,250
Friction Meter	$65,258	$0	$0	$65,258
Exit Lane Upgrade	$12,520	$0	$0	$12,520
Terminal Gate Holding Area Expansion	$3,302,367	$0	$0	$3,302,367
Total Project Costs	$29,012,530	$23,024,412	$1,711,987	$4,276,131