

VALLEY INTERNATIONAL AIRPORT

PUBLIC NOTICE

Date of Posting: 06-27-2018

The City of Harlingen, Texas (City) intends to file an application with the Federal Aviation Administration (FAA) to implement a Passenger Facility Charge (PFC) at a PFC Level of \$4.50 for each enplaned passenger at Valley International Airport (HRL or Airport).

The application for the PFC is done in accordance with the Federal Aviation Regulation (FAR) 14 CFR Part 158, "Passenger Facility Charges." The Airport intends to use the PFC funds for a total of 24 projects. The projects and associated information required by Part 158 are listed below under the heading "Project Information". The estimated charge effective date is January 1, 2019, and the estimated charge expiration date is September 1, 2024. The estimated PFC revenue to be collected during this period is \$6,092,734.

Request for Comments

The City, by this notice, invites comments on the proposed PFC application and the 24 projects to be included in the application. The due date for the comments is August 1, 2018. Comments and questions about the application and the individual projects should be addressed to:

Marv Esterly
Director of Aviation
Valley International Airport
3002 Heritage Way, 3rd Floor
Harlingen, TX 78550
(P) (956) 430-8600; (F) (956)430-8619

Project Information

In accordance with 14 CFR §158.30, the City will be requesting authorization to impose and use PFC funds for the following projects:

Project No. 1 -- Terminal - Replace Fan Coils

Description –This project will replace 47 existing fan coil units with 47 four-ton units. The fan coil units are part of the HVAC system and provide cooled or

heated air to the terminal building. The fan coil units are part of the HVAC system and provide cooled or heated air to the terminal building. The existing units were installed in 1989, are 29 years old and are subject to frequent failures. (PFC App. 16-05 excluded the replacement of these fan coil units).

Justification – The fan coil units were installed in 1989 and are 29 years old. The fan coil units have been routinely maintained but have exceeded their life expectancy and are not providing adequate cooling or heating of the Terminal building. The efficiency and dependability of the fan coil units have diminished over the past few years. In addition, they are difficult to maintain. The fan coil units require replacement to maintain a comfortable temperature for passengers in the terminal.

PFC Funds - \$600,000

AIP Funds - \$0

Total Estimated Project Cost - \$600,000

PFC Order/Reference for Eligibility – Eligible as Terminal Development under Table N-1 of the AIR Handbook, Order 5100.38D. Item b; and Table N-2 of the AIP Handbook, Item d(2).

Airspace – Not Applicable

Environmental – Cat-X dated March 5, 2018

Project No. 2 – Reconstruct Taxiway Hotel

Description – This project will provide a full-depth reconstruction of the entire length of Taxiway Hotel. Taxiway Hotel is 3,500ft. by 75 ft., and the project will replace approximately 29,167 square yards of pavement. The scope of work will include the complete removal of existing Taxiway H pavement. Taxiway Hotel will then be rebuilt using acceptable construction methods and using products in accordance with FAA specifications included in Advisory Circular (AC) 150/5300-13A. The new pavement will include 12-inch lime treated subgrade with a second 10 inch layer of P209 base and then the placement of 9 inches of asphaltic concrete, also applied in accordance with AC 150/5300-13A. Taxiway H was constructed in 1968 and since then has had only surface overlays.

Justification – Taxiway Hotel was last milled and overlaid in 2010 and patched in 2014. But the geotechnical survey performed at before these projects did not correctly identify subsurface deterioration and failure. As a result, the taxiway

continued to deteriorate, and the taxiway is now categorized as in a completely failed condition. The taxiway exhibits multiple longitudinal cracks, fractured asphalt, sunken wheel paths (ruts), pumping asphalt and base (bumps), fog seal failure, crack seal failure and significant FOD risk. The edge of the taxiway has also experience major cracking. Bumps as high as six inches deep have been found. PCI rating numbers could not be calculated for the pavement because of the complete disintegration of the existing asphalt base course. This project will extend the useful life of Taxiway Hotel by at least 50 years.

PFC Funds - \$450,000

AIP Funds - \$4,050,000

Total Estimated Project Cost - \$4,500,000

Project No. 3 – Reconstruct Northwest, Central & Southeast Aprons (Phases 1 and 2)

Description – This project will replace those portions of the existing airline (Central) and cargo (Northwest and Southeast) aprons where severe deterioration has effectively restricted all aircraft operations. In addition, all existing asphalt pavement within the limits of the airline/air cargo apron will be removed and replaced with concrete pavement. The Northwest and Southeast aprons have a concrete surface. The Central Apron has an asphalt surface. Approximately 77,778 square yards of pavement will be replaced in this project. The scope of the work will include removal of the existing concrete and asphalt pavements along with any unsuitable native sub-base material. The new pavement will consist of 10 inches of lime treated subgrade, 8 inches of cement stabilized base and 12 inches of concrete applied using acceptable construction methods and using products in accordance with FAA specifications. The apron provides aircraft access to the terminal and air cargo facilities.

Justification -- project is needed to correct failed or failing pavement in all three aprons. The Northwest Apron had previously been deemed unsuitable for aircraft traffic by the Airport Administration, as of March 31, 2016. A Pavement Evaluation Report issued by Brown, Leal & Associates on that date to support an AIP discretionary funding request showed that approximately 75% of the apron has moderate to severe cracking, due to a lack of proper base and subgrade material or failure due to water intrusion or both. Uneven pavement surface results in standing water, and small rocks, gravel and crushed concrete accumulate in the cracks and potholes, creating major FOD risks.

The report notes that the Southwest Apron has concrete that is cracking and failing plus areas of asphalt that have been placed over concrete that is also failing. As the concrete under the asphalt fails, it sinks leading to cracks in the asphalt. The report projected that as the asphalt's conditions worsens, it will lead to potholing which can lead to FOD hazards.

The areas of the Terminal Apron that are still asphalt and to be reconstructed in this project have been sealed numerous times and are failing due to failing base and subgrade as well as water intrusion. The report notes cracks as much as two inches wide where the asphalt abuts newly constructed concrete, which allow water to penetrate and further worsen the problem.

The report found a lack of base course under the surface of all three aprons.

In addition, on the aprons where heavily loaded aircraft are moving slowly and turning sharply, a rigid pavement, such as concrete, is more durable than a flexible pavement, such as asphalt. By replacing the asphalt pavement with concrete, the Airport should experience a longer life expectancy with less maintenance on the aprons.

PFC Funds - \$900,000

AIP Funds - \$8,100,000

Total Estimated Project Cost - \$9,000,000

Project No. 4 – Overlay and Groove Runway 13-31

Description – This project will provide a mill and overlay of the surface of the full length of Runway 13/31. Runway 13/31 is 7,300 feet by 150 feet, and the project will affect approximately 121,667 square yards of pavement. The project will mill two inches of pavement and install an overlay of two inches of asphaltic concrete, using acceptable construction methods and products in accordance with AC 150/5300-13A. The newly installed pavement will be grooved. Runway 13/31 was last rehabilitated in 1990 (28 years ago). Runway 13/31 is the Airport's primary runway during prevailing wind conditions.

Justification – Runway 3/31 was last rehabilitated in 1990, 28 years ago. The pavement surface has begun to form large longitudinal cracks in the surface along with alligator cracking that is causing spalling of the asphalt surface and creating an increased risk of FOD. Runway 13/31 is the primary air carrier and

air cargo runway during prevailing wind conditions. This project will extend the useful life of the runway by at least 25 years.

PFC Funds - \$300,000

AIP Funds - \$2,700,000

Total Estimated Project Cost - \$3,000,000

Project No. 5 – Overlay Runway 17L/35R

Description – This project will provide a mill and overlay of the surface of the full length of Runway 17L/35R. Runway 17L/35R is 5,549 feet by 150 feet, and the project will affect approximately 92,483 square yards of pavement. The project will mill two inches of pavement and install an overlay of two inches of asphaltic concrete, using acceptable construction methods and products in accordance with AC 150/5300-13A. The newly installed pavement will be grooved. Runway 13/31 was last rehabilitated in 1990 (28 years ago). Runway 13/31 is the Airport's primary runway during prevailing wind conditions.

Justification – Runway 17L/35R was constructed in 1941 (73 years ago) and had its last overlay in approximately 1982 (36 years ago). The pavement surface has begun to form large longitudinal cracks in the surface along with alligator cracking that is causing spalling of the asphalt surface and creating an increased risk of FOD. Runway 17L/35R is the alternate landing runway for air cargo and air carrier operations.

PFC Funds - \$215,000

AIP Funds - \$1,935,000

Total Estimated Project Cost - \$2,150,000

Project No. 6 – Master Plan Update

Description – This project will provide a master plan update for HRL. The master plan update will be performed in accordance with AC 150/5070-6. The scope of work will consist of all required elements specified in AC 150/5070-6, including a public involvement program, consideration of environmental factors, documentation of existing conditions, aviation forecasts, a discussion of facility requirements, alternatives analysis and a financial feasibility analysis. The anticipated deliverables include a technical report, a summary report, an airport layout plan (ALP) drawing set, a web page and public information kit. The

airport's last master plan update was completed in 2010 and will be eleven years old by the time this update is completed.

Justification – The Airport's last master plan update was completed in 2010 and will be 11 years old upon completion of this project. The update is needed to provide up-to-date forecasts of passenger and cargo activity and traffic and to document current and projected capital needs. Major capital investments identified in the last master plan have been accomplished, and the airport is currently in a mode of maintaining existing infrastructure. In addition, this project will produce updated ALP drawing sets that incorporate precision approaches on all runway ends, enhancing the Airport's capacity.

PFC Funds - \$60,000

AIP Funds - \$540,000

Total Estimated Project Cost - \$600,000

Project No. 7 – Terminal – Replace Two Jet Bridges

Description – This project will replace two passenger loading bridges at HRL. The two bridges serve gates 2 and 4. The existing loading bridges are owned by the Airport and were installed in 1990. The new loading bridges will be common-use as are the other terminal facilities at HRL. The new loading bridges will be moveable and able to accommodate aircraft ranging in size from CRJs to B-737-800s and B-757s. The new loading bridges will incorporate ground power units, preconditioned air and air conditioning. The existing loading bridges incorporate ground power units only.

Justification – The two loading bridges to be replaced were acquired in 1990. They are 28 years old and have exceeded their useful life. Due to their age, the Airport is experiencing excessive repair and maintenance costs. In addition, the jet bridges suffer from corrosion, which cannot be repaired. Circuit boards are subject to failure and finding replacements is becoming difficult. In addition, by incorporating preconditioned air and air conditioning, the new jet bridges will improve passenger comfort.

PFC Funds - \$1,600,000

AIP Funds - \$0

Total Estimated Project Cost - \$1,600,000

PFC Order/Reference for Eligibility – Eligible as Terminal Development under Table N-9 of the AIP Handbook, Item e(3)(b).

Airspace – Airspace Case #s 2018-ASW-3767-NRA; 2018-ASW-3768-NRA dated June 22, 2018

Environmental – Cat-X dated March 22, 2018

Project No. 8 – PFC Administrative Costs

Description – This project is for the PFC eligible only cost associated with this PFC application (January 2018-August 2025). This project includes developing this PFC application, related amendments and close out costs, issuing and maintaining the required PFC records, and annual audits of our PFC account (8 audits: FY 2018 through FY 2025). The cost for this project is based on estimates.

Justification -- project is for the PFC eligible only cost associated with this PFC application (January 2018-September 2025). This project includes developing this PFC application, related amendments and close out costs, issuing and maintaining the required PFC records, and annual audits of our PFC account (8 audits: FY 2018 through FY 2025). The cost for this project is based on estimates.

PFC Funds - \$50,000

AIP Funds - \$0

Total Estimated Project Cost - \$50,000

PFC Order/Eligibility Reference – Eligible under 14 CFR § 158.13; PFC Order 5500.1, paragraph 5-12.e

Airspace – Not applicable

Environmental – Cat-X dated May 3, 2018

Project No. 9 – Rehabilitate and Light Taxiway November

Description – This project provided for the reconstruction and lighting of Taxiway November. Taxiway November is 4,100 feet by 150 feet, and the project resulted in reconstruction of 68,500 square yards of pavement. The project involved the removal of old World War II concrete, and replacement with 12 inches of lime treated subgrade, 14 inches of P-208 mix base course and nine inches of asphalt. In addition, the project included installation of approximately 92 taxiway edge lights, and 8,500 linear feet of cable and duct bank.

Justification – The reconstructed taxiway provides a more efficient route between the east side and the west side of HRL’s airfield. In addition, the existing pavement is over 50 years old and has begun to deteriorate under heavy loads. The project eliminated the risk of FOD damage by correcting the deteriorating pavement.

PFC Funds - \$270,113

AIP Funds - \$5,132,147

Total Estimated Project Costs - \$5,402,260

Project No. 10 – Improve Airport Erosion Control (Rehabilitate Headwall)

Description – This project consisted of rehabilitation of the Airport drainage system at the outfall in in Arroyo Canyon to meet U.S. Army Corps of Engineer standards. Specifically, the project involved the complete removal and replacement of the outfall system, which included two 10 ft. by 10 ft. water flow boxes. The newheadwalls themselves were constructed of one ft. thick by 40ft. high by 80 ft. wide Portland Cement Concrete (PCC).

This was an emergency condition because Hurricane Dolly had caused the drainage outfall to blow out. The project restored the drainage outfall to conditions prior to the Hurricane.

Justification – The entire Airport drainage system flows through the Arroyo Canyon outfall. The project was needed to provide a functioning drainage system for the airport and assure that storm water would be removed from the airfield without excessive accumulation.

PFC Funds - \$23,424

AIP Funds - \$445,064

Total Estimated Project Costs - \$468,488

Project No. 11 – Rehabilitate West Central Itinerant Ramp

Description – This project reconstructed the West Central Itinerant Ramp to upgrade the condition of the pavement and to better support existing airline and operations. Specifically, the project involved the removal of existing pavement consisting of old World War II concrete, and replacing it with 12 inches of lime treated subgrade, 14 inches of P-208 base mix and 14 inches of PCC. The project reconstructed an apron area of approximately 100,000s.y. The ramp was

originally constructed in the 1940s, was over 70 years old, and had never been rehabilitated.

Justification – The project was needed to eliminate excessive concrete cracking and spalling of the surface as well as to strengthen the existing pavement section. The existing apron reflected 1940's construction methods that contain little subgrade strength and a maximum six-inch concrete thickness with very little reinforcing steel. At the time of the project, the apron was routinely used by airline and cargo aircraft including DC-9's, B-727's, 737's, 757's, 767's and DC-8's.

PFC Funds - \$389,600

AIP Funds - \$7,402,400

Total Estimated Project Costs - \$7,792,000

Project No. 12 – Development of an Airport Geographic Information System (A-GIS) and an AGIS Electronic Airport Layout Plan (Ae-ALP)

Description – This project consisted of a complete engineering and planning project to enable implementation of an A-GIS and e-ALP at HRL. The project included cooperation between the FAA and the Airport to evaluate, beta test and provide recommendations for improvements to the standards, FAA business processes and tools to enhance the A-GIS, and e-ALP programs for future participating airports.

Justification – HRL was one of six airports selected by the FAA to participate in a unique A-GIS and e-ALP pilot program being conducted in the FAA's Southwest Region. In addition to providing for implementation of an A-GIS and e-ALP at HRL, the pilot program was intended to enhance The A-GIS and e-ALP programs for future participating airports by providing for evaluation, beta testing and recommendations for improvements to the standards, FAA business practices and tools for these programs.

PFC Funds this application - \$29,600

AIP Funds - \$562,400

Total Estimated Project Costs - \$592,000

Project No. 13 – Wildlife Assessment

Project Description –This project involved a one-year wildlife assessment conducted by qualified wildlife biologists in accordance with FAA standards for performing wildlife assessments. Activities included on-site monthly visits by a

qualified wildlife biologist for a period of one year. At the end of the assessment period, the biologist delivered a final report and a recommendation to develop a wildlife hazard mitigation plan.

Justification – HRL is certificated under 14 CFR Part 139 and has experienced incidents of wildlife encroaching on or over the airfield. To comply with Part 139, the Airport was required to conduct a wildlife assessment to determine the need for a wildlife hazard mitigation plan.

PFC Funds this application - \$6,543

AIP Funds - \$124,308

Total Estimated Project Costs - \$130,851

Project No. 14 Rehabilitate Taxiway (Remove Taxiway Echo)

Description – This project is to permanently close and remove Taxiway Echo. Taxiway Echo was 9,000 feet by 150 feet, and approximately 150,000 square yards of pavement were removed. The site of the taxiway was regraded and sodded in accordance with FAA standards.

Justification – Taxiway Echo was approximately 50 years old and failing. Its removal improved safety as it was an unused piece of pavement that crossed three runways at HRL. The project enhanced safety by removing the potential for runway incursions by having this extra pavement removed.

PFC Funds - \$56,847

AIP Funds - \$1,080,095

Total Estimated Project Costs - \$1,136,942

Project No. 15 Rehabilitate Taxiway Mike and Lima

Description – This project involved an overlay of Taxiways Mike and Lima. Taxiway Mike is 1,000 feet by 150 feet. The project removed 1.5 inches of asphalt pavement and overlaid the taxiway with the same depth of asphalt. Taxiway Lima is 2,800 feet by 150 feet. The project removed 1.5 inches of asphalt pavement and overlaid the taxiway with the same depth of asphalt. Approximately 63,000 square yards of pavement were involved in the project.

Justification – Taxiway Mike and Taxiway Lima were both constructed in 2003, and this project was the first overlay for both. Taxiway Mike and Lima surface aggregate was beginning to fail. This project extended the useful life of the taxiways and prevented a FOD problem.

PFC Funds - \$30,227

AIP Funds - \$574,305

Total Estimated Project Costs - \$604,532

Project No. 16 – Rehabilitate Taxiway Foxtrot Lighting

Description – This project involved replacing existing wiring, transformers, lighting and fixtures for Taxiway Foxtrot. Approximately 160 taxiway incandescent edge lights were replaced with approximately 160 LED lights. Approximately 11,000 linear feet of cabling was replaced and concrete encased conduit installed to house the electrical cables. Along with the lights, the associated transformers (one per light) were also replaced.

Justification – The existing wiring was approximately 20 years old and was direct burial. The lighting system was experiencing shorts; transformers were burning out; and cables were deteriorating at a rapid rate. By replacing the system, and installing conduit for the cables, safety was enhanced.

PFC Funds - \$34,372

AIP Funds - \$653,066

Total Estimated Project Costs - \$687,438

Project No. 17 – Install Airfield Guidance Signs

Project Description – This project replaced approximately 26 lighted runway and taxiway signs throughout the airfield that had not been replaced in prior projects with new LED illuminated signs. The existing signs had reached the end of their useful life and were faded. The new signs improve night visibility and increase energy efficiency through use of LED technology.

Justification –The existing signs had reached the end of their useful life and were faded. The new signs improve night visibility and increase energy efficiency through use of LED technology.

PFC Funds - \$48,519

AIP Funds - \$436,671

Total Estimated Project Costs - \$485,190

Project No. 18 Acquire ARFF Truck

Description –This project involved the preparation of bid specifications and purchase of a new ARFF truck to replace an existing truck. The Airport acquired an Oskosh Striker fire truck with extendable turret. The new truck has a capacity of 1,500 gallons of water, 200 gallons of AFFF foam and 450 pounds of dry chemicals, matching the capacity of the truck being replaced. The new ARFF truck was a replacement. The vehicle replaced was acquired in 1998 and due to its age of 16 years was no longer capable of performing its intended function. The new truck was acquired in 2014.

Justification – The primary benefit of the project is to ensure safe operational conditions always exist on the airport and to meet FAR 139 requirements for Aircraft Firefighting and Rescue capabilities. Due to its age (16 years), the existing truck was no longer capable of performing its intended function.

PFC Funds - \$70,000

AIP Funds - \$630,000

Total Estimated Project Costs -- \$700,000

Project No. 19 – Rehabilitate Runway 17R/35L (mill and overlay), Rehabilitate Taxiway J and Remove Taxiway K

Description – This project provided a mill and overlay of the entire length of Runway 17L/35R. This runway is 8,301 ft. by 150 feet. The project affected approximately 138,350 square yards of pavement. The project milled three inches of pavement and overlaid three inches of grooved asphaltic concrete. Taxiway J was rehabilitated by milling 2 inches of asphalt and replacing it with 2 inches of asphalt. Taxiway K was removed as this taxiway was no longer in use by the air carriers. The project was accomplished using acceptable construction methods and using products in accordance with FAA specifications.

Justification – The primary benefit of the project is to ensure safe aircraft operations. This runway and taxiway is routinely used by commercial and cargo operations. The surface overlay will correct the areas of the runway and taxiway that have deteriorated over time.

PFC Funds - \$335,871

AIP Funds - \$3,022,837

Total Estimated Project Costs - \$3,358,708

Project No. 20 Rehabilitate Taxiway Hotel

Description – The project rehabilitated a failing section of Taxiway Hotel with dimensions of 580 feet by 25 feet (approximately 1,620 square yards). The project removed 9 inches of asphalt, 12 inches of P-208 base course mix and 10 inches of lime treated subgrade. 9 inches of asphalt, 12 inches of P-208 base course mix and 10 inches of lime treated sub grade were installed in the failing section.

Justification – Taxiway Hotel was constructed in 1968 and had only surface overlays before this project. The pavement was showing signs of wear, including rutting, pumping and pushing of the asphalt and catastrophic failure of the affected section, which interfered with efficient operations and posed a risk of FOD damage. This project corrected these deficiencies to ensure safe aircraft operations. Taxiway Hotel is routinely used by commercial and cargo operations.

PFC Funds - \$46,671

AIP Funds - \$420,035

Total Estimated Project Costs - \$466,706

Project No. 21 – Acquire New ARFF Truck

Description –This project involved the preparation of bid specifications and purchase of a replacement ARFF truck to maintain HRL's compliance with Part 139 ARFF requirements. The new truck has a capacity of 1,500 gallons of water, 200 gallons of AFFF foam and 450 pounds of dry chemicals, matching the capacity of the truck being replaced. The truck being replaced was acquired in 1998, and the replacement truck was acquired in 2015. Due to its age (17 years) it was no longer capable of performing its intended function.

Justification – The primary benefit of the project is to ensure safe operational conditions always exist on the airport and to meet FAR 139 requirements for Aircraft Firefighting and Rescue capabilities. Due to its age (17 years), the existing truck was no longer capable of performing its intended function.

PFC Funds - \$59,094

AIP Funds - \$531,843

Total Estimated Project Costs - \$590,937

Project No. 22 – Remove and Replace Lighting for RWYs 17R/35L, 13/31, Install MALSR on RW31, Install Edge Lights on Taxiway D

Description –This project replaced the existing runway lighting system on 17R/35L and to enhance 13/31 lights to HIRL. The existing system was installed approximately 20 years before this project was implemented and is at the end of its useful life. Additionally, a MALSR was installed on the Runway 31 approach end. The project also installed Taxiway Edge Lights on Taxiway D. The fixtures were mounted in boxes and all cabling was installed in conduit in accordance with advisory circular guidance. The MALSR was installed using acceptable construction methods and using products in accordance with FAA specifications.

Justification – The primary benefit of the runway lighting and MALSR elements is to ensure safe aircraft operations for Runway 17R/35L and also to enhance Runway 13/31 with HIRL and MALSR on the Runway 31 approach to give aircraft a north flow approach with lower published minimums by at least ¼ mile. This will enhance the safe operation of arriving aircraft during inclement weather. Per ATCT, HIRL has approximately 80 to 90 days per year with inclement weather. The primary benefit of the Taxiway D lighting element is to ensure safe aircraft operations for Taxiway D which is the main taxiway to get aircraft from the east to west sides of the airport.

PFC Funds - \$207,825

AIP Funds - \$1,870,425

Total Estimated Project Costs - \$2,078,250

Project No. 23 Rehabilitate Service Road

Description – This project removed and replaced the southern perimeter road. The new perimeter road was also relocated so that it does not cross through the safety areas of RWY 35L and 35R. The scope of work included the removal of the current road and to replacement with 12 inches of lime stabilized subgrade with 10 inches of base and then the placement of 3 inches of asphaltic concrete applied using acceptable construction methods and using products in accordance with FAA specifications.

Justification – The primary benefit of the project is to ensure that all non-aircraft traffic, including fuel trucks, needing to cross the airfield can do so in a safe manner without having to require clearance to cross the active runways and

taxiways. This project will also relocate the southern perimeter road outside of the safety areas of RWY 35L and 35R.

PFC Funds - \$289,585

AIP Funds - \$2,606,268

Total Estimated Project Costs - \$2,895,853

Project No. 24 Rehabilitate Taxiway (Install Thermoplastic Hold Signs

Description – This project installed Preformed Thermal Plastic Surface Markings for the required hold position signs at all Taxiway / Runway intersections on the airport.

Justification – The primary benefit of the project is to ensure safe operational conditions always exist on the airport and to assure FAR 139 compliance for the required Surface Painted Hold Position Signs on the airport.

PFC Funds - \$19,444

AIP Funds - \$175,000

Total Estimated Project Costs - \$194,444

All of the above projects, 1 thru 24, are proposed at the collection level of \$4.50

Excluded Carriers

In accordance with Section 158.11, the City of Harlingen has requested that collection of PFC's under the new application not be required for the following classes of carriers operating at the Valley International Airport:

Part 135 AT/CO carriers filing FAA form 1800-31