

February 7, 2017

Notice and Opportunity to Comment on Proposed Passenger Facility Charge (PFC) Amendment Application and New PFC Application

The City of Kansas City (City), Missouri through its Aviation Department (“the Department”) intends to file a new PFC application (PFC #10) with the Federal Aviation Administration (the “FAA”) to provide funding for six new projects at Kansas City International Airport (“MCI” or the “Airport”).

This notice is being published to provide any interested person with notice of the proposed application and an opportunity to comment, as required by Part 158 of the Code of Federal Regulations (14 CFR Part 158), “Passenger Facility Charges” (effective June 28, 1991).

As required by 14 CFR Section 158.24, this notice has been posted on MCI’s web site. Any member of the public may file comments on the proposed application until March 10, 2017. All comments, and any requests for additional information about the proposed application and projects should be submitted to the address listed below under “**Notice:**”. 14 CFR Part 158 is the final rule that implements Sections 9110 and 9111 of the Aviation Safety and Capacity Expansion Act of 1990, passed by the U.S. Congress in November 1990, and subsequently amended. The legislation requires that the Airport provide public notice and an opportunity to comment on any proposed new PFC application. The following paragraphs provide the information required under Section 158.24 for the public notice.

THE PFC LEVEL, EFFECTIVE DATE, AND TOTAL PROJECTED PFC REVENUE

The Department intends to submit the PFC #10 application at \$4.50 per enplaned passenger. The proposed effective date for the new application is July 1, 2018, and the estimated charge expiration date of the Department’s PFC program is now projected to be August 1, 2019, if the new application is approved. Total additional PFC revenues of \$29,705,529 will be collected under PFC #10.

DESCRIPTION OF PROJECTS

Table 1 summarizes the proposed PFC #10 projects and the proposed PFC collection amounts required for each project. As shown in **Table 1**, \$18,835,338, or 63.4% of the total requested PFC authority is being requested at the \$4.50 level. This percentage is sufficient to permit approval of the entire application at the \$4.50 level.

Table 1
Kansas City Aviation Department
Projection of Funding Requirements
Proposed Projects

PFC No.	Project Name	Project Cost	Other Funding	Requested PFC Amount @ \$3.00	Requested PFC Amount @ \$4.50
10.01	Taxiway System Reconstruction/Rehabilitation Phase 3 (Design and Construct)	\$ 68,000,000	\$ 51,000,000	\$ -	\$ 17,000,000
10.02	Runway 9/27 Rehabilitation (Design and Construct)	1,835,338	-	-	1,835,338
10.03	Terminal C Improvements (Design and Construct)	5,275,000	-	5,275,000	-
10.04	Taxiway B Drainage Improvements (Design and Construct)	871,065	-	871,065	-
10.05	Airport Service Road Improvements (Design and Construct)	4,222,553	-	4,222,553	-
10.06	Replace and Upgrade Post Gate 11-12 (Design and Construct)	501,633	-	501,633	-
PFC Project Totals		\$ 80,705,589	\$ 51,000,000	\$ 10,870,251	\$ 18,835,338
Total Requested PFC Amount					\$ 29,705,589
Requested \$3.00 Percentage					36.6%
Requested \$4.50 Percentage					63.4%

The information for the six proposed PFC projects for the PFC #10 PFC application is contained in the remaining pages of this Notice. Any interested person may obtain more detailed justification by submitting a request to the address listed below:

NOTICE:

Pursuant to Section 158.24(c)(i) of the Federal Aviation Regulations, any interested person desiring to submit comments, must submit comments to the address below no later than March 10, 2017.

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PROJECT INFORMATION

Project No. and Title: 10.01 Taxiway System Reconstruction/Rehabilitation Phase 3 (Design and Construct)

Application Type: Impose and Use (\$4.50)

PFC Revenue: \$17,000,000

Project Description:

This project involves the reconstruction of four Taxiways – Taxiway F, Taxiway D, Taxiway C and Taxiway E – or portions of each. It is the third phase of a comprehensive program to rehabilitate the aircraft taxiway system at MCI.

The airfield pavement including all components of this project, was constructed with aggregate which met the requirements of the FAA P-501 concrete specification, at the time of construction. However, time has shown this aggregate, which is contained in the majority of the airfield aprons and taxiways, to have durability cracking issues. The damage created by durability cracking, is directly related to the amount of moisture received during periods of freezing and thawing. The FAA approved at the \$4.50 level projects to rehabilitate Runway 1L-19R and Taxiways A and B to correct the same durability cracking issues in PFC # 15-09-C-00-MCI (PFC #9). The damage created by durability cracking, is directly related to the amount of moisture received during periods of freezing and thawing. The number of freeze/thaw cycles also impacts the durability of the concrete pavement. The pavement deterioration varies from year to year, but the winter of 2014/2015 created an accelerated deterioration and has created a serious FOD issue at the Airport. The Airport is in the midst of an 8-year program, to eliminate the pavements with the durability cracking aggregate. The pavement condition varies from taxiway to taxiway and along the length of each taxiway, but generally ranges from fair to serious condition and is expected to deteriorate further before all segments of the project are completed.

Project Justification:

The airfield pavement including all components of this project, was constructed with aggregate which met the requirements of the FAA P-501 concrete specification, at the time of construction. However, time has shown this aggregate, which is contained in the majority of the airfield aprons and taxiways, to have durability cracking issues. The damage created by durability cracking, is directly related to the amount of moisture received during periods of freezing and thawing. The number of freeze/thaw cycles also impacts the durability of the concrete pavement. The pavement deterioration varies from year to year, but the winter of 2014/2015 created an accelerated deterioration and has created a serious FOD issue at the Airport. The Airport is in the midst of an 8-year program, to eliminate the pavements with the durability cracking aggregate. The FAA approved at the \$4.50 level projects to rehabilitate Runway 1L-19R and Taxiways A and B to correct the same durability cracking issues in PFC #9.

As the Airport maintenance has kept up with repairs to the deteriorated airfield pavements, The FAA has not written up the airport for unsafe taxiway pavement. Currently, FOD cleanup is an ongoing process and there is a large maintenance crew patching and filling voids, nearly every day.

Project No. and Title: 10.02 Runway 9/27 Rehabilitation (Design and Construct)

Application Type: Impose and Use (\$4.50)

PFC Revenue: \$1,835,000

Project Description:

The Existing Runway 9-27 is 9,501 feet long by 150 feet wide. The existing surface is asphalt pavement of varying ages.

This project involves the removal and replacement of four (4) inches of the surface asphalt of Runway 9-27 in the following locations:

- a. The keel section of Runway 9-27 west of Runway 9-27's intersection with Runway 1R-19L, Taxiways E and F. The keel section is defined as approximately 62' wide (depending on existing paving lanes) and centered on Runway 9-27.
- b. Taxiway C-9 adjacent to Runway 9-27.
- c. High-Speed Taxiways C-6 and C-8 adjacent to Runway 9-27.

The existing 4-inches was removed and replaced with 2-2" surface lifts of FAA P-401 Asphalt, grooved as necessary, and re-stripped.

Since this project was a rehabilitation project, no modifications of geometry were made. Airfield lighting remained in place or was re-used. Pavement Surface Sensors were replaced during this project.

The current condition of the Runway 9-27 keel section ranged anywhere from Very Poor to Serious condition, with PCI values ranging from 32 to 15. If the project was not undertaken, a majority of the keel section would be considered to be failed. This is based on the 2014 KCI Pavement Management Report (2014 PMR).

Project Justification:

The current condition of the Runway 9-27 keel section ranged anywhere from Very Poor to Serious condition, with PCI values ranging from 32 to 15. If the project was not undertaken, a majority of the keel section would be considered to be failed. This is based on the 2014 PMR.

If Runway 9-27 were to be shut down for FOD concerns or pavement failure, MCI would lose their only cross-wind runway option. This is critical during the winter and spring months when there is increased traffic on this runway due to prevailing wind action changing.

Project No. and Title: 10.03 Terminal C Improvements (Design and Construct)

Application Type: Impose and Use (\$3.00)

PFC Revenue: \$5,275,000

Project Description:

The existing gate arrangement for Allegiant, American, Frontier and Spirit airlines are three separate departure lounges. The gate 76-79 departure lounge is a four-gate area where Allegiant, American, Frontier and Spirit airlines each lease one gate. This departure lounge has seats, two small concessions stands, one small restroom facility, and is accessed through a single-lane security checkpoint. The gate 81-85 departure lounge is a five-gate area where American leases four gates. This departure lounge has seats, one small concessions stand, one small restroom facility, and is accessed through a dual-lane security screening checkpoint (SSCP). The gate 87 departure lounge is a single-gate area where American leases one gate. This departure lounge has seats, one small concessions stand, one small restroom facility, and is accessed through a single-lane SSCP. The four carriers currently combine to share two small baggage claim devices located between gates 79 and 81. Challenges for these four airlines include checkpoint throughput limitations as well as a total lack of access to TSA Precheck. American has operational constraints with an inability to shift aircraft as there is a 2 in 6 chance a gate change would require two sets of passengers to exit security and be rescreened as they transit to a new departure lounge. Passengers are limited by a lack of concessions, including a complete lack of a sit down dining option.

The gate 76-79 departure lounge and the gate 81-15 departure lounge are currently separated by a baggage claim area consisting of two inbound baggage units and a baggage service office (BSO). The project will relocate the baggage claim area to the gate 72-73 area. Currently, these gates are unassigned

Relocation of the baggage claim area allows the Airport to construct a 4-lane TSA SSCP (increase of one lane over current capacity) that will connect two departure lounges that heretofore had been separated by this baggage claim area. Walls will be eliminated as needed to provide for a single departure lounge, and walls constructed as needed to separate the newly configured departure lounge from the non-secure area of the terminal. Each of the existing departure lounges have a single restroom pair. Both restroom pairs will be replaced with larger facilities. One of the restroom facilities will include a nursing mother's room and a service animal relief area. Otherwise, the nine gates remain positioned as they are, with no movement or replacement of loading bridges.

As noted, the new baggage claim area will be located in an out of service departure lounge for gate 72-73. This departure lounge is unassigned and did not have an operational SSCP. This area has not been active for many years and we had not designed an SSCP for these two gates to meet current TSA SSCP standards. The area available for SSCP and Departure Lounge seating was minimal at best. The gates had remained operational as deplaning only gates for diversions, terminators, cleaning access, etc. The relocation of the baggage claim area allows the gates to continue to function as deplaning only gates.

The new baggage claim facilities will include a baggage service office and a single baggage claim device. The new baggage claim device will have a standing bag capacity approximately 22 bags greater than the combined capacity of the two smaller units being replaced and provide approximately 31 linear feet more frontage than the two smaller units.

Project Justification:

The project is needed to improve currently inadequate departure lounge facilities for Allegiant, American, Frontier and Spirit Airlines.

The existing gate arrangement for Allegiant, American, Frontier and Spirit airlines are three separate departure lounges. The gate 76-79 departure lounge is a four-gate area where Allegiant, American, Frontier and Spirit airlines each lease one gate. This departure lounge has seats, two small concessions stands, one small restroom facility, and is accessed through a single-lane security checkpoint. The gate 81-85 departure lounge is a five-gate area where American leases four gates. This departure lounge has seats, one small concessions stand, one small restroom facility, and is accessed through a dual-lane security checkpoint. The gate 87 departure lounge is a single-gate area where American leases one gate. This departure lounge has seats, one small concessions stand, one small restroom facility, and is accessed through a single-lane security checkpoint. The four carriers currently combine to share two small baggage claim devices located between gates 79 and 81. Challenges for these four airlines include checkpoint throughput limitations as well as a total lack of access to TSA Precheck. American has operational constraints with an inability to shift aircraft as there is a 2 in 6 chance a gate change would require two sets of passengers to exit security and be rescreened as they transit to a new departure lounge. Passengers are limited by a lack of concessions, including a complete lack of a sit down dining option.

The new consolidated departure lounge will feature a single SSCP including a dedicated lane for TSA Precheck security screening checkpoint enabling easier movement of passengers between gates and improvement amenities, such as expanded concessions including a sit down dining option, a room for nursing mothers and a SARA and all will be accessed through a four-lane security checkpoint which will feature a dedicated lane for TSA Precheck. A large baggage claim device would replace the preexisting baggage claim devices. This large baggage claim device will be built between gates 72-73. The larger unit will increase static bag capacity by approximately 22 bags per minute and baggage claim device frontage by approximately 31 linear feet over the two units being replaced.

By letter dated January 6, 2017, the TSA has concurred in the security checkpoint element of this project, including construction of a TSA Precheck lane.

Project No. and Title: 10.04 Taxiway B Drainage Improvements (Design and Construct)

Application Type: Impose and Use (\$3.00)

PFC Revenue: \$871,065

Project Description:

The existing drainage system is a series of ditches, with reinforced concrete pipe under the crossing Taxiways. This system extends from the north side of Taxiway G, to south of Taxiway A1, and it runs parallel between Taxiway B and Ottawa Avenue. The total length of the ditch and pipe drainage system is 6,592 feet long. The existing ditches are flat bottom and they are approximately 10' wide at the bottom. The ditch gradient is very flat, especially the further north the drainage goes. This has encouraged cattails to grow in the bottom of the ditches, which has in turn created a silting in of the ditches. The ditch bottoms range from 6" to 18" above the pipe flowlines and the bottoms of the ditches are usually wet, which prevents mowers from mowing the ditch bottom. The standing water in the pipes and in the ditches and the cattails are wildlife attractants, which creates issues on an airfield. The ditches are 9' deeper than Taxiway B and 6.5' deeper than Ottawa Avenue and they have steep side and end slopes. This creates problems with soil erosion, especially at the end pipes. After a major storm, erosion often creates a Part 139 issue and the erosion needs to quickly be repaired.

The drainage project will install reinforced concrete pipe, with area inlets, along the length of the existing open ditch. This work will begin to the north of Taxiway B4, at Station 440+80 and it will continue to north of Taxiway A2, at Station 495+92. The new construction will consist of filling the existing ditch and burying pipe between the new inlets. The ground surface will be to fill the existing deep ditches and they will feature a 10' wide flat bottom ditch, with ditch grades from 1% to 1.25%. The minimum ditch elevation will be 2' below the elevation of Ottawa Avenue and the ditches will slope from there to the area inlets. This drainage system has enclosed the drainage to prevent standing water from creating a wildlife attractant. The ditch slopes have been increased to promote positive drainage to the inlets, while the ditch side slopes have been flattened to assist in preventing soil erosion. All areas to be served by this drainage project are public/common use. A diagram documenting the areas to be served by this project will be included in the Consultation Package.

Project Justification:

The project is needed to eliminate standing water and vegetation that is a wildlife attractant and the risk of soil erosion that results from the existing drainage ditch adjacent to Taxiway B.

The existing drainage system is a series of ditches, with reinforced concrete pipe under the crossing Taxiways. This system extends from the north side of Taxiway G, to south of Taxiway A1, and it runs parallel between Taxiway B and Ottawa Avenue. The total length of the ditch and pipe drainage system is 6,592 feet long. The existing ditches are flat bottom and they are approximately 10' wide at the bottom. The ditch gradient is very flat, especially the further north the drainage goes. This has encouraged cattails to grow in the bottom of the ditches, which has in turn created a silting in of the ditches. The ditch bottoms range from 6" to 18" above the pipe flowlines and the bottoms of the ditches are usually wet, which prevents mowers from mowing the ditch bottom. The standing water in the pipes and in the ditches and the cattails are wildlife attractants, which creates issues on an airfield. The ditches are 9' deeper than Taxiway B and 6.5' deeper than Ottawa Avenue and they have steep side and end slopes. This creates problems with soil erosion, especially at the end pipes. After a major storm, erosion often creates a Part 139 issue and the erosion needs to quickly be repaired.

The drainage project will install reinforced concrete pipe, with area inlets, along the length of the existing open ditch. This work will begin to the north of Taxiway B4, at Station 440+80 and it will continue to north of Taxiway A2, at Station 495+92. The new construction will consist filling the existing ditch and burying pipe between the new inlets. The ground surface will be to fill the existing deep ditches and they will feature a 10' wide flat bottom ditch, with ditch grades from 1% to 1.25%. The minimum ditch elevation will be 2' below the elevation of Ottawa Avenue and the ditches will slope from there to the area inlets. This drainage system has enclosed the drainage to prevent standing water from creating a wildlife attractant. The ditch slopes have been increased to promote positive drainage to the inlets, while the ditch side slopes have been flattened to assist in preventing soil erosion.

The Airport's assigned USDA wildlife biologist, in a memo dated November 23, 2016, identified the need for improvements to this drainage ditch. The improvements will address the problems with this ditch noted in the memo.

Project No. and Title: 10.05 Airport Service Road Improvements (Design and Construct)

Application Type: Impose and Use (\$3.00)

PFC Revenue: \$4,222,553

Project Description:

The existing airport service road is a series of roadways, which connect and access the passenger terminals, the cargo terminals, and the airfield maintenance facilities. From the Terminal A apron to Tokyo Avenue, at the maintenance facilities, the roadway is known as Ottawa Avenue. Ottawa Avenue provides the access, from the Post 1 entrance into the AOA, to the passenger aprons and to the cargo aprons. This section of roadway is 28' wide by 8,075' long. Ottawa Avenue from Post 1 to Tokyo is asphalt pavement, while from Post 1 to Apron A, the pavement is mostly concrete, with a short section of asphalt pavement adjacent the apron. The Ottawa Avenue asphalt pavement has several areas of severe alligator cracking and rutting up to 3" deep. There is also some block cracking occurring on the roadway. The concrete pavement has deterioration at the joints, due to durability cracking caused by aggregate material issues. The traffic on Ottawa Avenue includes airport maintenance vehicles, tug and baggage cart traffic, food service trucks, occasional ARFF vehicles, and all other traffic entering the AOA, including 10,000 gallon fuel trucks.

The service road branching off of Ottawa Avenue, just to the north of Apron A, extends around Apron A to Apron B and Taxiway M. This section of the service road is 24' wide by 2,200' long and it is asphalt pavement, with the exception of small areas of concrete pavement in the Taxiway M and M1 area. The asphalt pavement has thermal cracks, as well as some areas of block and alligator cracking. The areas of concrete pavement are in good condition. This section of the service road does not have as much traffic as Ottawa Avenue, as some of the airfield service traffic drives on the apron pavement. The roadway is used by airport maintenance vehicles and airport service vehicles.

The service road, from Taxiway D to Taxiway J, is divided into two sections by Taxiway K. The section from Taxiway D to Taxiway K is 24' wide by 935' long and it is asphalt pavement in very

poor condition. The pavement has been patched several times due to rutting and alligator cracking, but those conditions still exist and additionally the pavement suffers from heaving. The section from Taxiway K to Taxiway J is newer asphalt pavement, but it has large thermal cracks, block cracking, and some areas where the asphalt suffers from multiple cracks. This section of the service road is 24' wide by 865' long. The roadway traffic includes airport maintenance vehicles, airfield service vehicles, and some construction vehicles.

Ottawa Avenue was reconstructed about 5 years ago, with a new asphalt pavement section to the north of the Post 1 entrance. The roadway is suffering from overloading as the fuel tankers are now going through the security checkpoint at Post 1. Previously the fuel tankers accessed the cargo aprons through unsecured gates at each apron. This activity was occurring in the middle of the night when each of the cargo planes were being fueled, prior to departure. At the time of the reconstruction, the fuel tankers were not using Ottawa Avenue; therefore, the reconstruction was not designed to accommodate the weight of these vehicles. The traffic to the south of Post 1, consists of all service and other vehicles accessing the airport terminal aprons. The concrete pavement in this area was paved around 2000 and it used the same aggregate, as was used in the taxiways. The concrete pavement has deteriorated due to material related durability cracking. The rest of the service roads have never been reconstructed except for the sections of concrete pavement at Taxiways M and M1. Those sections were constructed in 2009.

Ottawa Avenue will be completely reconstructed with 28' wide concrete pavement. A pavement section will be designed, based on traffic counts, vehicle weights, and the geotechnical report. It is anticipated that the roadway section will include lime treatment of the subgrade and a base. The concrete pavement will be dowelled to promote load transfer across the joints.

The roadway sections from Ottawa Avenue to Taxiway M and from Taxiway D to Taxiway K will be reconstructed with 24' wide concrete pavement. A pavement section will be designed, based on traffic counts, vehicle weights, and the geotechnical report. It is anticipated that the roadway section will include lime treatment of the subgrade and a base. The concrete pavement will be dowelled to promote load transfer across the joints.

The roadway section from Taxiway K to Taxiway J will have the wide thermal crack cut out and patched with asphalt, the other cracks routed and sealed, and a 2" asphalt overlay paved.

Project Justification:

The project is needed to restore failing service road pavement and thereby preventing foreign object debris (FOD) damage. The majority of these project costs are for reconstructing pavement which is in very poor to failed condition. The large fuel tankers currently using the roadway have greatly overloaded the existing pavement section and the roads are reaching a point where the safety of vehicles, including ARFF vehicles, is impaired by the road conditions. Patching has been done on the roads, but the pavement and the patches are both deteriorating under the traffic.

The existing airport service road is a series of roadways, which connect and access the passenger terminals, the cargo terminals, and the airfield maintenance facilities. From the Terminal A apron to Tokyo Avenue, at the maintenance facilities, the roadway is known as Ottawa Avenue. The Ottawa Avenue asphalt pavement has several areas of severe alligator

cracking and rutting up to 3" deep. There is also some block cracking occurring on the roadway. The concrete pavement has deterioration at the joints, due to durability cracking caused by aggregate material issues. The traffic on Ottawa Avenue includes airport maintenance vehicles, tug and baggage cart traffic, food service trucks, occasional ARFF vehicles, and all other traffic entering the AOA, including 10,000 gallon fuel trucks.

The service road branching off of Ottawa Avenue, just to the north of Apron A, extends around Apron A to Apron B and Taxiway M. This section of the service road has asphalt pavement, with the exception of small areas of concrete pavement.

The service road, from Taxiway D to Taxiway J, is divided into two sections by Taxiway K. The section from Taxiway D to Taxiway K is asphalt pavement in very poor condition. The pavement has been patched several times due to rutting and alligator cracking, but those conditions still exist and additionally the pavement suffers from heaving. The section from Taxiway K to Taxiway J has large thermal cracks, block cracking, and some areas where the asphalt suffers from multiple cracks.

Ottawa Avenue was reconstructed about 5 years ago, with a new asphalt pavement section to the north of the Post 1 entrance. The roadway is suffering from overloading as the fuel tankers are now going through the security checkpoint at Post 1. Previously the fuel tankers accessed the cargo aprons through unsecured gates at each apron. This activity was occurring in the middle of the night when each of the cargo planes were being fueled, prior to departure. At the time of the reconstruction, the fuel tankers were not using Ottawa Avenue; therefore, the reconstruction was not designed to accommodate the weight of these vehicles. The traffic to the south of Post 1, consists of all service and other vehicles accessing the airport terminal aprons. The concrete pavement in this area was paved around 2000 and it used the same aggregate, as was used in the taxiways. The concrete pavement has deteriorated due to material related durability cracking. The rest of the service roads have never been reconstructed except for the sections of concrete pavement at Taxiways M and M1. Those sections were constructed in 2009.

Project No. and Title: 10.06 Replace and Upgrade Post Gate 11-12 (Design and Construct)

Application Type: Impose and Use (\$3.00)

PFC Revenue: \$501,633

Project Description:

This project will upgrade the gates and associated fence line at Post Gate 11 and Post Gate 12 to conform to the Airport's TSA approved TSA Security Plan. Under FAR Part 139, the Airport's perimeter security fencing and access control gates must conform to the Airport's approved TSA Security Plan. The gates and fence line were originally part of an exclusive-use leasehold to American Airlines and did not therefore conform to the approved TSA Security Plandards.

The existing gates and fence lines were only five feet high. The new gates and fence line will be eight feet high topped by one foot of barbed wire. Approximately 2,800 linear feet of 9 foot fencing will be installed. The fence will include 8 feet of chain link fencing topped with 3 strands

of barbed wire, with six inches buried, for a total barrier height of 8 ½ feet. There will be two motorized vehicular gate installations, one at Post Gate 11 and one at Post Gate 12. The gates will consist of one operable slide gate for entering traffic and one for exiting traffic. The total opening width will be 25 feet with two 12 foot by 6 inches opposing sliding gates.

Project Justification:

This project is needed to bring this section of perimeter fencing and gates into conformity with the Airport's approved TSA Security Plan. Under FAR Part 139, the Airport's perimeter fencing and access control gates must conform to the Airport's approved TSA Security Plan. The gates and fence line were originally part of an exclusive-use leasehold to American Airlines and did not therefore conform to the approved TSA Security Plan.