

JOHNSTON COUNTY AIRPORT AUTHORITY

REQUEST FOR QUALIFICATIONS FOR AIRPORT PLANNING SERVICES

For

**JOHNSTON REGIONAL AIRPORT (JNX)
3149 Swift Creek Rd.
Smithfield, NC 27577**

**PHIL LANIER
AIRPORT DIRECTOR
(919) 934-0992
phil.lanier@johnstonnc.com**

March 2, 2018

1. GENERAL

The Johnston County Airport Authority, owner and operator of the Johnston Regional Airport (JNX is 32 air miles SE of RDU), is seeking proposals from qualified aviation consultants for Professional On-Call Airport Planning Consultant Services for the next five (5) years. Additional information about JNX can be found at:

- www.jnx-airport.com
- <http://www.gcr1.com/5010web/airport.cfm?Site=JNX&AptSecNum=0>
- See Attachment A

Proposals shall be received until **5:00 p.m. EST on May 1, 2018** in the office of the Airport Director to the attention of Phil Lanier at the address below:

Johnston County Airport Authority
3149 Swift Creek Rd.
Smithfield, NC 27577

Questions regarding the scope of services or other items related to this RFP must be directed to:

Phil Lanier
Airport Director
Johnston Regional Airport
(919)-934-0992
phil.lanier@johnstonnc.com

JNX assumes no responsibility for costs incurred in responding to this RFQ.

2. SCHEDULE

03/02/18	RFQ posted
04/02/18 by 5:00 p.m.	Deadline for written Questions
04/06/18	Posting of Answers as addenda
05/01/18 by 5:00 p.m.	RFQ submittals due

Short-list and interviews will be determined and scheduled for May and/or June (if necessary)

3. SCOPE OF SERVICES

The Johnston County Airport Authority is working to provide improvements that will enhance safety and service at JNX. Projects may include airside/landside planning and environmental services. Among the projects that might be considered during the next five (5) years are:

- a. **Airport Master Plan and ALP set with ACIP. JNX is envisioning a runway extension and ramp expansion. Note: road, creek and terrain challenges exist.**
- b. **Environmental studies, reviews and updates**
- c. **Updating past EA's concerning land for apron expansion, hangars, FBOs etc.**
- d. Stormwater Pollution Prevention Plan & Spill Prevention, Control and Countermeasure Plan
- e. Airport Business and/or Marketing Plan
- f. Airport GIS with Approach Surveys

Consultant will be expected to provide miscellaneous services relating to the airport on an as-needed and as-requested basis. Services may include field assistance, general consulting and assistance with grant applications, research, contract document preparation, or other professional services.

Key individuals identified in the proposal will be expected to be available for the projects and perform the work as identified and needed for each project. Attendance at identified meetings for key individuals at JNX will be required. These people will be specific in the contract and any changes in personnel must be reviewed and approved by the Authority.

4. CONTENT OF THE PROPOSAL

The Johnston County Airport Authority requests that any firm desiring to be considered submit two (2) bound copies and one (1) electronic copy of the Statement of Qualifications per section one of this RFQ. Copies of your proposal shall be marked "AIRPORT PLANNING SERVICES FOR JNX", and shall contain the following:

- a. A brief description of the firm. Include an organizational chart and location of personnel if other than main office.
- b. The qualifications and background of the firm.
- c. A summary of any arrangements that will be made with any other firm for assistance on this work.
- d. A list of key personnel with resumes

- e. A list of similar work performed for other airports, including a description of work and the name of the airport, list of dates when work was accomplished, and the action taken as a result of the work. If presently engaged in similar work or under contract doing similar work, please describe. A list of references should be included with contact information.
- f. Discussion explaining why you think the Johnston County Airport Authority would benefit from selecting your firm to do the work.
- g. The firm's project approach and ability to complete work described.

5. QUESTIONS PRE-SUBMITTAL

All questions and clarifications must be submitted in writing or by e-mail to the above address. All questions and answers shall be as an addendum to the original RFQ and will be sent by email.

6. SELECTION PROCESS

The Johnston County Airport Authority follows the Qualification based selection process set by the FAA under AC150/5100-14E, and as required by the NCDOT Division of Aviation. Proposals received will be screened by a review committee for adequacy of content and experience. The committee will select no more than three (3) firms to be interviewed. Selection criteria will include, but is not limited to:

- a. Evaluation of proposals.
- b. Proven background and experience in working with the FAA Southern Region, Memphis ADO, NCDOT Division of Aviation, and airports of this type and size.
- c. References with respect to airport planning projects.
- d. Knowledge of FAA/NCDOT Div. of Aviation regulations, policies and procedures.
- e. Availability of the firm for participation at public meetings and Authority meetings.
- f. Ability to complete work in a timely manner as dictated by the grants.
- g. Capability to furnish qualified personnel for each project.
- h. Specific background and experience of the key people who will be involved in providing these services.
- i. Confirmation of review of all addenda to this RFQ.

Proposals will be evaluated according to the following criteria:

Demonstrated Experience and relationship with governmental agencies	20%
Past Performance	30%
Qualifications of Personnel Assigned:	30%
Familiarity/Capability to work with facility and community of similar type and size	20%

The Authority reserves the right to select from submittals or may interview from a short list of qualified consultants if deemed necessary. The selection committee reserves the right to reject any or all submittals. It is the Authority's desire to award a contract to one firm.

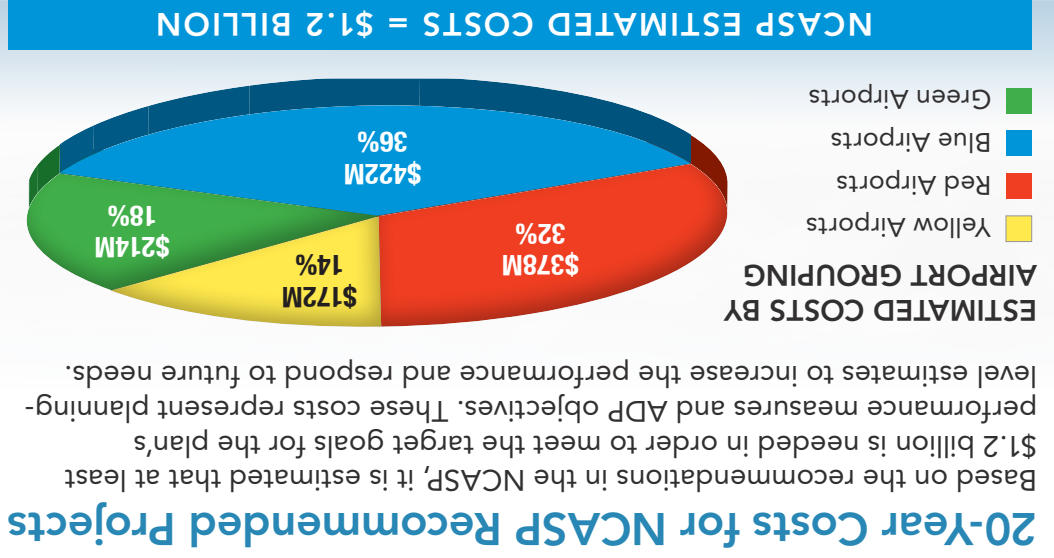
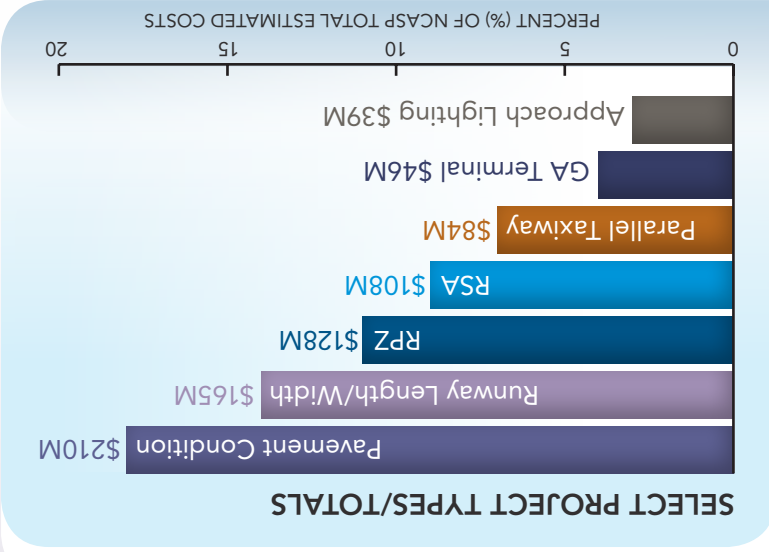
7. CONTRACT

The top ranked firm will be invited to negotiate a contract with the Johnston County Airport Authority. Detailed scopes of work and associated fees will be developed and agreed-to by the selected consultant and the Johnston County Airport Authority, and will be incorporated as part of the "Contract".

Attachment A

- ✦ Airport Pavement Management System (APMS) and Pavement Condition Assessment
- ✦ Automated Weather Observation System (AWOS) Condition Assessments
- ✦ General Aviation Airport Return on Investment Case Studies
- ✦ Aeronautical Surveys for Airports GIS
- ✦ North Carolina Airport Development Programs and Policies Guide (NCADPP)

There are additional reports and analyses that were undertaken as part of the NCASP. Some of the publications prepared and available on the Division of Aviation's website include:



Based on the recommendations in the NCASP, it is estimated that at least \$1.2 billion is needed in order to meet the target goals for the plan's performance measures and ADP objectives. These costs represent planning-level estimates to increase the performance and respond to future needs.

<p>Yellow Airport: + 6,500' RUNWAY</p> <p>Blue Airport: + 5,000' RUNWAY</p>	<p>Red Airport: + 6,000' RUNWAY</p> <p>Green Airport: + 4,200' RUNWAY</p>
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As part of the NCASP, Johnston Regional Airport was classified as a **Red Airport**.

In 2004, DOA developed and adopted the Airport Groupings Model that used demographic and economic data to identify key community parameters that could be used to determine what type of airport an area could support. Data for the model was updated and groupings were revised as a part of this NCASP. More detail on the model and the methodology are available in the NCASP technical report. The following represent general runway length objectives by Airport Grouping:

Airport Grouping/Role






The North Carolina Airport System

The North Carolina Airport System consists of 72 public-use airports that serve the aviation needs of North Carolina residents and visitors. Ten of these airports provide commercial airline service and the remainder are general aviation airports. The existing system is well-rounded and accessible. Currently, 94% of the state's population resides within 30 minutes of a system airport and 89% of the population lives within 60 minutes of an airport that provides commercial airline service. Similarly, 98% of North Carolina businesses or employment centers are within a 30-minute drive to a system airport.

As future development and economic opportunities arise, expansion and updates to the system's services and coverage are needed to meet increasing demand. Further, key improvements in infrastructure and facilities, some of which are highlighted in this brochure, will be necessary to keep the system positioned for future aviation and economic development opportunities. All of these considerations are discussed in the North Carolina Airports System Plan (NCASP).

About JNX

Johnston Regional Airport (JNX) is located in the City of Smithfield and the County of Johnston in the central portion of the state. The airport is owned by the county and provides general aviation services to its patrons.

Associated County / City 	Johnston / Smithfield
Annual Operations (2013) 	73,350
Number of Based Aircraft (2013) 	112
Primary Runway 	03/21
Dimensions 	5,500 FT X 100 FT
Taxiway 	Full Parallel
Approach/Approach Lighting 	Precision / MALSR
Population Within 30-Min. Drive 	385,043



Economic Benefit of the Johnston Regional Airport

(Source: Economic Contribution of North Carolina Airports, 2012)

Aviation contributes significantly to North Carolina's economy by providing employment, serving the business community, and attracting tourism to the state. In addition, the airport provides many vital services to communities that contribute to the health, safety, and general quality of life of North Carolina residents. These services include medical transport, local or regional emergency response and management, and law enforcement. The 2012 economic benefits for the airport are described in the table below.

EMPLOYMENT 	500 jobs
PAYROLL 	\$17,670,000
ECONOMIC OUTPUT 	\$62,600,000

JOHNSTON REGIONAL AIRPORT

Airport Development Plan Facility Objectives/Recommendations

For each airport grouping/role, a series of facility objectives were established to make sure that every airport is meeting the standards and serving the needs of the surrounding communities and the statewide aviation system. The NCASP identifies recommended projects the airport should consider in order to meet Airport Development Plan objectives. The following table summarizes the categories, the airport's existing condition, the objective, and identifies whether the airport meets the objective.

AIRPORT DEVELOPMENT PLAN CATEGORY	ACTUAL (2015)	OBJECTIVE	MEETS OBJECTIVE?
Airport Layout Plan (ALP)	2007	ALP Completed/Updated Within Last 10 Years	Yes
Runway Safety Area (RSA)	1,000 FT	1,000 FT	Yes
Runway Protection Zone (RPZ) Ownership	Partial	Fee Simple	No
Pavement Condition Index (PCI) - Primary RWY	83 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Apron	92 (as of 2012)	PCI ≥ 75	Yes
Pavement Condition Index (PCI) - Taxiways	96 (as of 2012)	PCI ≥ 75	Yes
Runway Length	5,500 FT	6,000 FT	No
Runway Width	100 FT	100 FT	Yes
Pavement Strength	30,000lbs SW, 65,000lbs DW	> 60,000lbs SW or DW or Per PCN Analysis if Part 139	Yes
Visual Navigational Aids	RB, LWS, PAPI-4	Rotating Beacon (RB), Lighted Wind Stock (LWS), PAPI-4	Yes
Runway Edge Lighting	MIRL	Medium Intensity Runway Lighting (MIRL)	Yes
Weather Reporting Capability	AWOS IIIPT	AWOS III	Yes
Standard Instrument Approach	Precision Approach (PA), 200', 1/2 mile	Instrument Approach with Vertical Guidance (APV), 250', 3/4m	Yes
Parallel Taxiway	Full Parallel	Full Parallel	Yes
Aircraft Apron	60 spaces	25% Based Aircraft + 20% Busy Day Transient = 40 spaces	Yes
General Aviation Terminal Building	2,500 SF	5,500 SF	No
Taxiway & Apron Edge Lighting	MITL	Medium Intensity Taxiway Lighting (MITL)	Yes
Airfield Signage	RHP, L, G, DR	Runway Hold Position (RHP), Location (L), Guidance (G), Distance Remaining (DR)	Yes
Ground Communication	RCO	UNICOM, Remote Communications Outlet (RCO) or Ground Communications Outlet (GCO)	Yes
Approach Lighting	MALSR	Approach Lighting System (ALS)	Yes
Aircraft Rescue and Firefighting (ARFF) Equipment	No	Case by Case	N/A
Hangars	99 hangars	75% Based Aircraft = 84 hangars	Yes
Airfield Maintenance Equipment/Storage Bldg.	Vehicle	Approved Tractor/Building	Yes
Perimeter Fencing	Partial, 4' and 8' with 3 strand barbed wire	8' Perimeter	No
Fuel Facilities	AvGas, Jet A	Based on Demand	Yes

Johnston County (JNX) Johnston County



Economic Contribution of North Carolina Airports – 2016 Study

58,900 Annual Aircraft Operations

121 Based Aircraft

	Jobs	Annual Payroll Income	Output
<p>DIRECT</p> <p>Direct impacts result from economic activities that result from tenants and other business users who have a direct involvement with the airport.</p>	250	\$17,080,000	\$71,850,000
<p>INDIRECT</p> <p>Indirect impacts result from economic activities that typically take place away from the airport, but are still attributable to the airport.</p>	250	\$7,180,000	\$19,450,000
<p>INDUCED</p> <p>Induced impacts result from successive spending and are the multiplier effects of the direct and indirect impacts.</p>	100	\$6,110,000	\$16,540,000
TOTAL	600	\$30,370,000	\$107,840,000

Generation of state and local taxes from tenants and businesses using the airport:

\$4,618,000
Business Sales Tax

\$3,246,000
Local Property Tax

\$620,000
State Corporate &
Personal Tax

\$170,700
Property Tax on
Based Aircraft