

## PUBLIC NOTICE

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### Greater Binghamton Airport

Intention to

File Passenger Facility Charge (PFC) Notice of Intent 20-20-C-00-BGM

Broome County, as owner and operator of the Greater Binghamton Airport (BGM), is posting this public notice as part of the Passenger Facility Charge (PFC) Notice of Intent process under 14 CFR §158.24. BGM intends to file PFC Notice of Intent #20 with the Federal Aviation Administration (FAA) which includes seven (7) “Impose & Use” projects and one (1) “Impose Only” project.

The following eight (8) projects are included in the application:

**Project 1: Acquire Snow Removal Equipment (2018 – Multi-Tasking Equipment) (Impose & Use)**

**PFC Revenue (Pay-As-You-Go): \$ 37,116 (5% of Total Project Cost)**

**Description:** The project involves acquisition of multi-purpose snow removal equipment to include a broom/sweeper and a front-mounted displacement plow.

**Justification:** The Greater Binghamton Airport will purchase equipment to address snow removal requirements as per Section 313 in BGM’s Snow and Ice Control Plan, part of the FAA Part 139 mandated Airport Certification Manual (ACM). There are approximately 4,392,650 square feet of pavement that requires snow removal on the Airport grounds. Within this area, 2,270,750 square feet are designed within the Priority 1 Critical Snow Removal Areas. Currently, the airport staff utilizes aging equipment that has exceeded its design life and requires excessive maintenance for reliable operations. Within the fleet today, the Airport operates two (2) rotary plows, four (4) airside displacement plows, four (4) broom/sweepers, three (3) sanders, and two (2) apron loaders. The proposed multi-purpose snow removal equipment will replace two (2) pieces of current equipment, including Truck 12 and Truck 14. Truck 12, a 1998 International Sweeper, is approaching twenty years since acquisition. Truck 12 has a habitually failing hydraulic system, and all pumps are presently not functional and required approximately \$30,000 to replace. The equipment also does not have broom cores due to excessive wear and is in need of several new batteries. Due to the level of repairs required, the vehicle is no longer utilized for snow removal operations, leaving BGM one sweeper short of the four (4) identified as the minimum necessary to clear the Priority 1 Critical Snow Removal Area. Truck 14 is a 2005 Oshkosh dump truck and is approaching twelve years since acquisition. The equipment requires constant maintenance, including lift and hitch cylinders that leak hydraulic fluid, replacement of parts on the paddles and displacement mechanisms up to three times/year, and a hydraulic pump that is showing signs of significant weakness. Due to these issues, the truck is not considered reliable for regular snow removal operations at BGM. In addition to ensuring BGM has adequate equipment

to clear the Priority 1 Critical Areas within the required 1-hour time period, the requested equipment will enable one operator to complete two functions, and as a result, the man hours and time required to clear the airfield of accumulated snow will be reduced. This will assist in the efficiency and effectiveness of Airport Operations and sustainability goals.

#### **Project 2: Construct Taxiway H & K Connector (Design & Construction) (Impose & Use)**

**PFC Revenue (Pay-As-You-Go): \$ 206,632 (5% of Total Project Cost)**

**Description:** The project involves design and construction of an taxiway to extend Taxiway K from its current terminus at the intersection of Taxiway F and Taxiway P to an intersection with Taxiway A. The new pavement section will measure approximately 1,800' by 50'. The new taxiway segment will replace Taxiway G, which provides access to Taxiway A from the Commercial Apron and Taxiway F. Taxiway G, measuring approximately 900' by 75' will be removed. The project will also include drainage, lighting, and signage.

**Justification:** The project will construct a taxiway connector between Taxiway H and K, providing a full standard parallel taxiway to Runway 10-28. The project is part of a larger scale project that will also rehabilitate Taxiways H and K. The project will also correct non-standard taxiway intersections at Taxiway G. The project will also address a “hot spot” identified by the BGM Runway Safety Action Team at the intersection of existing TW’s A, H, and G, by removing Taxiway G.

#### **Project 3: Rehabilitate Taxiway K (Design & Construction) (Impose & Use)**

**PFC Revenue (Pay-As-You-Go): \$85,495 (5% of Total Project Cost)**

**Description:** The project involves rehabilitation of existing Taxiway K at BGM. Taxiway K, measuring approximately 1,400' by 50', currently has a PCI value of 58. The project will also include drainage, lighting, and signage replacement and improvements.

**Justification:** The project will rehabilitate existing Taxiway K pavements that were last rehabilitated in 2008. The project is part of a larger scale project that will also rehabilitate Taxiway H and construct a connector taxiway between Taxiway H and K, providing a full standard parallel taxiway to Runway 10-28. The project will also correct non-standard taxiway intersections at TW G. The project will also address a “hot spot” identified by the BGM Runway Safety Action Team at the intersection of existing TW’s A, H, and G, by removing Taxiway G.

#### **Project 4: Acquire Snow Removal Equipment (2020 – Rotary) (Impose & Use)**

**PFC Revenue (Pay-As-You-Go): \$ 25,000 (5% of Total Project Cost)**

**Description:** The project involves replacement of a rotary plow.

**Justification:** The Greater Binghamton Airport will purchase equipment to address snow removal requirements as per Section 313 in BGM's Snow and Ice Control Plan, part of the FAA Part 139 mandated Airport Certification Manual (ACM). There are approximately 4,392,650 square feet of pavement that requires snow removal on the Airport grounds. Within this area, 2,270,750 square feet are designed within the Priority 1 Critical Snow Removal Areas. Currently, the airport staff utilizes aging equipment that has exceeded its design life and requires excessive maintenance for reliable operations. Within the fleet today, the Airport operates two (2) rotary plows, four (4) airside displacement plows, four (4) broom/sweepers, three (3) sanders, and two (2) apron loaders. The proposed rotary plow will replace one (1) piece of current snow removal equipment. The equipment to be replaced is known locally as Truck 18 and is a 1997 Stewart and Stevenson rotary plow, acquired by the airport using an Airport Improvement Program (AIP) grant from 1996. The truck, acquired over 20 years ago, has served the airport significantly beyond its anticipated useful life of 10 years. Due to its age, the equipment requires constant maintenance and the replacement of parts. In addition, BGM purchased the last working planetary available in the United States in 2018 for the equipment. Due to these issues, the truck is not considered reliable for regular snow removal operations at BGM, leaving the Airport with one other rotary plow, which was acquired in 1998 and has also provided over 20 years of service. The replacement equipment is anticipated to provide a similar capacity as the truck that it is replacing, including capacity to clear up to 3,000 tons per hour with a 100-foot casting distance.

#### **Project 5: Rehabilitate Terminal (HVAC System) – Preliminary Design (Impose & Use)**

**PFC Revenue (Pay-As-You-Go): \$ 36,000 (60% of Total Project Cost)**

**Description:** The proposed project includes retrocommissioning of the existing Terminal building heating, ventilating, and air conditioning (HVAC) systems to assess the current operational status of each unit and identify and includes planning and preliminary design for subsequent replacement of systems within the building. Detailed analysis and review will focus on the chilled water system and design components towards replacement and improvements to improve efficiency and longevity of the systems. A review of current building code concerns as they pertain to current standards will also occur.

**Justification:** The terminal was last rehabilitated in 2000, with the operating equipment installed at the time approaching 20 years of service, which is well beyond the useful life for HVAC equipment. The project will identify and schedule a phasing plan, as well as complete preliminary design development, for improvements to HVAC systems within the terminal to reduce increasing maintenance costs and to ensure the systems enable continued use and functionality of the passenger terminal.

#### **Project 6: Improve Airport Miscellaneous Improvements (Install Airfield Lighting Vault) (Impose Only)**

**PFC Revenue (Pay-As-You-Go): \$ 137,500 (5% of Total Project Cost)**

**Description:** The project involves relocation of the airfield electrical vault from its current location to a new site near the employee parking lot.

**Justification:** The airfield electrical vault has exceeded its useful life and is in need of renovation. The existing vault is currently positioned so that it impedes potential for new GA development at BGM and is inconveniently located of operations and maintenance personnel. The project would provide for a new vault that meets current standards. The new vault would be located near the existing employee parking lot adjacent to the passenger terminal.

#### **Project 7: PFC Program Administration (Impose & Use)**

**PFC Revenue (Pay-As-You-Go): \$ 40,000 (100% of Total Project Cost)**

**Description:** The project includes necessary costs associated with the administration of the proposed PFC program at BGM. The project includes compilation of PFC Application (Notice of Intent) materials, confirmation of enplanement forecasts, required air carrier and public coordination, assistance with collections monitoring, the completion of annual audits, and quarterly report through December 2020.

**Justification:** 14 CFR 158 and FAA Order 5500.1, *Passenger Facility Charges*, states that an airport's costs of administering the PFC 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.

#### **Project 8: Rehabilitate Taxiway H (Design & Construction) (Impose & Use)**

**PFC Revenue (Pay-As-You-Go): \$ 97,174 (5% of Total Project Cost)**

**Description:** The project involves rehabilitation of existing Taxiway H at BGM. Taxiway H, measuring approximately 1,800' by 50', currently has a Pavement Condition Index (PCI) value of 59. The project will also include drainage, lighting, and signage.

**Justification:** The project will rehabilitate existing Taxiway H pavements that were last rehabilitated in 2008. The project is part of a larger scale project that will also rehabilitate Taxiway K, and construct a connector taxiway between Taxiway H and K, providing a full standard parallel taxiway to Runway 10-28. The project will also correct non-standard taxiway intersections at TW G. The project will also address a “hot spot” identified by the BGM Runway Safety Action Team at the intersection of existing TW's A, H, and G, by removing Taxiway G.

The proposed PFC level of collection is **\$4.50** per eligible enplaned passenger for all projects. The estimated charge effective date for PFC Notice of Intent #20 is **December 1, 2021**, and the estimated charge expiration date is **December 1, 2025**. The estimated PFC revenue to be imposed during this period is approximately **\$664,917**.

As required under 14 CFR §158.24, Broome County will be accepting public comments on the proposed requests until **5:00pm on Thursday, December 26, 2019**. Questions and comments regarding the proposed PFC Notice of Intent, including agreement or disagreement with any of the proposed projects, or requests for additional information, should be addressed to:

Mark Heefner, Commissioner of Aviation  
Greater Binghamton Airport  
2535 Airport Road, #16  
Johnson City, NY 13790