

PUBLIC NOTICE

Greater Binghamton Airport

Intention to File Passenger Facility Charge (PFC) Notice of Intent 18-19-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 #19 with the Federal Aviation Administration (FAA) which includes five “Impose & Use” projects.

The following five (5) projects are included in the application to impose a PFC and use the PFC revenue (“Impose & Use”):

Project 1: Airport Master Plan Update (Impose & Use)

PFC Revenue (Pay-As-You-Go): \$ 40,350 (5% of Total Project Cost)

Description: The project involves preparation of an update to the Master Plan (MPU) for Greater Binghamton Airport (BGM). Key aspects that will be incorporated within the MPU include an obstruction survey, the development of a pavement management plan, wetland delineation, and an airport master plan study. As identified in Table E-2 (Paragraph C) of the AIP Handbook, the needs of airports can differ greatly and each master plan study (and update) will look at specific needs and assets at the Airport. A summary of the key segments of AC 150/5070-6 that are anticipated for inclusion in this update to the Greater Binghamton Airport Master Plan include the Airport Inventory, Environmental Overview, Aviation Forecasts, Facility Requirements, Alternatives Development and Evaluation, Airport Layout Plans, Facilities Implementation Plan and Feasibility Analysis, and Public Involvement Programs. Deliverables for the MPU will include a narrative report and an Airport Layout Plan set consisting of the relevant sheets as identified above from Chapter 10.

Justification: The last MPU for BGM was completed in 2009, and is based on forecasts developed using data from 2005. Since that time, the region and nation have experienced economic transformations and the airline industry has meaningfully changed its operational and fleet planning practices as well, including the recent departure of two of BGM’s three airlines. This project will provide BGM with the most up-to-date data available related to potential obstructions and planimetrics for the airport to ensure proper long-term planning and compliance with updated FAA requirements as identified in the FAA’s Airport Design advisory circular (AC 150/5300-13A). Multiple facilities at BGM must be reviewed to meet AC 150/5300-13A including the width requirements for runways and taxiways, the presence of direct access taxiways from aprons, and the change in taxiway design from the judgmental oversteering method to cockpit-over-centerline. The MPU process will be a valuable opportunity for BGM to address these challenges.

Project 2: Acquire Aircraft Rescue and Fire Fighting Vehicle (ARFF) (Impose & Use)

PFC Revenue (Pay-As-You-Go): \$ 38,761 (5% of Total Project Cost)

Description: Project involves acquisition of 4x4 Airport Rescue and Firefighting (ARFF) Vehicle meeting Index B standards. The proposed ARFF vehicle will replace existing Truck 3. Truck 3 will replace Truck 1 as the reserve apparatus. Truck 1 will be retired. BGM will acquire an ARFF vehicle that meets modern standards for ease of operation (human factors), storage, and ease of maintenance (accessibility to critical components). Included in the acquisition will be Personal Protective Equipment of ARFF turnout suits, self-contained breathing apparatuses (SCBA), emergency communication radio equipment, battery powered extraction tools, and rope rescue equipment.

Justification: BGM is a Part 139 certificated airport. BGM's Part 139 Airport Certification Manual states that the airport must meet Index B requirements. Based on the current approved forecast and Master Plan Update, the design aircraft for BGM is the Embraer 190 which requires Index B standards. BGM currently owns and operates two Index B ARFF Vehicles, both of which are 15 years or older. Truck 3 is the primary apparatus and is a 2002 Oshkosh that will be 15 years old at the time of replacement. The existing reserve apparatus is a 1992 Oshkosh that will be 25 years old at the time of retirement. BGM requires primary and reserve Index B ARFF vehicles to assure 100% ARFF coverage at all times. When the primary apparatus is down for maintenance or repair, Index B standards are maintained using the reserve apparatus. Truck 3, the primary ARFF vehicle, has experienced service and performance issues with the bumper turret joystick, foam level indicator, air leakage, battery malfunctions and low charge, and the failure of the pump to disengage after the truck is turned off. Truck 1, the reserve apparatus experiences malfunctions with light systems, warning lights, flashing beacons, dome lights, spot and flood lights, foam level indicators, high revolutions per minute (RPM) levels during water pump engagement, and the failure of the roof turret to discharge agent. The reliability and parts availability issues for both trucks compromise the ability of BGM to maintained required Index B standards. Acquisition of a new truck will address these issues. The primary and reserve equipment are, and will continue to be, stored on airport in the existing Crash, Fire, Rescue building, assuring their availability for response to airport emergencies.

Project 3: Rehabilitate Runway 10-28 – Design and Construct (Impose & Use)

PFC Revenue (Pay-As-You-Go): \$272,500 (5% of Total Project Cost)

Description: The project involves design and construction for the rehabilitation of Runway 10-28 at the Greater Binghamton Airport. The project will provide for mill and pave rehabilitation effort over 4,500 feet of the existing runway. Excluded from the project is the runway intersection area, which was rehabilitated in June 2017. The rehabilitation effort is expected to include the runway pavement and tie-ins at Taxiways A, H, K, and P. Additional improvements will include replacement of the above ground runway light fixtures and signs. Minor drainage improvements will include adjustment of

the in-pavement drainage structures and pipe cleaning. The pavement markings will be replaced and the runway pavement will be grooved.

Justification: Runway 10-28 was last rehabilitated (mill and overlay) in 1998. The pavement shows signs of deterioration due to weathering and use. The current pavement condition index (PCI) for Runway 10-28 is 51. BGM staff spends excessive amounts of time crack sealing the runway pavement to control foreign object debris (FOD) and extend the pavement life as long as possible. Incidents of FOD on the runway are increasing as the pavement condition deteriorates. The rehabilitation of Runway 10-28 will address the runway conditions and provide at least a 10-year useful life. Based on existing and forecast operations the appropriate Runway Design Code is B-II. This project proposes to retain the existing 150' runway width. Runway is utilized by larger aircraft (<500 operations/year), including large cabin business jets (Gulfstream, Global Express, etc.), CRJ 200 operated by SkyWest Airlines (Delta Airlines), and C-130 aircraft. Runway 10-28 provides a critical back up capable of accommodating these operations, especially during times Runway 16-34 is closed for maintenance or repair. The alternative, to reduce the width of Runway 10-28 to 75 feet wide with 10 foot shoulders, would reduce airport maintenance and operating costs. However, reduction of Runway 10-28 increases the potential for airline flight cancellations due to the inability to operate. Per a MasFlight study widely cited in popular media, each flight cancellation costs an average of \$5,770. Cancellation of just 10 flights per year resulting from Runway 16-34 being unavailable would offset the operating and maintenance saving associated with reducing the width of Runway 10-28.

In summary, reduction of Runway 10-28 to 75 feet wide with 10 foot shoulders would reduce runway utility and safety and increase project costs compared to rehabilitating the runway at existing dimensions. The additional capital cost of the runway width reduction would require at least 32 years to recover through reduced operating costs. The payback period is extended even longer when considering the increased risk of flight cancellations due to conditions on Runway 16-34. Providing increased safety and utility at a reduced project cost is the most cost effective and prudent investment. Accordingly, maintaining Runway 10-28 at 150 feet wide is proposed. The project cost estimate assumes the runway will be maintained at existing dimensions. As noted previously, additional design costs are anticipated if the runway width is reduced.

Project 4: Improve De-Icing Apron Drainage – Design & Construct (Impose & Use)

PFC Revenue (Pay-As-You-Go): \$ 7,500 (5% of Total Project Cost)

Description: The project involves connecting the discharge from the existing de-icing apron to newly installed public sewer on the airport. The project consists of installing 150 LF of trenched underground piping, 190 LF of trenched underground electrical conduit and cabling, (1) submersible pump and controls, (1) flow meter, trench restoration, and maintenance and protection of traffic.

Justification: Currently, the Airport drainage and discharge is subject to compliance with NYSDEC SPDES Permit No. NY0156671 and associated Best Management Practices

Plan (BMP). Glycol used in aircraft de-icing and anti-icing operations is collected via surface trench drains which empty into an underground storage tank. The current procedure once the tank is full, is to manually pump the stored glycol into a tank trailer, and transport the glycol for disposal at the public wastewater treatment facility.

The purpose of this project is to provide for the connection and discharge of spent de-icing fluid from aircraft de-icing operations to the public sanitary sewer collection network that was recently extended to the Airport. The project will resolve long standing water quality violations attributable to issues with the current de-icing collection and discharge system. NYSDEC concurs with the Sponsor's approach of addressing the violations by connecting the de-icing collection system to the public sewer system as a permanent method of addressing de-icing related water quality issues. The project will also eliminate the Airport's current costs associated with transporting spent de-icing fluids by tanker truck to the wastewater treatment facility.

Project 5: PFC Program Administration (Impose & Use)

PFC Revenue (Pay-As-You-Go): \$ 15,000 (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 2017.

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.

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 #19 is **October 1, 2019**, and the estimated charge expiration date is **February 1, 2021**. The estimated PFC revenue to be imposed during this period is approximately **\$374,111**.

As required under 14 CFR §158.24, Broome County will be accepting public comments on the proposed requests until **5:00pm on Monday, December 11th, 2017**. 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:

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