

Commonwealth Ports Authority
Public Notice
Intent to File Passenger Facility Charge (PFC) Applications:

17-02-C-00-GSN Saipan International Airport
17-02-C-00-GRO Rota International Airport
17-02-C-00-TNI Tinian International Airport

Effective Date of Public Notice: September 21, 2017

Pursuant to Title 14 Code of Federal Regulations (CFR) 158, *Passenger Facility Charges*, the Commonwealth Ports Authority (the Authority), owner and operator of Saipan International (GSN), Rota International (GRO), and Tinian International (TNI) Airports, hereby provides public notice of the Authority's intention to file Passenger Facility Charge (PFC) Applications 17-02-C-00-GSN, 17-02-C-00-GRO, and 17-02-C-00-TNI, with the Federal Aviation Administration (FAA) to impose and use a PFC to fund, in whole, or, in part, eligible projects at GSN, GRO, and TNI. The Authority is posting this public notice as part of the PFC application process pursuant to 14 CFR Part 158.24.

DATES: As required under 14 CFR Part 158.24, the Authority will be accepting public comments on the proposed PFC Applications listed above up to thirty (30) days after the date of posting this public notice on our Internet Web site. Comments must be received on or before **Saturday, October 21, 2017**.

ADDRESS: Comments may be mailed to:
Commonwealth Ports Authority
Attn: Ms. Christine Pulido
PO Box 501055
Saipan, MP 96950

Projects for which the Commonwealth Ports Authority is Seeking Impose and Use Authority

Francisco C Ada / Saipan International Airport (GSN)

1. GSN: Construct Rehabilitate Runway 07/25 Phase IV to Phase XIII

Project Start Date: August 2009
Project End Date: September 2016

Funding:

Approved AIP	\$36,455,941
Anticipated PFC	\$1,726,949
Total Project Cost	\$ 38,182,890

Project Description:

This project consisted of the design and construction of the rehabilitation of Runway 07/25 at GSN and was funded through FAA Airport Improvement Program (AIP) grants: AIP 3-69-0002-53, 58, 60, 63, 64, 70, 71, 73, 75, and 81. Construct and Rehabilitate Runway 07/25 Phase IV to Phase XIII consisted of reducing the width of Runway 07/25 from 200 feet to 150 feet, installation of new high intensity runway lights along the relocated runway width, new pavement markings, installation of required lighted airfield signs, milling of the 8,700 foot runway surface, installation of a new overlay for the entire runway surface, and pavement grooving to provide a non-skid surface. During the course of constructing the runway improvements, a parallel taxiway was utilized as a temporary runway. Construct and Rehabilitate Runway 07/25 Phase IV to Phase XIII also included modifying this taxiway to serve as a temporary runway and converting it back to a taxiway upon completion of the runway improvements.

Project Justification:

The existing asphalt pavement serving Runway 07/25 was constructed in 1973 and had surpassed its life expectancy of 20 years. The surface of the runway had large traverse and circular cracks and was bleeding asphalt in certain areas. In addition, the majority of the asphalt on the surface had long since oxidized resulting in exposed polished aggregate. Some of the cracks were such that small pieces of pavement could dislodge and get picked up or strewn by aircraft. Based on the Pavement Management System Report, AIP No. 3-69-0000-51, prepared by EFC Engineers & Architects, it was recommended that the existing problem be addressed immediately by overlaying the existing runway.

The decision to narrow the width of Runway 7/25 from 200 feet to 150 feet was based upon the fact that the GSN Master Plan determined that it has an Aircraft Approach Category (AAC) of D and an Aircraft Design Group (ADG) of V. Based on FAA Design Standards contained in Advisory Circular AC 150-5300-13A, a runway of this AAC and ADG requires a minimum runway width of 150 feet. In addition to reducing the width to meet FAA Standards, the decision to narrow the width was also predicated on lower future costs for maintenance and repairs.

2. GSN: Construct Terminal Building Improvements- Phases I to V

Project Start Date: August 2009

Project End Date: January 2016

Funding:

Approved AIP	\$8,532,105
Anticipated PFC	\$388,338
Total Project Cost	\$8,920,443

Project Description:

This project consisted of a multi-year, phased design and construction program aimed at addressing needed improvements to the facility's public address system, roof and stormwater

drainage system, public restrooms, and public water supply. This project was completed through FAA AIP grants: AIP 3-69-0002-62, 65, 67, 78, and 86. Improvements were made to the terminal building drainage system to prevent ponding of water on the roof system, nine sets of public restrooms were upgraded, 73,200 square feet of roofing was replaced, and a redundant water pump was installed to provide uninterrupted public sanitary water to all terminals serving GSN.

Project Justification:

This project is necessary to extend the useful life of the GSN terminal building. Specific details of each component are presented below:

1. **Public Address System:** At the time of replacement, the public address system was over 20 years old and had exceeded its useful life. Announcement audibility was not clear and/or was inaudible in certain areas of the international and domestic terminal buildings. Replacement of the system ensured that public and security announcements by airline representatives, Authority staff and Police, and/or Transportation Security Administration (TSA) personnel would be audible to passengers in the terminal building.
2. **Roof Replacement and Drainage Improvements:** This portion of the Terminal Building Improvements Project was necessary as two discrete portions of the terminal roof were failing causing flooding, ponding, and diminished operational efficiency and threats to safety of passengers and airport employees. The failing roof system caused water intrusion into the building, posing a slip-and-fall threat to the safety of the passengers and airport employees within the international terminal. Additionally, the failing roof system required replacement in the commuter terminal, as rain penetrations were causing damage to cargo, equipment, and the terminal facility, resulting in diminished operational efficiency, and safety within the facility. The roof system was originally installed in 1976 and had exceeded its useful life.
3. **Restroom Facilities Improvements:** The restrooms at both airport facilities were installed in 1976 and had outlived their life expectancy.
4. **Water Pump:** There was only one motor at the main pumping station providing total water supply to both the international and commuter terminals through two pumps. A redundant, additional motor was installed so that four pumps could serve the airport and a new uninterrupted water supply could be provided to the Terminal Facility

3. GSN: Construct ARFF Training Facility Improvements Phases I to VII

Project Start Date: July 2010

Project End Date: July 2019

Funding:

Approved AIP	\$ 21,275,845
Anticipated PFC	\$ 1,405, 319
Total Project Cost	\$22,681,164

Project Description:

The Pacific Region Aircraft Rescue and Firefighting (ARFF) Training Facility (PRATC) is located at GSN. The scope of work for this project included:

- Installation of a new simulated aircraft fire trainer
- Construction of a burn building for structural fire fighting
- Construction of a fuel spill trainer
- Construction of a new control tower
- Installation of new water tanks
- Rehabilitation of waste water holding tanks
- Installation of new tanks for propane, diesel and kerosene fuel
- Upgrades to the waste water treatment plant

The project included the design, construction, and installation of equipment associated with these improvements and was completed through the following FAA AIP grants: AIP 3-69-0002-68, 69, 72, 74, 77, and 84.

Project Justification:

14 CFR 139.319(i) (Part 139) requires that all certificated airports provide properly trained aircraft rescue and firefighting personnel and services during the hours of air carrier operations. In compliance with Part 139, the PRATC was established at GSN in 2005 and trains approximately 150 firefighting personnel annually from the islands in the Western Pacific Region including Guam, the Republic of Palau, the Republic of the Marshal Islands and the Federated States of Micronesia consisting of Yap, Chuuk, Pohnpei and Kosrae. Due to the extensive use of this facility, it was necessary to upgrade/replace some existing equipment and facilities. It was also necessary to expand and upgrade facilities in order to simulate additional potential aircraft incidents in order for the Authority to fulfill the mission of PRATC.

4. GSN: Construct Taxiways B & H Rehabilitation - Phase I (Design)

Project Start Date: August 2014

Project End Date: May 2016

Funding:

Approved AIP	\$1,175,000
Anticipated PFC	\$19,444
Total Project Cost	\$1,194,444

Project Description:

This project included design services from initial design through the bidding phase services associated with the rehabilitation of Taxiways B and H at GSN. Taxiway B is a connector taxiway between Runway 07/25, Runway 06/24 and the aircraft parking apron while Taxiway H provides access from the aircraft parking apron through Taxiways G and A to Runway 7 end. The design of

this project included rehabilitation of the taxiway surfaces as well as the installation of new taxiway edge lights, airfield signs, and pavement markings. Design services were completed through FAA AIP Grants 79 and 83.

Project Justification:

Taxiway H (formerly called Taxiway A1) was constructed in 1973, while Taxiway B (formerly called Taxiway D) was constructed in 1981. Both surfaces had surpassed their life expectancy of 20 years. The surface of the taxiways had large traverse and circular cracks and was bleeding asphalt in certain areas. In addition, the majority of the asphalt on the surface had long since oxidized resulting in exposed polished aggregate and raveling. Some of the cracks were such that small pieces of pavement could dislodge and get picked up or strewn by aircraft. PCI values for Taxiway B (formerly called Taxiway D) were 52 and 44 (Poor) for taxiway H (formerly called Taxiway A1). These PCI values were based on the Pavement Management System Report, Volume I (Executive Summary, Table 2) provided by EFC Engineers and Architects dated February 1999. Due to their age and deteriorating state, the rehabilitation of these taxiways removed potential Foreign Object Debris (FOD) which allows for safer aircraft operations.

5. GSN: Construct Taxiways B & H Rehabilitation - Phase I (Construction), Phase II (Construction)

Project Start Date: August 2015
Project End Date: November 2017

Funding:

Approved AIP	\$4,095,018
Anticipated PFC	\$455,002
Total Project Cost	\$4,550,020

Project Description:

Construct the rehabilitation of Taxiways B and H at GSN. Taxiway B is a connector taxiway between Runway 07/25, Runway 06/24 and the aircraft parking apron while Taxiway H provides access from the aircraft parking apron through Taxiways G and A to Runway 7 end. The construction of this project included rehabilitation of the taxiway surfaces as well as installation of new taxiway edge lights, airfield signs, and pavement markings. The scope of the project also included construction administration services, inspection, and project management. Construction was achieved through AIP 3-69-0002-83/88.

Project Justification:

Taxiway H (formerly called Taxiway A1) was constructed in 1973, while Taxiway B (formerly called Taxiway D) was constructed in 1981. Both surfaces had surpassed their life expectancy of 20 years. The surface of the taxiways had large traverse and circular cracks and was bleeding asphalt in certain areas. In addition, the majority of the asphalt on the surface had long since oxidized resulting in exposed polished aggregate and raveling. Some of the cracks were such that small

pieces of pavement could dislodge and get picked up or strewn by aircraft. PCI values for Taxiway B (formerly called Taxiway D) were 52 and 44 (Poor) for taxiway H (formerly called Taxiway A1). These PCI values were based on the Pavement Management System Report, Volume I (Executive Summary, Table 2) provided by EFC Engineers and Architects dated February 1999. Due to their age and deteriorating state, the rehabilitation of these taxiways removed potential Foreign Object Debris (FOD) which allows for safer aircraft operations.

6. GSN: Acquire Replacement Passenger Loading Bridges

Project Start Date: June 2004

Project End Date: September 2009

Funding:

Approved AIP	\$2,220,951
Anticipated PFC	\$9,568
Total Project Cost	\$2,230,519

Project Description:

The acquire Replacement Passenger Loading Bridges project encompassed the design, procurement, and installation of new passenger loading bridges for gates 4 and 5 at GSN. These loading bridges replaced existing units which were 23 years old and had reached the end of their useful life. To complete the acquisition and installation of these passenger loading bridges, the Authority:

- Prepared construction drawings and specifications suitable for permitting and bidding
- Reviewed existing conditions of the Terminal Building including anchor and foundation points and ramp parking layout
- Identified appropriate design and manufacturing requirements for the three boarding bridges
- Prepared electrical load calculations for the electrical services for the new replacement bridges
- Prepared plans, specifications, and other necessary documents for soliciting bids for the fabrication, construction, and installation of the loading bridges.

Acquisition and installation services were solicited through a competitive bid process to ensure the lowest and best bid for the work was accepted. Installation of the loading bridges was as follows:

- Removal and disposal of existing passenger boarding bridges
- Installation of new passenger boarding bridges at existing gates
- Ramp parking layout marking

Project Justification:

The existing loading bridges were originally installed in 1993 and had exceeded their useful lives per AC 150/5220-21C specifications by more than thirteen years. Passenger loading bridges in good working order are necessary to allow passengers to safely transfer between the aircraft and

terminal building. Additionally, replacement of the passenger loading bridges achieved compliance with provisions of the Americans with Disabilities Act; support the security profile of the facility as required by the TSA; and provide reliable, safe passenger traffic between terminal and aircraft. Older bridges required constant maintenance and caused flight delays when out of service.

7. GSN: Acquire ARFF Vehicle for PRATC

Project Start Date: August 2004
Project End Date: November 2007

Funding:

Approved AIP	\$973,031
Anticipated PFC	\$51,395
Total Project Cost	\$1,024,426

Project Description:

This project consisted of the acquisition of an ARFF vehicle and required equipment used for fulfilling the mission of the PRATC at GSN for training ARFF Micronesian airport personnel.

The new unit is a 2007 Oshkosh Striker 1500 ARFF vehicle which was purchased in accordance with minimum standards established in Part 139 and Advisory Circular 150/5220-10E *Guide Specifications for ARFF Vehicles*.

Project Justification:

This purchase was necessary in order to provide a sufficient inventory of ARFF equipment to properly train all Micronesian airport ARFF personnel in accordance with 14 CFR 139.319(i) (Part 139) requirements.

8. GSN: Acquire Rapid Intervention Vehicle (RIV)

Project Start Date: August 2004
Project End Date: March 2006

Funding:

Approved AIP	\$427,461
Anticipated PFC	\$22,498
Total Project Cost	\$449,959

Project Description:

This project consisted of the acquisition of a 2005 MK1 Series Quad Agent Rapid Intervention Vehicle (RIV) and required equipment for use at GSN in accordance with the requirements of Part 139.

The vehicle was purchased in accordance with minimum standards established in Part 139 and Advisory Circular 150/5220-10E *Guide Specifications for ARFF Vehicles*. The firefighting capacity of the RIV is consistent with the requirements necessary for GSN to maintain an ARFF Index D rating.

Project Justification:

The acquisition of the RIV and associated equipment was necessary for GSN compliance with Part 139.

9. GSN: Construct Apron/Taxilane Rehabilitation Phase III to IV

Project Start Date: August 2003

Project End Date: September 2008

Funding:

Approved AIP	\$4,562,883
Anticipated PFC	\$300,650
Total Project Cost	\$4,863,533

Project Description:

This project consisted of the construction of the rehabilitation of a portion of the common use aircraft parking apron adjacent to Taxiways B, C, F, and G at GSN and included: the conversion of approximately 30,000 square yards of asphalt apron with Portland Concrete Cement (PCC) adjacent to Taxiways B, C, F, and G; rehabilitation of the taxilane surfaces surrounding the common use aircraft parking apron; installation of new taxilane edge lights; airfield signs; and pavement markings. Construction was achieved through AIP 3-69-0002-43,3-69-0002-56 and 3-69-0002-66.

Project Justification:

The existing apron at GSN was constructed in 1990 and lacks adequate structural support to effectively accommodate use of tugs, other ground service equipment and aircraft required to support existing operations. The 1999 Pavement Management Plan prepared for GSN determined that the Pavement Condition Index (PCI) to be 44 (Poor) for this area of pavement. Due to the age, its deteriorating state, and the inability of asphalt to support the weight of aircraft utilizing GSN, this section of the common use aircraft apron was converted to PCC. This project removed the potential for FOD from the deteriorated asphalt surface which allows for safer aircraft operations.

10. GSN: Acquire Emergency Generator - Phase I to III

Project Start Date: June 2008

Project End Date: January 2013

Funding:

Approved AIP	\$7,206,823
Anticipated PFC	\$10, 726
Total Project Cost	\$7,217,549

Project Description:

Acquire and install a third 1.8 megawatt generator to provide sufficient interruptible power to operate GSN. Two 600 KW generators were also procured and installed between ARFF and the Tower, and a third feeder line was installed between the main generator building and the departure terminal.

Project Justification:

Due to the unstable power supply from the local utility company, increasing electrical load requirements of GSN, and the age of the existing two generators, it was determined that additional generators are needed in order to keep GSN operational with a uninterrupted power supply.

11. GSN: Design ARFF Building Expansion

Project Start Date: August 2005

Project End Date: March 2009

Funding:

Approved AIP	\$437,965
Anticipated PFC	\$77,355
Total Project Cost	\$515,320

Project Description:

The design of the GSN ARFF Building Expansion Project provided a new classroom for training capabilities and extension of the existing ARFF vehicle bay for equipment/vehicle protection and storage. The building was expanded by 20,222 square feet on the building's north side. The entire roofing material was rehabilitated due to age and damage from typhoons. The project was designed and constructed in accordance with Advisory Circular 150/5210-15A, *Aircraft Rescue and Firefighting Station Building Design* (AC 15A).

Project Justification:

The purpose of the addition is to provide a new classroom for training ARFF personnel and an extension to the existing vehicle bay for the storage of apparatus to protect it from weather elements. 14 CFR Part 139 (Part 139) requires certificated airport sponsors to provide a minimum response time for aircraft emergencies. In order to meet this response requirement, a Part 139 certificated airport sponsor is mandated to store ARFF apparatus in a manner to ensure operational readiness and capability to meet minimum response times during an aircraft emergency. The current apparatus bay for GSN's ARFF station cannot accommodate the Authority's 3,000 gallon vehicle therefore the apparatus is exposed to the weather elements and subject to deterioration and disrepair. GSN's assigned ARFF index requires this piece of apparatus, and therefore this project will extend an existing apparatus bay to allow for vehicle storage in a controlled environment, extending the useful life of the ARFF equipment.

Part 139 further requires that certificated airport sponsors provide trained personnel be available to respond to aircraft incidents. Training programs involve both classroom and practical exercises. AC 150/5210-15A allows for the construction of a specific area in an ARFF station to serve for training purposes to provide "sufficient space to accommodate training capability and equipment where justified (such as, multimedia projection, wall and floor space/room for a smart board, chalkboard, airport maps, training aids, large screen projection surface, fixed and portable video projectors, internet access, and Interactive Computer teaching testing systems, and other necessary training devices, etc.)."¹ It was necessary to expand and upgrade facilities in order to provide training pursuant to Part 139 standards.

12. GSN: Acquire 1,500 Gallon Replacement ARFF Vehicle

Project Start Date: August 2013

Project End Date: March 2016

Funding:

Approved AIP	\$611,368
Anticipated PFC	\$76,421
Total Project Cost	\$687,789

Project Description:

This project consisted of the acquisition of a replacement ARFF vehicle and required equipment for GSN in order to remain compliant with Part 139. The unit replaced Crash 7, an Oshkosh T-Series 1,500 Gallon Vehicle that was purchased in 1983.

A 2015 Oshkosh Striker 4x4 was acquired by the Authority and was purchased in accordance with Advisory Circular 150/5220-10E *Guide Specifications for ARFF Vehicles*. The firefighting capacity of the vehicle acquired was consistent with the replacement truck and required in order for GSN to maintain an ARFF Index D rating.

¹ Advisory Circular 150/5210-15A, *Aircraft Rescue and Firefighting Station Building Design*. Paragraph 3-23, "Training Rooms."

Project Justification:

This purchase was necessary to replace an aging vehicle and equipment that were more than 30 years old, far exceeding its useful life (over 15 years of age upon expected date of purchase) and had continued to become more unreliable mechanically with increasing out-of-service situations. The acquisition of ARFF vehicles and equipment is needed in order for the Authority to maintain compliance with Part 139 and AC 150/522-10E.

13. GSN: Acquire Runway Sweeper

Project Start Date: August 2014

Project End Date: October 2016

Funding:

Approved AIP	\$343,056
Anticipated PFC	\$38,117
Total Project Cost	\$381,173

Project Description:

This project enabled the Authority to acquire a commercial airport vacuum sweeper unit to clear debris, dirt, or other objects from airfield pavement at GSN in order to minimize the incidence of Foreign Object Debris (FOD) on the aircraft operating surfaces.

Project Justification:

Procurement of a commercial airport vacuum sweeper unit for GSN will assist with minimizing the presence of FOD on the runway, taxiways and apron in order to keep pavement clear, enable safe aircraft operations and keep the Authority compliant with Part 139 and AC 150/5210-24.

14. GSN: Acquire 1,500 Gallon Replacement ARFF Vehicle

Project Start Date: August 2015

Project End Date: August 2016

Funding:

Approved AIP	\$631,477
Anticipated PFC	\$78,935
Total Project Cost	\$710,412

Project Description:

This project consisted of the acquisition of a replacement ARFF vehicle and required equipment at GSN in order to remain compliant with Part 139. The unit replaced Crash 5, an E-One 3,000 Gallon Vehicle purchased in 1994.

The replacement vehicle is a 2016 Oshkosh Striker 4x4 purchased in accordance with Advisory Circular 150/5220-10E *Guide Specifications for ARFF Vehicles*. The firefighting capacity of the vehicle acquired was consistent with the replacement truck and required in order for GSN to maintain an ARFF Index D rating.

Project Justification:

This purchase is necessary to replace an aging vehicle and equipment that had exceeded its useful life (over 15 years of age upon expected date of purchase) and continued to become more unreliable mechanically with increasing out-of-service situations. The acquisition of ARFF vehicles and equipment is needed in order for the Authority to maintain compliance with Part 139 and AC 150/522-10E.

15. GSN: Acquire Replacement Rotating Beacon

Project Start Date: December 2015

Project End Date: August 2016

Funding:

Approved AIP	\$0
Anticipated PFC	\$222,423
Total Project Cost	\$222,423

Project Description:

This project consisted of the acquisition and installation of a rotating beacon for GSN. The old unit was demolished and replaced with a new tower and a L802A Airport Rotating Beacon at the site of the demolished tower adjacent to the standby generator building. The replacement beacon complies with AC 150/5345-12F

Project Justification:

The previous rotating beacon had exceeded its useful life, was inoperable and needed replacement.

16. PFC Administration

Project Start Date: December 2016

Project End Date: January 2018

Funding:

Approved AIP	\$0
Anticipated PFC	\$115,094
Total Project Cost	\$115,094

Project Description:

This project includes professional fees for services rendered by the Authority's consultant in developing, implementing, and coordinating the PFC program for GSN, TNI, and GRO.

Project Justification:

PFC administrative costs are eligible per the PFC regulations under 14 CFR Part 158.13 and 14 CFR Part 158.3. Administrative costs are allowable if necessary and reasonable in the implementation of approved projects.

Rota International Airport (GRO)

1. GRO: Design ARFF Building Improvements

Project Start Date: August 2014

Project End Date: April 2016

Funding:

Approved AIP	\$100,000
Anticipated PFC	\$11,111
Total Project Cost	\$111,111

Project Description:

This project included design through bidding phase services for the rehabilitation and improvement of the GRO ARFF Building. The scope of work includes closing of one bay for additional office space, relocation of the kitchen, renovation of restrooms, construction of third floor ARFF dispatch room, extension of 2nd floor office space, and replacement of the roofing system. Design of the rehabilitation work and building improvements was completed in conformance with the recommendations contained in Advisory Circular 150/5210-15A, *Aircraft Rescue and Firefighting Station Building Design* (AC 15A).

Project Justification:

Due to its age as well as damage caused by typhoons, the structural integrity of the roofing system has been compromised creating infiltrations of water into the building during weather events causing accelerated deterioration of the building as well as the equipment located inside.

Part 139 requires certificated airport operators to maintain operational readiness of firefighting apparatus, personal protective gear, and associated firefighting equipment and supplies. The failed roofing system and corresponding infiltration of water compromises the ability of the Authority to ensure a state of operational readiness for its ARFF services and thereby threatens its ability to comply with Part 139 requirements. Rehabilitation of the ARFF building to address the above deficiencies ensures that the Authority has adequate facilities to house its ARFF equipment, provide safe and sanitary living quarters for assigned firefighting personnel, offers adequate training amenities, and enhances its capability to comply with the requirements of Part 139. In addition, the closing of one bay for additional office space, relocation of the kitchen, renovation of restrooms, construction of third floor ARFF dispatch room, and extension of 2nd floor office space ensures that the building can properly support the GRO ARFF function in accordance with Part 139.

2. GRO: Construct ARFF Building Improvements

Project Start Date: February 2017
Project End Date: December 2017

Funding:

Approved AIP	\$2,424,072
Anticipated PFC	\$269,341
Total Project Cost	\$2,693,413

Project Description:

This project includes the construction as well as construction inspection and administration phase services associated with the rehabilitation and improvement of the GRO ARFF Building. The scope of work includes closing of one bay for additional office space, relocation of the kitchen, renovation of restrooms, construction of third floor ARFF dispatch room, extension of 2nd floor office space, and replacement of the roofing system.

Project Justification:

Due to its age as well as damage caused by typhoons, the structural integrity of the roofing system has been compromised creating infiltrations of water into the building during weather events causing accelerated deterioration of the building as well as the equipment located inside. Part 139 requires certificated airport operators to maintain operational readiness of firefighting apparatus, personal protective gear, and associated firefighting equipment and supplies. The failed roofing system and corresponding infiltration of water compromises the ability of the Authority to ensure a state of operational readiness for its ARFF services and thereby threatens its ability to comply with Part 139 requirements. Rehabilitation of the ARFF building to address the above deficiencies ensures that the Authority has adequate facilities to house its ARFF equipment, provide safe and sanitary living quarters for assigned firefighting personnel, offers adequate training amenities, and enhances its capability to comply with the requirements of Part 139. In addition, the closing of one bay for additional office space, relocation of the kitchen, renovation of restrooms, construction of third floor ARFF dispatch room, and extension of 2nd floor office

space ensures that the building can properly support the GRO ARFF function in accordance with Part 139.

3. GRO: Update GRO Master Plan Study

Project Start Date: July 2015

Project End Date: September 2017

Funding:

Approved AIP	\$322,575
Anticipated PFC	\$40,322
Total Project Cost	\$362,897

Project Description:

This project consisted of an update to the 2005 Master Plan for GRO and was completed in conjunction with FAA AIP 3-69-0003-25. The project was completed in accordance with the FAA guidance provided in Advisory Circular 150-5070-6B, *Airport Master Plans*. This planning study provided a comprehensive overview of GRO and provided short, medium, and long term development plans to meet anticipated aviation demand. Specific elements of work completed included:

- Historic demographic trends for residents, non-residents and total population
- Current status and potential impacts of Rota development
- Tourist socioeconomic impacts
- Potential constraints of economic growth
- Review of aviation activity and future forecasts
- Demand and capacity analysis
- Creation of a development program
- Environmental analysis
- Financial plan
- Airport Layout Plan (ALP) Update

Project Justification:

An up-to-date FAA-approved ALP, which is an output of a comprehensive airport master planning project, is required for the Authority to receive financial assistance under the terms of the AIP and to be able to receive PFC funding. The last update of the GRO Master Plan and Airport Layout Plan was conducted in 2005. Changes to FAA Airport Design Standards, market conditions, and completed capital improvements dictated the need to undertake an update to the GRO Master Plan.

4. GRO: Removal & Replacement of Runway 09 Markings

Project Start Date: March 2013

Project End Date: July 2016

Funding:

Approved AIP	\$0
Anticipated PFC	\$272,178
Total Project Cost	\$271,178

Project Description:

The removal and replacement of Runway 09 markings at GRO consisted of the design, removal and replacement of pavement markings to properly identify the recent 1,000 foot extension to this runway in compliance with FAA AC 150/5340-1L, *Standards for Airport Markings*. The scope of work included the eradication of existing striping and markings at the west end of the runway; removal of existing striping and marking on the newly constructed 1,000 foot runway extension project (including runway shoulder, turnaround area and blast pad) at the west end of the runway; and painting of striping and markings of the newly constructed 1,000 foot runway extension (including runway shoulder, turnaround area and blast pad) for conversion of the 6,000 foot runway to a 7,000 foot runway.

Project Justification:

Pursuant to the requirements of Part 139.311, certificated airport sponsors are required to provide and maintain pavement marking systems for air carrier operations. Given the construction of a 1,000 foot extension for the runway, the Authority was obligated to remark its airfield pavement to properly identify this additional 1,000 feet of runway in accordance with Part 139 and AC 150/5340-1L.

5. GRO: Acquire Runway Sweeper

Project Start Date: August 2015

Project End Date: October 2016

Funding:

Approved AIP	\$359,697
Anticipated PFC	\$44,962
Total Project Cost	\$404,659

Project Description:

This project enabled the Authority to acquire a commercial airport vacuum sweeper unit for GRO to clear debris, dirt, or other objects from airfield pavement in order to minimize the incidence of Foreign Object Debris (FOD) on the aircraft operating surfaces.

Project Justification:

Procurement of a commercial airport vacuum sweeper unit for GRO will assist with minimizing the presence of FOD on the runway, taxiways and apron in order to keep pavement clear, enable safe aircraft operations and keep the Authority compliant with Part 139 and AC 150/5210-24.

6. GRO: Acquire 1,500 Gallon Replacement ARFF Vehicle

Project Start Date: August 2013

Project End Date: May 2016

Funding:

Approved AIP	\$619,502
Anticipated PFC	\$77,438
Total Project Cost	\$696,940

Project Description:

This project consisted of the acquisition of a replacement ARFF vehicle and required equipment at GRO in order to remain compliant with Part 139. This unit replaced a Crash 11 E-One Titan 1,500 Gallon ARFF Vehicle purchased in 1993.

A 2015 Oshkosh 1,500-Gallon Striker 4x4 was purchased by the Authority in accordance with Advisory Circular 150/5220-10E *Guide Specifications for ARFF Vehicles*. The firefighting capacity of the vehicle acquired was consistent with the replacement truck and required in order for GRO to maintain an ARFF Index A rating.

Project Justification:

This purchase was necessary to replace an aging vehicle and equipment that had exceeded its useful life (over 15 years of age upon expected date of purchase) and continue to become more reliable mechanically with increasing out-of-service situations. The acquisition of ARFF vehicles and equipment is needed in order for the Authority to maintain compliance with Part 139.

Tinian International Airport (TNI)

1. TNI: Design ARFF Building-Rapid Refill Station Phase I

Project Start Date: September 2015

Project End Date: April 2017

Funding:

Approved AIP	\$346,976
Anticipated PFC	\$43,372
Total Project Cost	\$390,348

Project Description:

The Design ARFF Building-Rapid Refill Station Phase I project includes design through bidding phase services for improvements to TNI's water supply for its ARFF vehicles as well as the expansion and rehabilitation of the ARFF station consistent with the recommendations contained in Advisory Circular 150/5210-15A, *Aircraft Rescue and Firefighting Station Building Design* (AC 15A). The scope of work includes design of the following:

- Replacement of approximately 2,745 linear feet of 12, 8, and 6 inch waterline
- The relocation of two existing fire hydrants and installation of one new hydrant
- Installation of a 200,000 gallon water storage tank
- ARFF Station Renovation and Expansion - extension of a bay to accommodate new ARFF vehicles, construction of storage areas, renovations of kitchen and restrooms, SCBA refilling room, weight room, and dispatch office.

Project Justification:

The existing water line serving TNI and ARFF operations was installed in 1982 and is beyond its useful life. Due to leaks and breaks in the system, the Authority is limited in its ability to provide sufficient water pressure to refill ARFF vehicles during emergency situations. This project is necessary for the Authority to achieve compliance with Part 139 requirements associated with the rapid refilling of ARFF vehicle water tanks and in order to protect lives and property. The installation of a water storage tank compliments upgrades to the water system to better ensure sufficient water supply and pressure during an emergency situation requiring ARFF services.

2. TNI: Update TNI Master Plan Study

Project Start Date: July 2015

Project End Date: November 2017

Funding:

Approved AIP	\$353,557
Anticipated PFC	\$44,195
Total Project Cost	\$397,752

Project Description:

This project consisted of an update to the 2002 TNI Master Plan and was completed in conjunction with FAA AIP 3-69-0011-26. The project was completed in accordance with the FAA

guidance provided in Advisory Circular 150-5070-6B, *Airport Master Plans*. This planning study provided a comprehensive overview of TNI and provided short, medium, and long term development plans to meet anticipated aviation demand. Specific elements of work completed included:

- Historic demographic trends for residents, non-residents and total population
- Current status and potential impacts of Rota development
- Tourist socioeconomic impacts
- Potential constraints of economic growth
- Review of aviation activity and future forecasts
- Demand and capacity analysis
- Creation of a development program
- Environmental analysis
- Financial plan
- Airport Layout Plan (ALP) Update

Project Justification:

An up-to-date FAA-approved ALP, which is an output of a comprehensive airport master planning project, is required for the Authority to receive financial assistance under the terms of the AIP and to be able to receive specific PFC funding. The last update of the TNI Master Plan and ALP was conducted in 2002. Changes to FAA Airport Design Standards, market conditions, and completed capital improvements dictated the need to undertake an update to the TNI Master Plan.

3. TNI: Acquire Runway Sweeper

Project Start Date: August 2015

Project End Date: October 2016

Funding:

Approved AIP	\$359,697
Anticipated PFC	\$44,962
Total Project Cost	\$404,659

Project Description:

This project enabled the Authority to acquire a commercial airport vacuum sweeper unit to clear debris, dirt, or other objects from airfield pavement in order to minimize the incidence of Foreign Object Debris (FOD) on the aircraft operating surfaces.

Project Justification:

Procurement of a commercial airport vacuum sweeper unit for TNI will assist with minimizing the presence of FOD on the runway, taxiways and apron in order to keep pavement clear, enable safe aircraft operations and keep the Authority compliant with Part 139 and AC 150/5210-24.

4. TNI: Acquire 1,500 Gallon Replacement ARFF Vehicle

Project Start Date: August 2013

Project End Date: March 2016

Funding:

Approved AIP	\$617,089
Anticipated PFC	\$77,136
Total Project Cost	\$694,225

Project Description:

This project consisted of the acquisition of a replacement ARFF vehicle and required equipment in order to remain compliant with Part 139. The unit replaced an existing E-One Titan ARFF vehicle purchased in 1993.

The Authority purchased a 2015 Oshkosh 1,500-Gallon Striker 4x4 in accordance with Advisory Circular 150/5220-10E *Guide Specifications for ARFF Vehicles*. The firefighting capacity of the vehicle acquired is consistent with the replacement truck and required in order for TNI to maintain an ARFF Index A rating.

Project Justification:

This purchase was necessary to replace an aging vehicle and equipment that had exceeded its useful life (over 15 years of age upon expected date of purchase) and continue to become more reliable mechanically with increasing out-of-service situations. The acquisition of ARFF vehicles and equipment is needed in order for the Authority to maintain compliance with Part 139 and AC 150/5220-10E.

5. TNI: Construct ARFF Building-Rapid Refill Station Phase I

Project Start Date: May 2017

Project End Date: September 2019

Funding:

Approved AIP	\$ 4,197,433
Anticipated PFC	\$524,679
Total Project Cost	\$ 4,722,112

Project Description:

The Construct ARFF Building-Rapid Refill Station Phase I project includes construction of improvements to TNI's water supply for its ARFF vehicles as well as the expansion and rehabilitation of the ARFF station consistent with the recommendations contained in Advisory Circular 150/5210-15A, *Aircraft Rescue and Firefighting Station Building Design* (AC 15A). The scope of work includes:

- Replacement of approximately 2,745 linear feet of 12, 8, and 6 inch waterline
- The relocation of two existing fire hydrants and installation of one new hydrant
- Installation of a 200,000 gallon water storage tank
- ARFF Station Renovation and Expansion - extension of a bay to accommodate new ARFF vehicles, construction of storage areas, renovations of kitchen and restrooms, SCBA refilling room, weight room, and dispatch office.

Project Justification:

The existing water line serving TNI and ARFF operations was installed in 1982 and is beyond its useful life. Due to leaks and breaks in the system, the Authority is limited in its ability to provide sufficient water pressure to refill ARFF vehicles during emergency situations. This project is necessary for the Authority to achieve compliance with Part 139 requirements associated with the rapid refilling of ARFF vehicle water tanks and in order to protect lives and property. The installation of a water storage tank compliments upgrades to the water system to better ensure sufficient water supply and pressure during an emergency situation requiring ARFF services.

Class of Carriers Excluded From Collecting a PFC

The Authority does not intend to exclude a class of carrier from PFC collection.

PFC Level

A four dollar and fifty cents charge (\$4.50) on passengers enplaned at GSN, GRO, and TNI.

Charge Effective Date

Based on projections of enplanements for GSN, GRO, and TNI and the anticipated charge expiration date of PFC Applications 04-01-C-03-GSN, 04-01-C-03-GRO, and 04-01-C-03-TNI, the charge effective date for Applications 17-02-C-00-GSN, 17-02-C-00-GRO, and 17-02-C-00-TNI is estimated to be January 1, 2022.

Estimated Charge Expiration Date

June 1, 2024 (or until collected PFC revenue plus interest thereon equals the allowable costs of the approved projects, as permitted by regulation).

Estimated Total PFC Revenue

The Authority estimates the total PFC revenue for the Application to be \$39,504,479.

Authority Point of Contact

As required under 14 CFR Part 158.24, the Authority will be accepting public comments on proposed PFC Applications 17-02-C-00-GSN, 17-02-C-00-GRO, and 17-02-C-00-TNI up to thirty (30) days after the date of posting this public notice on our Internet Web site. Comments must be received on or before **Saturday, October 21, 2017.**

Comments may be mailed to:

Commonwealth Ports Authority

Attn: Ms. Christine Pulido

PO Box 501055

Saipan, MP 96950