

PUBLIC NOTICE

Greater Binghamton Airport

Intention to File

Passenger Facility Charge (PFC) Notice of Intent 23-22-C-00-BGM

Broome County (County), as owner and operator of Greater Binghamton Airport (BGM), is posting this public notice as part of the Passenger Facility Charge (PFC) Notice of Intent (NOI) process under 14 CFR §158.24. The County intends to file PFC Notice of Intent #22 with the Federal Aviation Administration (FAA) which includes three (3) “Impose and Use” projects.

The three (3) projects anticipated for inclusion in this Notice of Intent are identified and described below:

Project 1: Rehabilitate Taxiways A, D, F, & G; Reconstruct TW Lighting at Taxiways A, C, D, F, G & J; Reconstruct Airfield Guidance Signs at Taxiways C, D, F, G & J (Design) (Impose & Use)

PFC Revenue (Pay-As-You-Go): \$23,450 (5.0% of the Total Project Cost)

Description: Project involves the rehabilitation of Taxiways A, D, F, & G. This project also includes the reconstruction of lighting along Taxiways A, C, D, F, G, & J and airfield guidance signs along Taxiway A at Taxiways C, D, F, G, & J, including the updating of nomenclature per Engineering Brief 89.

Justification: This project proposes rehabilitating existing Taxiways A, D, F, and G. The taxiway pavement has surpassed its useful life of 10 years and requires repaving to facilitate safe aircraft taxiing when entering and exiting Runway 16-34. The pavement management study conducted in 2019 rated Taxiways A, D, F, and G with a Pavement Condition Index (PCI) of 62, 62, 65, and 59 respectively. As time progresses the pavement will continue to deteriorate. Therefore, prompt resolution is needed to ensure the pavement condition does not fall within the realm of reconstruction versus rehabilitation.

The project will also reconstruct approximately 211 medium intensity taxiway edge lights along Taxiways A, C, D, F, G and J. The lights were installed during the taxiway rehabilitation in 2007 and requires reconstruction due to the age of the lighting system. Taxiway lighting should sufficiently illuminate and distinguish the taxiway and edges to allow pilots and other airport users to safely traverse the taxiways and associated stub taxiways.

Lastly, the airfield guidance signs along Taxiway A at Taxiways C, D, F, G & J were also installed during the 2007 taxiway rehabilitation. The proposed rehabilitation involves replacing 29 signs and renaming Taxiway A’s stub taxiways in order to meet current FAA naming standards which requires stub taxiways to start with the naming attribute of the main taxiway and affixing a numerical value. Therefore, Taxiways C, D, F, G & J will be

renamed A3, A4, A5, A2, and A6. The stub taxiway connecting Taxiway A to the Runway 16 approach end will be named A1 and the stub taxiway connecting to the Runway 34 approach end will be named A7.

Project 2: Rehabilitate Taxiways A, D, F, & G; Reconstruct TW Lighting at Taxiways A, C, D, F, G & J; Reconstruct Airfield Guidance Signs at Taxiways C, D, F, G & J (Construction) (Impose & Use)

PFC Revenue (Pay-As-You-Go): \$289,100 (5.0% of the Total Project Cost)

Description: Project involves the rehabilitation of Taxiways A, D, F, & G. This project also includes the reconstruction of lighting along Taxiways A, C, D, F, G, & J and airfield guidance signs along Taxiway A at Taxiways C, D, F, G, & J, including the updating of nomenclature per Engineering Brief 89.

Justification: This project proposes rehabilitating existing Taxiways A, D, F, and G. The taxiway pavement has surpassed its useful life of 10 years and requires repaving to facilitate safe aircraft taxiing when entering and exiting Runway 16-34. The pavement management study conducted in 2019 rated Taxiways A, D, F, and G with a Pavement Condition Index (PCI) of 62, 62, 65, and 59 respectively. As time progresses the pavement will continue to deteriorate. Therefore, prompt resolution is needed to ensure the pavement condition does not fall within the realm of reconstruction versus rehabilitation.

The project will also reconstruct approximately 211 medium intensity taxiway edge lights along Taxiways A, C, D, F, G and J. The lights were installed during the taxiway rehabilitation in 2007 and requires reconstruction due to the age of the lighting system. Taxiway lighting should sufficiently illuminate and distinguish the taxiway and edges to allow pilots and other airport users to safely traverse the taxiways and associated stub taxiways.

Lastly, the airfield guidance signs along Taxiway A at Taxiways C, D, F, G & J were also installed during the 2007 taxiway rehabilitation. The proposed rehabilitation involves replacing 29 signs and renaming Taxiway A's stub taxiways in order to meet current FAA naming standards which requires stub taxiways to start with the naming attribute of the main taxiway and affixing a numerical value. Therefore, Taxiways C, D, F, G & J will be renamed A3, A4, A5, A2, and A6. The stub taxiway connecting Taxiway A to the Runway 16 approach end will be named A1 and the stub taxiway connecting to the Runway 34 approach end will be named A7.

Project 3: PFC Program Administration (Impose & Use)

PFC Revenue (Pay-As-You-Go): \$15,000 (100% of the 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 2023.

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 Application #22 is **May 1, 2028**, and the estimated charge expiration date is **July 1, 2030**. The estimated PFC revenue to be imposed during this period is approximately **\$327,550**.

As required under 14 CFR §158.24, Broome County will be accepting public comments on the proposed projects until **5:00pm on Monday, July 10, 2023**. 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
2534 Airport Road, Box 16
Johnson City, NY 13790