

PUBLIC NOTICE

Martha’s Vineyard Airport

Intention to:

File Passenger Facility Charge Notice of Intent 24-04-C-00-MVY

The Martha’s Vineyard Airport Commission, the operator of the Martha’s Vineyard Airport (MVY), is posting this public notice as part of the Passenger Facility Charge (PFC) process, adhering to the requirements under 14 CFR § 158.24. MVY intends to submit a Notice of Intent to “Impose & Use” PFCs on seven (7) projects. The Commission requests to utilize PFCs to reimburse for local funding on each project, with a total request to impose and use \$1,038,117 in PFCs at this time. The proposed PFC level of collection is proposed to continue at **\$4.50** per eligible enplaned passenger. The estimated charge effective date for this Notice of Intent is anticipated as **April 1, 2024** with an estimated charge expiration date of **June 1, 2027**, based on current annual enplanement projections. The following projects anticipated for inclusion in this Notice of Intent are identified and described below:

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Project Title	Requested PFC Amount	Project Description/Justification
Terminal Area Study (Impose and Use)	\$25,005 (5% of Total Project Cost)	<p>Description: This project consists of a terminal planning feasibility study to review the site requirements for the new terminal expansion including utility demand, soil conditions, code requirements, and local permitting requirements in accordance with AC 150/5360-13 and AC 150/5360-9. The results of this study will be used to identify the existing deficiencies of the current terminal building project constraints and recommendations with proposed approaches to reasonably address the deficiencies for the future terminal building project. The existing systems’ performance will be measured against the current demands levels and be evaluated and demand triggers for improvements will be determined. The maximum feasible expansion of constrained facilities/equipment will also be determined.</p> <p>Justification: The terminal building opened in 2000 and since then the growth in passenger demand and evolving aircraft fleet mix has led to the Airport outgrowing its functional design to meet the current capacity and safety needs. It was strongly recommended in the 2016 Airport Master Plan Update to address the concerns for the facilities deficiencies found in the terminal area including passenger capacity constraints, circulation, security needs, evolving aircraft fleet mix, baggage and passenger screening, ticketing area and passenger amenities such as restrooms.</p>

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<p>SRE Procurement (Rotary Plow, Broom with Carrier Vehicle) (Impose and Use)</p>	<p>\$52,346 (5% of Total Project Cost)</p>	<p>Description: This project involves the acquisition of a new rotary plow (snow blower), runway broom with carrier vehicle for the Airport’s SRE fleet in accordance with AC 150/5220-20A and specifications of the equipment in accordance with AC 150/5220-21A. The new SRE equipment will replace an over 10-year-old model equipment that has exceeded its useful life.</p> <p>Justification: Martha’s Vineyard Airport is a commercial service airport with over 40,000 annual operations per year with an annual snow fall of 24 inches. A new reliable rotary plow (snow blower) and runway broom will assist the airport in meeting its snow removal clearance time of 0.5 hours for Priority 1 areas as indicated in the Airport’s Snow and Ice Control Plan. The existing 2011 Kodiak rotary plow and broom is an over 10-year-old model and is unreliable as it is often out of service due to mechanical failure. Additionally, it is no longer supported by Kodiak and parts are extremely difficult if not impossible to obtain.</p>
<p>Reconstruct-T-Hanger Taxilane (Design and Construction) (Impose and Use)</p>	<p>\$55,670 (5% of Total Project Cost)</p>	<p>Description: This project includes the reconstruction and marking of approximately 335 linear feet of the T-Hanger Taxilane at Martha’s Vineyard Airport (MVY). The project limits begin at the Transient Tie-Down Apron and terminate at the limits of existing T-Hangar A. In addition to a reconstruction of the existing pavement, the existing 25-foot taxiway will be widened to a 35-foot taxiway in accordance with AC 150/5300-13B. This pavement width will comply with FAA requirements for taxiway width for Taxiway Design Group (TDG) 2. Transverse grading will be improved to meet standards where feasible. Objects in the existing Taxilane Object Free Area (TOFA) such as trees, low brush, fencing, and hangar are being removed. The hangar structure is being removed by SPONSOR and not included in this grant application. The construction elements of this project include but are not limited to: installation of temporary erosion control measures, excavation, in-place full depth pavement reclamation, installation of new asphalt course, removal and disposal of existing signs, installation of new signage, pavement markings, and restoration of vegetation to disturbed areas.</p> <p>Justification: The current Taxilane pavement is showing signs of distress through longitudinal cracking, transverse cracking, and deteriorating pavement patching which often leads to raveling and foreign object debris issue. The Airport pavement was inspected during the MassDOT Aeronautics Airport Pavement Management System in 2021 and determined the Pavement Condition Index (PCI) of 24 for the T-Hanger Taxilane. The American Society for Testing and Materials International (ASTM) defines the severity of a PCI of 24 as “serious”. In order to maintain safety for the Transient Tie Down Apron and the T-Hanger Airport a reconstruction of the pavement is recommended in accordance with the AC 150/5320-6G that pavements with conditions of less than 55 may be candidates for reconstruction.</p>

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<p>Runway 6-24 Obstruction Removal (Design and Construction) (Impose and Use)</p>	<p>\$87,300 (5% of Total Project Cost)</p>	<p>Description: This project includes the removal of vegetation obstructions within the airspace located off the runway ends of 6-24. The vegetation removal in the approach of Runway 6 would impact approximately 3.7 acres of trees and the approach to Runway 24 end would impact approximately 19.7 acres of mostly trees. Most of the vegetation management would be either on Airport property or within aviation easements on State Forest property. Approximately 3.2 acres of the tree removal would be within the State Forest where there are no existing easements, and an easement may be needed to manage vegetation long-term. All but approximately 0.9 acres of the vegetation management would be within Priority Habitat of Rare Species. Most of the forested habitat would be converted to successional habitat that would continue to support rare species and provide other ecosystem functions. The vegetation management along portions of both Edgartown-West Tisbury Road and Barnes Road would affect the viewshed of the bike path and traveling vehicles.</p> <p>Justification: Upon review of the aerial survey data collected in August 2019, obstructions were identified in the imaginary surfaces regulated by FAA for approach and departure to the airport. Obstacles were identified that are located both on and off airport property, including state forest land. These include potential obstructions to the following surfaces primary, approach, transitional, horizontal, and conical, as well as the departure surfaces as defined by Title 14, Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace (Part 77). Although it was ultimately decided not to pursue Part 77 and Instrument Departure Surface penetrations, the airport was directed to pursue the land rights, and permitting approval to remove the anticipated penetrations within 10 years of growth to the applicable surfaces. It was recommended by the FAA that other improvements to grading and dimensional requirements set by FAA for airport design should also be pursued and take advantage of any abilities to cut/remove the vegetation in the areas particularly if mitigation for another project is required.</p>
<p>Rehabilitation Mill & Overlay Stub Taxiway A, B, C, D, A1 (Design and Construction) (Impose and Use)</p>	<p>\$87,500 (5% of Total Project Cost)</p>	<p>Description: This project includes a mill and overlay on the existing asphalt limits of the taxiway stubs A, B, C, D, and A1 to address the surface deterioration as result of exceeding 14 years in operation.</p> <p>Justification: The MVY pavement was inspected during the MassDOT Aeronautics Airport Pavement Management System in 2021 and determined the Pavement Condition Index (PCI) is anticipated to range from 61 to 64 in FY2024. In order to extend the useful life of the pavement a mill & overlay rehabilitation is recommended in accordance with AC 150/5320-6G.</p>

<p>New Taxiway E & Reconstruction Runway 15-33 (Design and Construction) (Impose and Use)</p>	<p>\$708,896 (5% of Total Project Cost)</p>	<p>Description: This project includes reconstruction of Runway 15-33 alongside the reconstruction and extension of Taxiway E to provide access to the Runway 15 end. The Runway 15-33 pavement will be reconstructed and the arrival length on Runway 33 will be reduced by 275 feet and will displace the Runway 15 threshold by 275 feet. The Airport has reviewed current usage of the runway and has solicited comments from Cape Air and the U.S. Coast Guard, both of which rely on Runway 33 for arrivals, and has determined that a reduction in arrival length of 275 feet would not adversely affect their operations. The runway was previously 150 feet wide, and the excess pavement along each side was never removed and has deteriorated to where it is disintegrating and causing FOD to migrate onto the runway. Additionally, the side runway safety areas along Runway 15-33 will be graded, cleared and free of obstruction. The excess pavement removed will be restored as grass habitat which will contribute to the overall acreage of Priority Habitat of Rare Species on the Airport.</p> <p>Taxiway E will be extended and reconfigured to comply with current FAA design standards in accordance with AC 150/5300-13B. A majority of existing Taxiway E is planned to be retained while reconstructing each end of the taxiway. A new portion of Taxiway E will be constructed parallel to Runway 15 and will provide a connection to Runway 15 end. At the Runway 6 end the intersection would be reconstructed to be perpendicular which will enhance visibility for pilots crossing the runway.</p> <p>Justification: Runway 15-33 is the secondary runway at Martha’s Vineyard Airport and was last reconstructed in 1992, with an expected service life of 20 years. The runway is showing signs of advanced deterioration with the excess pavement along each side was never removed and has deteriorated to where it is disintegrating and causing FOD to migrate onto the runway. The 2021 MassDOT Aeronautics Airport Pavement Management System identified a PCI of 62 for the runway itself, while the excess pavement along the sides was ranked as a 36.</p> <p>Upon review of the aerial survey data collected in August 2019, obstructions were identified in the imaginary surfaces regulated by FAA for approach and departure to the airport. Obstacles were identified that are located both on and off airport property, including state forest land. It was recommended by the FAA that other improvements to grading and dimensional requirements set by FAA for airport design should also be pursued and take advantage of any abilities to cut/remove the vegetation in the areas particularly if mitigation for another project is required. The runway reconstruction and removal of 275 feet of runway would eliminate the need to remove trees within the State Forest on Runway 15 end.</p> <p>The Taxiway E configuration follows the geometry of the former U.S. Navy configuration, which had three runways in a triangular configuration. Converted from a former runway, Taxiway E provides skewed, or non-perpendicular, access to both Runways 6-24 and 15-33. This configuration restricts visibility of the runway approach area for aircraft crossing or entering a runway. The current configuration of Taxiway E also does not provide access to the threshold of Runway 15. To get to the Runway 15 threshold, pilots must taxi aircraft along the runway, which occupies the runway for a longer period and increases the potential for conflicts between aircraft using the runway. In order to comply with FAA Design standards, it is recommended that Taxiway E needs to be reconstructed and extended to provide access to Runway 15 end and enhanced visibility at the Runway 6 end for pilots crossing the runway.</p>
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Project Title	Requested PFC Amount	Project Description/Justification
PFC Program Application Development (Impose & Use)	\$21,400 (100% of Total Project Cost)	<p>Description: The project includes necessary costs associated with the administration of the proposed PFC program at MVY. The project includes compilation of PFC Application (Notice of Intent) materials, confirmation of enplanement forecasts, required air carrier and public coordination, as well as additional tasks associated with the commencement and maintenance of the PFC program.</p> <p>Justification: 14 CFR 158 and FAA Order 5500.1, <i>Passenger Facility Charges</i>, states that an airport's costs of administering a program are eligible for PFC reimbursement. These PFC administration costs, which can include the costs of preparing, coordinating, and submitting a PFC application, as well as maintaining an existing program, must be identified as a separate PFC project.</p>

Comments regarding the proposed PFC application, including agreement or disagreement with any of the proposed projects, or requests for additional information, should be addressed to Mr. Geoff Freeman, ACE, IACE., Airport Director, at the address below:

Martha's Vineyard Airport
71 Airport Road
Vineyard Haven, MA 02568

All comments must be received **by 5pm on Wednesday, November 29, 2023**. Comments received by that date will be considered by the Commission and will be forwarded with the Notice of Intent to the FAA.