

Casper/Natrona County International Airport
Passenger Facility Charge (PFC) Application No. 6
Information Packet

Proposed Passenger Facility Charge (PFC) "Impose and Use" Application #6 for the Casper/Natrona County International Airport

The Casper/Natrona County International Airport (C/NCIA) is seeking public comment on the proposed new Passenger Facility Charge (PFC) Application No. 6. Public comment will be accepted through July 28, 2010. C/NCIA is currently authorized to collect the maximum allowable PFC amount of \$4.50. PFC Application No. 6 seeks to collect \$482,900.54 beginning October 1, 2010. The PFC expiration for these projects is estimated to be July 1, 2013. Future PFC projects will likely extend the expiration date.

Comments may be sent to: Casper/Natrona County International Airport
Leah Henderson, Projects & Programs Manager
8500 Airport Parkway
Casper, WY 82604

Or to lhenderson@iflycasper.com

Project Descriptions

1. Acquire Runway Broom – Prior to 2010, the Airport only had one 12' rotary snow broom designed to allow the operator to operate at 30 miles per hour, but was only able to operate effectively at 20 mph. Late in 2009 the hydraulic system on the broom went out (completely failed). Fixing the broom was cost prohibitive and would leave an inferior broom, and purchasing new broom would have meant a full winter with no broom capability. The Airport, in consultation with the airlines, purchased from M-B a rebuilt runway broom. The broom performed very well the remainder of this winter and has not only dramatically improved the braking action on the runways, making it safer for aircraft operations, but has reduced our chemical use (the 1/4" of snow – contamination - the plows leave behind creates a great deal of friction loss).

The project began in 2009 and was completed in 2010.

2. Taxiway Alpha Rehabilitation Design – This project has been designed and construction is scheduled to begin in July of 2010. The project includes: the rehabilitation of portions of Taxiway Alpha; the fog sealing and restriping of Taxiway Alpha and the connectors; the replacement of the taxiway lighting system cables; rehabilitation and reconfiguration of Taxiway C-2 and the replacement of lighting on C-2; and the refurbishment of the Airport taxiway guidance sign system.

The project began in 2008 and was completed in 2010.

3. ADA Passenger Boarding Ramp – The ADA Passenger Boarding Ramp was purchased to comply with the ADA for larger aircraft serving the Airport. The Airport had historically purchased a boarding ramp that was available for use by all carriers serving the Airport, but with larger commercial aircraft the older ramp would not work. The ramp has not only been used for regular scheduled service, but also for commercial charters and diverted flights. The ramp accommodates a variety of sill heights, and thus a variety of aircraft.

Airport Security Enhancements – These security enhancements were undertaken in conjunction with TSA regulations for the Airport to become a CAT III Airport. The CAT III requirement was a result of larger aircraft serving the Airport. Elements of the upgrades included: a digital fingerprint reader, installation of a security wall, security fence upgrades, new security signage, new pavement markings, and additional access control devices.

The project began in 2008 and is anticipated to be complete in 2010.

4. Acquire 1,500 Gallon Aircraft Rescue Fire Fighting (ARFF) Vehicle – The ARFF vehicle was purchased to replace an existing 1,500 gallon ARFF vehicle. The Airport's E-1 ARFF vehicle is used for the Airport's Regional ARFF training facility and thus receives quite a bit more wear and tear than a typical ARFF vehicle would. The new vehicle was needed not only for readiness at the Airport, but also to ensure that other departments who schedule use through the training facility are able to meet their certification requirements. FAA safety inspectors had consistently encouraged new ARFF equipment due to higher than normal use and the down time due to repair over the years preceding the purchase encouraged new ARFF equipment.

Acquire Chemical Spreader – Prior to acquisition of the spreader, the Airport did not have a method of applying runway deicing or anti-icing agents. While application of chemicals was not something that was anticipated to happen frequently, during times when the application of a deicer or anti-icing agent is needed, it not only affects safety, but can be the difference between the Airport being open and closed for hours or potentially days.

Acquire Airfield Friction Decelerometer – The electronic meter is currently used as the primary meter with the manual Tapley the Airport has as a backup. The electronic friction meter is easier to use, prints out the readings, performs all of the calculations, and stores the readings which are downloaded to a computer. Additionally, recalibration is much faster than the Tapley. Finally, the meter also measures the pavement temperature and ambient air temperature which has helped Airport personnel determine when to use and when to not use chemicals.

The project began in 2008 and was completed in 2009

5. Cargo Master Plan Study – The Airport has two air freight operators at the Airport, Federal Express and UPS, with FedEx being the largest operator doing 20,000,000 pounds of freight in 2006. For FedEx, there is very little area they could expand into, and UPS had no sorting facility at all. With the growth in air freight increasing exponentially, and with increased security requirements, the Airport undertook an air cargo master plan study to determine the best approach for meeting air cargo needs going forward.

The project began in 2008 and is anticipated to be complete in 2010.

6. Rehabilitate Taxiway Alpha Design and Construction– The project was designed to increase the pavement strength to support the Airport’s design aircraft. Longitudinal and transverse grades were to be corrected so they did not exceed grading criteria for Category D-IV aircraft. The lighting system was to be improved to increase reliability of the system. Finally, signs and sign panels were planned on being replaced. Based on bids received, only a portion of the pavement was able to be rehabilitated, and no lighting or signage work was undertaken.

The project began in 2005 and was completed in 2010.

7. 911 Security- In the early stages of 911, the staff had security directives to implement AVSEC ALERT LEVEL IV. C/NCIA increased personnel to comply with increased duties. The Public Safety Officers spent countless hours performing uniform patrols, vehicle inspections, revalidating access, perimeter inspections, ground vehicle and pedestrian checks and terminal security sweeps. The Public Safety Officers searched all vehicles accessing the AOA and deliveries to the terminal for improvised explosive devices. Before reaching an agreement with FAA security in the 300’ rule, vehicles in terminal parking lots were inspected numerous times each day. Trained Bomb personnel inspected vehicles for anything that could be an explosive or incendiary device. Two suspected Anthrax incidents resulted in extra expense for personnel and equipment. Terrorist activity was ruled out in both incidents.

This project was started and completed in 2002.

8. Airport Layout Plan (ALP) -The Federal Aviation Administration (FAA) requires commercial service Airports to have ALP’s. After the ALP is completed, the FAA requires the Airports to keep the document current. The C/NCIA ALP had not been updated since 1997 and the FAA Airport District Office (ADO) requested an update.

The project began in 2003 and was completed in 2004.

9. Rehabilitation of Aircraft Parking Ramp Design- The existing overlay on the aircraft parking ramp had fulfilled its useful life. The asphaltic concrete was severely oxidized and displayed cracking throughout. The project design was performed so that the ramp could be repaired.

The project began in 2003 and was completed in 2004.

10. Security Upgrades- Project included the renovation and remodel of the ticket lobby, security screening area and ancillary support spaces in the existing terminal building. All associated with the security relocation program. New CCTV and card were also installed to enhance and upgrade the security of the terminal building.

The project began in 2003 and was completed in 2005.

11. Rehabilitation of Aircraft Parking - The existing overlay had fulfilled its useful life. The asphaltic concrete was severely oxidized and displayed cracking throughout. The project upgraded the strength of the ramp to support aircraft and vehicle traffic.

The project began in 2003 and was completed in 2004.

12. Jet way - Regular maintenance inspections reported an increase in the structure deterioration of the jet way. While maintenance and repair items were increasing, the safety of the jet way was decreasing. Failing parts were identified that could cause the jet way to break away and fall to the ground. The cost of replacing the parts and maintaining the jet way were cost prohibitive therefore a new jet way was purchased for use by all airlines.

The project began in 2005 and was completed in 2007.

Casper/Natrona County International Airport Capital Improvement PFC Cash Flow Chart
PFC Application # 6

Project	Total Cost	Federal Funds	State Funds	PFC Request Amount
Runway Broom	\$147,325.36	\$0.00	\$0.00	\$147,325.36
AIP 47 Taxiway A	\$207,996.26	\$197,596.00	\$6,239.00	\$4,161.26
AIP 46 ADA & security enhancements	\$270,263.16	\$256,750.00	\$8,108.00	\$5,405.16
AIP 45 ARFF, spreader, decelerometer	\$753,005.00	\$715,355.00	\$22,590.00	\$15,060.00
AIP 44 Cargo Master Plan	\$164,500.00	\$150,000.00	\$4,737.00	\$9,763.00
AIP 43 Rehab Taxiway A	\$2,285,112.00	\$2,169,847.00	\$68,553.00	\$46,712.00
AIP 42 Rehab Taxiway A design	\$470,742.80	\$447,205.00	\$14,122.00	\$9,415.80
AIP 41 Jet way	\$362,365.62	\$344,247.00	\$10,870.00	\$7,248.62
AIP 39 Ramp Rehab	\$1,210,526.32	\$1,150,000.00	\$36,316.00	\$24,210.32
AIP 38 Security	\$912,702.73	\$818,000.00	\$72,720.00	\$21,982.73
AIP 37 Ramp Rehab design	\$389,921.00	\$350,040.00	\$32,617.00	\$7,264.00
AIP 36 ALP	\$99,980.68	\$89,982.00	\$7,998.00	\$2,000.68
AIP 35 911 Security	\$209,597.61	\$27,246.00	\$0.00	\$182,351.61
Total Project Costs	\$7,484,038.54	\$6,716,268.00	\$284,870.00	\$482,900.54