

PUBLIC NOTICE

Greater Binghamton Airport

Intention to File

Passenger Facility Charge (PFC) Notice of Intent 21-21-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 #21 with the Federal Aviation Administration (FAA) which includes two (2) “Impose and Use” projects and One (1) “Use Only” project.

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

Project 1: Runway 34 Departure End Safety Area Improvements (Reconstruct EMAS) - Construction (Impose & Use)

- **PFC Revenue (Pay-As-You-Go):** \$521,250 (5.0% of the Total Project Cost)

Description: Runway 16-34 at Greater Binghamton Airport (BGM) measures 7,305 feet in length and due to the steep slopes beyond the runway ends does not have standard 1,000’ x 600’ Runway Safety Areas (RSA). To mitigate the safety areas, EMAS was installed beyond the Runway 16 approach end in 2002. The far end of the EMAS bed at the approach end of Runway 16 is located less than 100 feet from the runway threshold. The current EMAS is due for replacement in the near-term due to the age of the system. As one of the first airports in the world to install EMAS, BGM used the 1st generation technology EMAS. The new EMAS will be installed within the same area as the existing EMAS and will include pavement improvements below the system to address any deficiencies caused by the previous installation.

Justification: The primary runway length at the Greater Binghamton Airport is constrained by the steep terrain beyond the runway ends, and as identified in the on-going Master Plan Update, the current length does not meet the needs of aircraft that are anticipated to be utilizing the airport within the near future with the upcoming retirement of the CRJ200. Any loss of runway length would have a significantly adverse effect the airport’s air carrier service. This project will avoid any loss of runway length and will provide a standard RSA for aircraft that are landing or departing on Runway 34. A standard approach RSA, including the displaced threshold, will continue to be provided on Runway 16.

In addition to compliance with current RSA standards, this project will also result in a significant improvement to the EMAS itself. The current EMAS is 1st generation material. The new EMAS beds would be the most recent generation of EMAS, which incorporate a variety of improvements that increase the structural integrity of the

material. Further, the original EMAS was a one-size fits all product, which did not allow for fleet mix specificity. The critical aircraft at BGM during the original EMAS installation was the DC-9. That aircraft is no longer relevant to BGM and the new critical aircraft would be a regional jet similar to the CRJ900 series along with a family of corporate jets. The EMAS replacement bed would utilize the new critical aircraft or group of aircraft for design purposes.

Project 2: Improve Airport Miscellaneous Improvements (Install Airfield Lighting Vault) (Use Only)

PFC Revenue (Pay-As-You-Go): \$137,500 (5.0% of the 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 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 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 2021.

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 #21 is **November 1, 2023**, and the estimated charge expiration date is **May 1, 2028**. The estimated PFC revenue to be imposed during this period is approximately **\$673,750**.

As required under 14 CFR §158.24, Broome County will be accepting public comments on the proposed projects until **5:00pm** on **Friday, May 21, 2021**. 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