

**PUBLIC NOTICE
PITT COUNTY – CITY OF GREENVILLE AIRPORT
PFC APPLICATION NUMBER 5**

Effective May 18, 2011

Pursuant to 14 CFR 158.24, the Pitt County – City of Greenville Airport Authority (“Authority”), owner and operator of the Pitt County – City of Greenville Airport (“Airport”), hereby provides public notice of the Authority’s intention to file an application to impose and use Passenger Facility Charges (“PFC’s”) of \$4.50 per enplaned passenger at the Airport (“PFC Application No. 5”) to fund, in whole or in part, certain PFC eligible Airport Improvements.

This Public Notice is effective May 18, 2011. Public comments, if any, are required to be submitted to the Airport no later than June 20, 2011.

More detailed project information is available concerning the proposed PFC and the Airport improvements by writing to the Executive Director, Pitt County – City of Greenville Airport Authority, P.O. Box 671, Greenville, N.C. 27835.

The Authority intends to fund sixteen (16) project work elements (“PWEs”) with PFC revenues. All of the projects will be funded on a pay-as-you-go basis. The following sets forth the PWEs included in PFC Application No. 5, including a description of the projects and justification for the project.

**1. PROJECT TITLES, DESCRIPTIONS,
JUSTIFICATIONS AND FINANCING PLANS**

PWE 5.1 North Jetway Loading Bridge and Ancillary Equipment

Project Description: Two gates will be located on the second floor of the expanded terminal building. In order to facilitate passenger loading/unloading for regional jets, Dash 8’s, and narrow-body charter aircraft, the Airport issued an RFP for up to two passenger boarding bridges, including a mobile boarding ramp, pre-conditioned air unit and ground power unit for each loading bridge. The first loading bridge was purchased under AIP Grant 33 and this loading bridge will be funded in part with AIP 34 grant funds.

Project Justification: This project is necessary due to the expanded passenger terminal building to and will allow passengers to board aircraft safely.

PWE 5.2 SPP & SPCC Plan Updates

Project Description: This project will consist of the preparation of a Stormwater Pollution Prevention Plan (“SPPP”) and a Spill Prevention, Control and Countermeasure Plan (“SPCC”). In order to comply with EPA requirements, the State of North Carolina recently implemented North Carolina General NPDES Permit No. NGC 150000, to which all airports in the state must comply. In order to obtain the required NPDES general permit, the Airport must complete these planning documents by December 2010.

Project Justification: The completion of these plan updates is necessary to obtain mandatory permits.

PWE 5.3 Terminal Expansion Construction Professional Services

Project Description: This project includes basic architectural and engineering services, special inspection services and construction observation associated with the construction of the terminal expansion.

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

PWE 5.4 Terminal Expansion Passenger Seating

Project Description: This project involves purchasing and install passenger seating in the passenger departure waiting area.

Project Justification: The existing passenger departure waiting area was beyond capacity. The Airport underwent a terminal expansion project that included the expansion of the passenger holdroom. Completion of this project will provide capacity to accommodate existing and future passenger air traffic at the airport.

PWE 5.5 Land Acquisition Runway 20 Approach Prof. Services

Project Description: Runway 20 now has trees/groups of trees off airport property that penetrate the approach surface for the existing ILS approach. This project will obtain and review appraisals, Phase I EDDA’s and surveys for those parcels that contain existing obstruction and would require fee or avigation easement purchase under any of the runway options identified in the environmental assessment, including the no-build option.

Project Justification: In 2007 NOAA-NGS completed a new airport obstruction chart which identified new approach obstacles and updated the height of known obstacles. As a result, the Runway 20 ILS and LPV approach visibility minimums were recently raised from ½ mile to ¾ mile, and the instrument decisions altitudes were raised.

PWE 5.6 Runway 2-20 RSA Extension (Design & Construction)

Project Description: Runway 2-20, at 6,505 feet, is the primary and longest runway at the Airport but has numerous limitations. Runway 2 runway safety area (“RSA”) and runway object free area (“ROFA”) do not meet standards for the current critical aircraft; the Runway 20 threshold is displaced; Runway 20 instrument approach surfaces have off-airport penetrations; Runway 2 instrument approach surfaces have off-airport penetrations; and Runway 2-20 length limits operational capability for the critical aircraft.

Project Justification: In 2007 the critical aircraft at the Airport changed from a Dash-8 (A-III) to a CRJ-200 (C-II). Runway 2 does not meet RSA/ROFA standards for the current critical aircraft.

PWE 5.7 Rehabilitation of Deicing Ramp (Design & Construction)

Project Description: This project entails removing loose material on the apron surface, installing a layer of pavement fabric, overlaying a double bituminous aggregate surface over the fabric and finally overlaying the bituminous surface with an appropriate thickness of asphalt.

Project Justification: The deicing apron consists of a rigid pavement section which dates to the 1940’s and a flexible pavement section which is of more recent construction, though it is likely at least 30 years old. The flexible pavement is in fair condition but the rigid pavement exhibits some cracking de-lamination of the surface paste from the slabs.

PWE 5.8 Air Carrier Apron Expansion (Design)

Project Description: This project entails the design of an expanded air carrier apron that will allow large charter aircraft operating at the Airport access to the north jet bridge. The existing apron is concrete however both a bituminous and concrete option will be designed in order to identify the most economical paving option, both for construction and over the life cycle of the pavement.

Project Justification: The existing air carrier apron does not allow sufficient access to the north jet bridge. As currently constructed aircraft using the north jet bridge cut off access to the deicing ramp.

PWE 5.9 Master Plan/ALP Update

Project Description: This project will update the current Airport Layout Plan and Master Plan most recently updated in 1988 to reflect the new critical aircraft, the CFJ-200, and evaluate the associated need for improvements/modifications to runways, taxiways and other facilities. The Terminal Plan portion of the ALP will also be updated.

Project Justification: Since the last update of the Airport's Master Plan and ALP, the Airport underwent flooding as a result of Hurricane Floyd, undergone changes due to post 09/11 security requirements and the expansion of the existing terminal building, among other things. In order to have a useful planning document, the Airport needs to update the Master Plan and the associated ALP so that it will provide the framework to guide future airport development.

PWE 5.10 Land Acquisition Runway 20 Extension (Lewis Parcels)

Project Description: This project entails the purchase of two tracts of land consisting of 58.61 and 48.43 acres respectively.

Project Justification: This land purchase is necessary to improve obstructions airport design standards identified in Project Work Element 5.5 Land Acquisition Runway 20 Approach Profession Services.

PWE 5.11 Land Acquisition Runway 20 RSA and Extension

Project Description: This project involves the purchase of land to extend the runway and runway safety area as determined in Project Work Element 5.5, Land Acquisition Runway 20 Approach Profession Services.

Project Justification:

Runway 2-20, at 6,505 feet, is the primary and longest runway at the Airport but has numerous limitations. Runway 2 runway safety area ("RSA") and runway object free area ("ROFA") do not meet standards for the current critical aircraft; the Runway 20 threshold is displaced; Runway 20 instrument approach surfaces have off-airport penetrations; Runway 2 instrument approach surfaces have off-airport penetrations; and Runway 2-20 length limits operational capability for the critical aircraft.

PWE 5.12 GIS Mapping

Project Description: The infrastructure at the Airport, inclusive of underground NAVAID components, electrical, communication, gas and sewer components and airfield lighting will be integrated into a geographical information system to assist in future airfield improvements as well as for maintenance issues.

Project Justification: Completion of this project will aid the Airport in evaluating its future airfield improvements and maintenance issues.

PWE 5.13 Apron Lighting (Design & Construction)

Project Description: This project provides for the design and construction of the air carrier ramp area lighting improvements.

Project Justification: Completion of this project is necessary to provide sufficient air carrier ramp lighting.

PWE 5.14 Demolish Former Army Reserve Building

Project Description: This project is the demolition of the Former Army Reserve Building.

Project Justification: This building was flooded during Hurricane Floyd and has been untenable since. The Authority has determined that the best cause of action is to demolish this building.

PWE 5.15 PFC Program Development

Project Description: The Airport requests impose and use authority to replace its cash that has been or will be advanced to pay the costs of development of this PFC Application including payments to and the dedicated time, travel and incidental expense of the Airport's consultant.

Project Justification: This project work element meets the requirements for FAA approval by being included in the Airport's allowable costs of carrying out an approved project. 14 CFR Part 158.3 defines Allowable Costs as "...the reasonable and necessary cost of carrying out an approved project including costs incurred prior to and subsequent to the approval of a PFC..."

PWE 5.16 PFC Program Administration

Project Description: This includes not only the administrative work required pursuant to 14 CFR Part 158.63(a) to administer the program but also allows the Airport to contact its consultant to discuss various PFC issues throughout the program.

Project Justification: This project work element meets the requirements for FAA approval by being included in the Airport's allowable costs of carrying out an approved project. 14 CFR Part 158.3 defines Allowable Costs as "...the reasonable and necessary cost of carrying out an approved project including costs incurred prior to and subsequent to the approval of a PFC..."

II. DETAILED FUNDING PLAN

The Authority proposes to undertake a program of capital improvements to be funded with a combination of Federal grants-in-aid, state funds and passenger facility charge ("PFC's") revenues to be used on a pay-as-you-go basis. The Authority is applying to the FAA for the authority to impose and use PFC revenue to pay the PFC eligible costs of 16 project work elements ("PWE's"). The Authority proposes to impose a \$4.50 PFC to pay the PFC eligible costs of the PWE's.

The proposed charge effective date for this PFC Application No. 5 is estimated to be July 1, 2011, the current charge expiration date for the Airport's PFC Application No. 3 and PFC Application No. 4. The estimated Charge Expiration Date is estimated to be July 1, 2038.

In summary, the Authority intends to impose and use \$9,596,997 of PFC revenue collected under PFC Application No. 5 on a pay-as-you-go basis. The following spreadsheets comprise Attachment "A" – Detailed Funding Plan, which will be included in the Authority's PFC Application No.5 and sets forth the Authority's overall financial plan for the projects included in PFC Application No. 5.

ATTACHMENT A

Table 1

**Pitt Greenville Airport
Passenger Facility Charge Application Number 5**

PROJECT FUNDING PLAN

PWE	Project Description	Project Cost	Existing AIP	Future AIP	Total AIP	Local Share Funding		
						Local Share	State	Airport Share
5.1	North Jetway Loading Bridges & Anncillary Equip.	\$731,984	\$695,385	\$0	\$695,385	\$36,599	\$18,300	\$18,300
5.2	SPPP & SPCC Plan Updates	53,000	50,350	0	50,350	2,650	1,325	\$1,325
5.3	Terminal Expansion Construction Profession Svcs.	280,000	266,000	0	266,000	14,000	7,000	\$7,000
5.4	Terminal Expansion Passenger Seating	221,400	210,330	0	210,330	11,070	5,535	\$5,535
5.5	Land Acquisition Runway 20 Approach Prof. Services	148,476	141,052	0	141,052	7,424	3,712	\$3,712
5.6	Runway 2-20 RSA Extension (Design & Construction)	4,860,000	0	1,000,000	1,000,000	3,860,000	121,500	\$3,738,500
5.7	Rehabilitation of Deicing Ramp (Design & Construction)	450,000	0	0	0	450,000	11,250	\$438,750
5.8	Air Carrier Apron Expansion (Design & Construction)	870,000	0	0	0	870,000	21,750	\$848,250
5.9	Master Plan/ALP Update	250,000	0	237,500	237,500	12,500	6,250	\$6,250
5.10	Land Acquisition Runway 20 Extension (Lewis Parcels)	1,831,000	0	0	0	1,831,000	45,775	\$1,785,225
5.11	Land Acquisition Runway 20 RSA and Rwy Extension	2,694,000	0	0	0	2,694,000	67,350	\$2,626,650
5.12	GIS Mapping	100,000	0	95,000	95,000	5,000	2,500	\$2,500
5.13	Apron Lighting Design and Construction	300,000	0	285,000	285,000	15,000	7,500	\$7,500
5.14	Demolish Former Army Reserve Building	300,000	0	285,000	285,000	15,000	7,500	\$7,500
5.15	PFC Program Development	50,000	0	0	0	50,000	0	\$50,000
5.16	PFC Program Administration	50,000	0	0	0	50,000	0	\$50,000
Total PFC Appliation Number 5		\$13,189,860	\$1,363,117	\$1,902,500	\$3,265,617	\$9,924,243	\$327,247	\$9,596,997