

**TOMPKINS COUNTY
ITHACA TOMPKINS REGIONAL AIRPORT
PFC APPLICATION 18-05-C-00-ITH**

PROJECT DESCRIPTIONS AND JUSTIFICATIONS

Tompkins County intends to file an application to "Impose and Use" Passenger Facility Charges (PFC) with the Federal Aviation Administration (FAA) that will allow the County to augment its capital improvement program at the Ithaca Tompkins Regional Airport. Under the new PFC program, the total estimated net PFC revenue will be \$1,139,418 with an estimated charge effective date of December 1, 2018 and an estimated charge expiration date of July 1, 2022. The application to "Impose and Use" will allow collection of PFCs to continue at the \$4.50 level. The project descriptions, justifications, PFC level, and project costs are listed below.

Project No. 1 – Parallel Taxiway "A" Relocation

PFC Level: \$4.50

Actual Total Project Cost: \$9,175,321

Actual Total PFC Eligible Cost (County Share): \$229,383

Actual Non-Financed Cost: \$9,175,321

Actual PFC Eligible Bond Capital and Financing Cost: \$0

AIP Funding (Grant #'s 39-02, 43-05, 44-05, 46-05, 48-08): \$8,716,555

Other Revenue (NYS Match): \$229,383

Actual Construction Start Date: August 15, 2005

Actual Physical Completion Date: December 16, 2009

Description:

This project included the relocation of the easterly portion of Taxiway A (approximately 4000' X 50') from Exit Taxiway "C" to the end of Runway 32. Also included was extension and improvement of existing 90-degree exit taxiways "D", "E", and "F" (approximately 300' X 90' each) to reconnect the exit taxiways to the relocated parallel taxiway. Existing exit taxiway "G" was relocated to a new location approximately midway between exit Taxiway "F" and the end of Runway 32 and a new Taxiway H was constructed to provide a turnaround taxiway at the end of Runway 32.

Justification:

The easterly section of existing Parallel Taxiway "A" did not meet current FAA runway centerline to taxiway centerline separation standards. The existing taxiway centerline to runway centerline separation was 250 feet. The taxiway was relocated to a centerline to centerline separation distance of 400' from Runway 14-32 to comply with current FAA standards. Improvements to existing associated 90 degree exit taxiways "D", "E", "F" were also included to bring them to current standards as well as construction of new 90 degree exit taxiways "G", and "H" were included as recommended in the airport master plan. This project meets all applicable AIP eligibility requirements of Order 5100.38D, Airport Improvement Program Handbook

including Appendix H, Table H-3a. Relocation of parallel taxiway "A" to meet standards enhances safety of the national air transportation system thereby meeting PFC eligibility requirements of FAA Order 5500.1, Passenger Facility Charge, Section 4-7.

Project No. 2 – Runway Safety Area Improvements

PFC Level: \$4.50

Actual Total Project Cost: \$3,624,522

Actual Total PFC Eligible Cost (County Share): \$90,613

Actual Non-Financed Cost: \$3,624,522

Actual PFC Eligible Bond Capital and Financing Cost: \$0

AIP Funding (Grant # 47-07, 48-08): \$3,443,296

Other Revenue (NYS Match): \$90,613

Actual Construction Start Date: July 28, 2008

Actual Physical Completion Date: December 16, 2009

Description:

The Runway Safety Area Improvement project included the construction of 375 feet of additional takeoff pavement for Runway 14. The resultant threshold location for Runway 14, in conjunction with declared distances for Runway 14-32, yielded safety area dimensions for both runway ends that are in compliance with FAA requirements. Also included in this project was the extension of parallel Taxiway A to the new end of Runway 14, new edge lighting, guidance signs, perimeter fence relocation, drainage improvements, grading, pavement marking, and VASI replacement with a new PAPI system.

Justification:

In a letter written to Ithaca Tompkins Regional Airport (ITH) on June 28, 2000 the FAA stated that the Runway 14-32 RSA at ITH did not meet FAA standards. In May 2003, the airport completed an Extended Safety Area Analysis for Runway 14-32. The report documented existing Runway 14-32 design standards, identified runway safety area deficiencies, and developed four alternatives for addressing the existing safety area deficiencies including expected costs for each. The construction of additional takeoff pavement, displacing the thresholds, and utilizing declared distances was determined as the most cost effective alternative to achieve compliance with runway safety area standards. This project meets all applicable AIP eligibility requirements of Order 5100.38D, Airport Improvement Program Handbook including Appendix G, Table G-3f. The improvements to the extended Runway 14-32 safety areas to meet standards enhances safety of the national air transportation system thereby meeting PFC eligibility requirements of FAA Order 5500.1, Passenger Facility Charge, Section 4-7.

Project No. 3 – Runway 32 Localizer Array Relocation

PFC Level: \$4.50
Actual Total Project Cost: \$175,412
Actual Total PFC Eligible Cost (County Share): \$4,385
Actual Non-Financed Cost: \$175,412
Actual PFC Eligible Bond Capital and Financing Cost: \$0
AIP Funding (Grant # 48-08): \$166,641
Other Revenue (NYS Match): \$4,385
Actual Construction Start Date: July 13, 2009
Actual Physical Completion Date: October 2, 2009

Description:

This project included relocation of the Runway 32 localizer antenna array to be compliant with the proper siting and safety requirements for the array from the end of the runway pavement. This change was necessary due to the construction of 375 feet of additional takeoff pavement to the Runway 14 end to obtain compliance with extended runway safety area dimensions. In general work included relocation of the localizer array to a minimum of 600 feet from the end of the runway pavement including new foundations, new cabling to the localizer shelter, and refurbished antennas.

Justification:

The construction of an additional 375 feet of takeoff pavement to Runway 14, displacing the thresholds, and utilizing declared distances was determined as the most cost effective alternative to achieve safety area standards on Runway 14-32 at Ithaca Tompkins Regional Airport. The construction of additional takeoff pavement required relocation of the Runway 32 localizer antenna array to be compliant with the proper siting and safety requirements for the array from the end of the runway pavement. This project meets all applicable AIP eligibility requirements of Order 5100.38D, Airport Improvement Program Handbook including Appendix G, Table G-3f (5). The improvements to the extended Runway 14-32 safety areas including this relocation of the Runway 32 localizer antenna array enhances safety of the national air transportation system thereby meeting PFC eligibility requirements of FAA Order 5500.1, Passenger Facility Charge, Section 4-7.

Project No. 4 – Sand Storage Building

PFC Level: \$4.50
Actual Total Project Cost: \$1,739,107
Actual Total PFC Eligible Cost (County Share): \$43,478
Actual Non-Financed Cost: \$1,739,107
Actual PFC Eligible Bond Capital and Financing Cost: \$0
AIP Funding (Grant # 52-09, 57-11): \$1,652,152
Other Revenue (NYS Match): \$43,478
Actual Construction Start Date: September 16, 2011

Actual Physical Completion Date: October 18, 2013

Description:

The project generally included an approximately 70ft x 100ft sand storage building. The building houses approximately 1400 tons of sand, 40 tons of salt and has a concrete floor, apron, 10ft perimeter concrete push walls and natural gas radiant heat and lighting. Also included in the project was all related grading, access roadway pavement and site utilities.

Justification:

Ithaca Tompkins Regional Airport possesses a 14 CFR Part 139 certificate, and is a non-hub, commercial service airport. The sand storage building is necessary to store and maintain materials at usable temperatures for application to primary aircraft operational surfaces during snow and ice events in accordance with the approved Snow and Ice Control Plan. The airport is located in an area that receives freezing temperatures and significantly more than 30 inches of snow annually. This project will preserve the safety and efficiency of the Airport and enhance capacity of the national air transportation system through the expeditious removal of snow and ice from the single runway and taxiways thereby providing an all-weather airport for all categories of users. This project is eligible per FAA Order 5100.38D, Appendix O, Table O-3, d. The construction of the sand storage building enhances safety of the national air transportation system thereby meeting PFC eligibility requirements of FAA Order 5500.1, Passenger Facility Charge, Section 4-7.

Project No. 5 – Terminal Apron Rehabilitation

PFC Level: \$4.50

Actual Total Project Cost: \$1,841,570

Actual Total PFC Eligible Cost (County Share): \$92,079

Actual Non-Financed Cost: \$1,841,570

Actual PFC Eligible Bond Capital and Financing Cost: \$0

AIP Funding (Grant #'s 58-11, 61-12): \$1,657,413

Other Revenue (NYS Match): \$92,079

Actual Construction Start Date: October 2, 2012

Actual Physical Completion Date: October 4, 2013

Description:

Rehabilitation of the main Terminal Apron was completed at Ithaca Tompkins Regional Airport. The pavement area rehabilitated included approximately 38,500 square yards. Pavement rehabilitation construction generally included the following major items of work:

- Reconstruction of failed pavement areas including excavation of the existing pavement and replacement with new granular and bituminous materials.
- Milling of the existing surface course and cleaning and sealing of existing cracks with new bituminous material.

- Construction of a true and leveling course to reestablish grades and a 2 to 3-inch bituminous surface course.
- Application of new pavement markings.
- Application of a protective seal coat.
- Modifications to existing surface and subsurface drainage systems including; pipes, catch basins, manholes, culverts, and cleanouts.

Justification:

The pavements rehabilitated exhibited signs of distress and wear. An Airport Pavement Management Study (APMS), conducted by C&S Engineers and published in 2000, generally identified the level of distress, assigned PCI ratings, and made recommendations for maintaining all airfield pavements on the airport. PCI ratings for the pavements rehabilitated on this project ranged from 82 to 95 at the time the APMS was completed. The types of distress identified at that time included longitudinal & transverse cracking, weathering and raveling, oil spillage, and patching. Over the more than 10 years since the study was completed the distresses became more significant to a point where FOD was becoming a major concern. The 2000 APMS Study projected the need for the terminal apron to undergo rehabilitation in 2008. Additionally, a March 9, 2011 Part 139 Certification Inspection cited the airport on the condition of the terminal apron. This project is eligible per FAA Order 5100.38D, Appendix I, Table I-3, d. The rehabilitation of the terminal apron preserves capacity and enhances safety of the national air transportation system thereby meeting PFC eligibility requirements of FAA Order 5500.1, Passenger Facility Charge, Section 4-7.

Project No. 6 – Security Perimeter Fence Improvements

PFC Level: \$4.50

Actual Total Project Cost: \$1,190,613

Actual Total PFC Eligible Cost (County Share): \$59,531

Actual Non-Financed Cost: \$1,190,613

Actual PFC Eligible Bond Capital and Financing Cost: \$0

AIP Funding (Grant # 68-13): \$1,071,551

Other Revenue (NYS Match): \$59,531

Actual Construction Start Date: March 10, 2014

Actual Physical Completion Date: July 6, 2015

Description:

The project generally included the removal and installation/repair/modification/improvement of approximately 13,000 LF of perimeter/security fence and gates. Included in the fence installation was the embedding of fence fabric 2 foot below the ground surface and construction of a 4” high x 2 feet wide fine stone fill barrier at ground level on both sides of existing perimeter/security fence to deter wildlife from accessing the airfield. Grading to create dedicated turf swales and minimize existing sheet flow of water causing erosion issues at the fence line was also included in the project.

Justification

The existing approximately 31 year old perimeter/security fence was in disrepair and required replacement. In addition, a Wildlife Hazard Assessment (WHA) study indicated that water eroding sections of turf along the perimeter fence allowed wildlife to migrate from the landside to the airside with minimal effort. The WHA recommended burying fence at a 45degree angle away from the airport. Large open expanses of the airport, generally on the Runway 32 end, have surface water sheet flowing towards the fence. Re-grading to channelize the water and minimize the erosion that was present along sections of the fence was performed. A TSA letter dated December 11, 2012 supported the project and stated it was an important project for the safety and security of the airport. This project is eligible per FAA Order 5100.38D, Appendix L, Table L-2. The perimeter/security fence improvement project enhances safety and security of the national air transportation system thereby meeting PFC eligibility requirements of FAA Order 5500.1, Passenger Facility Charge, Section 4-7.

Project No. 7 – Acquire Snow Removal Equipment

PFC Level: \$4.50

Actual Total Project Cost: \$795,946

Actual Total PFC Eligible Cost (County Share): \$39,797

Actual Non-Financed Cost: \$795,946

Actual PFC Eligible Bond Capital and Financing Cost: \$0

AIP Funding (Grant # 78-16): \$716,351

Other Revenue (NYS Match): \$39,797

Actual Start Date: April 18, 2017

Actual Physical Completion Date: June 7, 2017

Description:

Ithaca Tompkins Regional Airport needed airfield snow removal equipment to supplement their existing fleet in order to maintain operational safety criteria in accordance with AC 150/5200-30A. The Airport acquired one (1) high-speed Multi-Tasking Equipment consisting of a carrier vehicle, snow plow, and tow-behind rotary broom with high velocity air unit. This equipment accounted for one plow truck and one rotary broom unit. This project preserves the safety and efficiency of the Airport and enhances capacity of the national air transportation system through the expeditious removal of snow and ice from runways and taxiways thereby providing an all-weather airport for all categories of users.

Justification:

Ithaca Tompkins Regional Airport possesses a 14 CFR Part 139 certificate, and is a non-hub, commercial service airport. At the time of this purchase, the Airport owned two (2) rotary plow units, two (2) snow plow vehicles, and one (1) runway broom. In accordance with AC 150/5220-20, Section 2-3.a., at least two snow plows are recommended for each rotary plow. Therefore a total of four (4) plow vehicles would be required.

Based on the Priority 1 area of the airside pavement requiring snow removal identified within the Airport Snow and Ice Control Plan, one runway broom is required for every 750,000 sq.ft. per Section 2-3.a. of AC 150/5220-20A. Therefore, two (2) brooms are required. In addition, the existing broom cannot be used as intended as it is part of a multi-function piece of equipment and must be interchanged with a front-mounted rotary plow making snow removal operations less efficient. The new tow-behind rotary broom alleviated the need to interchange equipment and provide for more efficient operations. A multi-purpose vehicle with a front-mounted snow plow and tow behind rotary broom unit was justified based upon the current versions of AC 150/5200-30 and AC 150/5220-20.

The equipment is necessary to maintain the primary aircraft operational surfaces during snow events in accordance with the approved Snow and Ice Control Plan. The airport is located in an area that receives significantly more than 30 inches of snow annually. This project will preserve the safety and efficiency of the Airport and enhance capacity of the national air transportation system through the expeditious removal of snow and ice from the single runway and taxiways thereby providing an all-weather airport for all categories of users. This equipment is required to maintain operational safety criteria in accordance with AC 150/5200-30A. This project is eligible per FAA Order 5100.38D, Table M-1, d.

Project No. 8 – GA Apron Rehabilitation and Fence Improvements (Construction Phase)

PFC Level: \$4.50

Estimated Total Project Cost: \$1,722,527

Estimated Total PFC Eligible Cost (County Share): \$86,126

Estimated Non-Financed Cost: \$1,722,527

Estimated PFC Eligible Bond Capital and Financing Cost: \$0

AIP Funding (Grant #79-17): \$1,550,274

Other Revenue (NYS Match): \$86,126

Estimated Start Date: October 1, 2017

Estimated Completion Date: October 1, 2018

Description:

Rehabilitation of the General Aviation Apron is proposed at Ithaca Tompkins Regional Airport. The pavement area proposed to be rehabilitated includes approximately 135,000 sf of apron, including necessary drainage improvements and the removal and replacement of approximately 800 lf of chain link perimeter/security fence

Justification:

Last overlaid in 2002, the General Aviation Apron is exhibiting signs of distress and wear. The projected PCI rating for the Apron in year 2017, when rehabilitation of the Apron is anticipated, is 49. The optimum PCI level to maintain for Apron pavement from a safety and condition basis is 55.

This project is shown on the approved Airport Layout Plan and will enhance safety at the airport by complying with FAR Part 139 Subpart D Section 139.305. The pavement proposed to be rehabilitated exhibits signs of distress and wear. An Airport Pavement Management Study (APMS), conducted by C&S Engineers, Inc. and published in August of 2014, generally identified the level of distress, assigned PCI ratings, and made recommendations for maintaining all airfield pavements on the airport. The types of distress identified included longitudinal and transverse cracking, block cracking, alligator cracking, and patching. Study recommendations for maintenance of these pavements suggested a bituminous overlay consistent with the proposed scope of the project. In addition, improvements to the stormwater drainage system are necessary as the existing drainage structures and collection system are undersized; they become inundated and ineffective upon routine storm events, resulting in localized flooding at the fuel storage area and FBO hangar. This project is eligible per FAA Order 5100.38D, Appendix I, Table I-3,d.. The GA Apron and Fence Improvements project preserves capacity of the national air transportation system thereby meeting PFC eligibility requirements of FAA Order 5500.1, Passenger Facility Charge, Section 4-7.

Project No. 9 – Install Passenger Boarding Bridge (Gate 3)

PFC Level: \$4.50

Estimated Total Project Cost: \$967,515

Estimated Total PFC Eligible Cost (County Share): \$48,376

Estimated Non-Financed Cost: \$967,515

Estimated PFC Eligible Bond Capital and Financing Cost: \$0

AIP Funding (Grant #80-17): \$870,764

Other Revenue (NYS Match): \$48,376

Estimated Start Date: October 1, 2017

Estimated Completion Date: October 1, 2018

Description:

This project includes installation of a new Passenger Boarding Bridge at Boarding Gate No. 3. This new gate would be non-exclusive and available to all airlines as well as charters and diversions. Project includes construction of a new concrete foundation; furnishing and installation of new loading bridge; associated electrical equipment, access control equipment, above ground conduits and cable installations; and restoration of surfaces disturbed as a result of the work. A portable ground power unit will be acquired under this project.

Justification:

Currently there is only one boarding bridge at the terminal. As part of an ongoing terminal expansion and security upgrades project, a new gate will be constructed to accommodate passenger demand. This project is eligible per FAA Order 5100.38D, Table N-5, Item g. and N-9, Item e. The Passenger Boarding Bridge project enhances safety and security of the national air transportation system thereby meeting PFC eligibility requirements of FAA Order 5500.1, Passenger Facility Charge, Section 4-7.

Project No. 10 – Rehabilitation of Parallel Taxiway “A” Phases 1, 2, and 3 Including Connecting Stub Taxiways “C”, ”D” and “E”

PFC Level: \$4.50

Estimated Total Project Cost: \$5,040,000

Estimated Total PFC Eligible Cost (County Share): \$252,000

Estimated Non-Financed Cost: \$5,040,000

Estimated PFC Eligible Bond Capital and Financing Cost: \$0

AIP Funding: \$4,536,000

Other Revenue (NYS Match): \$252,000

Estimated Start Date: October 1, 2019

Estimated Completion Date: December 31, 2023

Description:

Rehabilitation of Parallel Taxiway “A” between stub Taxiway “B” and stub Taxiway “F” including connecting stub taxiways “C”, “D”, and “E” is proposed to be completed in three phases. A general description of each phase follows:

- Phase 1 includes approximately 1,900 lf x 50 lf of Taxiway “A” between Taxiway “B” and the Terminal Apron and approximately 300 lf x 90 lf of Stub Taxiway “C”.
- Phase 2 includes approximately 1,300 lf x 50 lf of Taxiway “A” between the Terminal Apron and mid-way between Taxiway “D” and Taxiway “E”, including approximately 600 lf x 90 lf of stub Taxiway “D” and 37,000 sf of the GA Apron.
- Phase 3 includes approximately 700 lf x 50 lf of Taxiway “A” between Taxiway “D” and Taxiway “F” and approximately 300 lf x 90 lf of Stub Taxiway “E”.

Attachment I includes aerial photos showing the limits of each phase of the project. No edge lighting or guidance sign improvements will be addressed as part of the projects.

Justification:

Constructed in two segments in 1993 and 1999, Parallel Taxiway “A” between Stub Taxiway “B” and Stub Taxiway “F” including connecting stub taxiways “C”, “D”, and “E” are exhibiting signs of distress and wear. An Airport Pavement Management Study (APMS), conducted by C&S Engineers, Inc. and published in August of 2014, generally identified the level of distress, assigned PCI ratings, and made recommendations for maintaining all airfield pavements on the airport. The types of distress identified included longitudinal and transverse cracking, alligator cracking, and raveling. The projected PCI ratings for these taxiway areas are a low of 45 and a high of 55 below the optimum PCI level of 60 when rehabilitation is recommended. Study recommendations for maintenance of these pavements suggested a bituminous overlay consistent with the proposed scope of the project.

This project is shown on the approved Airport Layout Plan and will enhance safety at the airport by complying with FAR Part 139 Subpart D Section 139.305. This project is eligible per FAA Order 5100.38D, Appendix H, Table H-3,e.. The Taxiway Rehabilitation project preserves capacity of the national air transportation system thereby meeting PFC eligibility requirements of FAA Order 5500.1, Passenger Facility Charge, Section 4-7.

Project No. 11 – Install Passenger Boarding Bridge (Gate 1)

PFC Level: \$4.50
Estimated Total Project Cost: \$1,107,000
Estimated Total PFC Eligible Cost (County Share): \$55,350
Estimated Non-Financed Cost: \$1,107,000
Estimated PFC Eligible Bond Capital and Financing Cost: \$0
AIP Funding: \$996,300
Other Revenue (NYS Match): \$55,350
Estimated Start Date: October 1, 2018
Estimated Completion Date: October 1, 2019

Description:

This project includes installation of a new Passenger Boarding Bridge at Boarding Gate No. 1. This new gate would be non-exclusive and available to all airlines as well as charters and diversions. Project includes construction of a new concrete foundation; furnishing and installation of new loading bridge; associated electrical equipment, access control equipment, above ground conduits and cable installations; and restoration of surfaces disturbed as a result of the work. A portable ground power unit will be acquired under this project.

Justification:

Currently there is only two boarding bridges at the terminal. As part of an ongoing terminal expansion and security upgrades project, a new gate will be constructed to accommodate passenger demand. This project is eligible per FAA Order 5100.38D, Table N-5, Item g. and N-9, Item e. The Passenger Boarding Bridge project enhances safety and security of the national air transportation system thereby meeting PFC eligibility requirements of FAA Order 5500.1, Passenger Facility Charge, Section 4-7.

Project No. 12 – Acquire SRE Equipment (2 vehicles)

PFC Level: \$4.50
Estimated Total Project Cost: \$1,404,000
Estimated Total PFC Eligible Cost (County Share): \$70,200
Estimated Non-Financed Cost: \$1,404,000
Estimated PFC Eligible Bond Capital and Financing Cost: \$0
AIP Funding: \$1,263,600
Other Revenue (NYS Match): \$70,100
Estimated Start Date: October 1, 2018

Estimated Completion Date: October 1, 2019

Description:

This project includes acquisition of two pieces of snow removal equipment as follows:

1. One (1) high-speed Multi-Tasking Equipment consisting of a carrier vehicle, snow plow, and tow-behind rotary broom with high velocity air unit. This equipment will replace a 2009 Oshkosh plow truck that will have exceeded its useful service life. A new MTE will account for one plow truck and one rotary broom unit and will allow the Airport to maintain adequate equipment to clear Priority 1 areas.
2. Acquisition of one (1) articulated crawler tractor with plow blade to replace a 1999 Case 921C loader with ramp blade that has exceeded its useful service life. A new ramp dozer will allow the Airport to maintain adequate equipment to clear the Terminal Apron, which is identified as part of the Priority 1 areas.

Justification:

The two pieces of snow removal equipment proposed will replace existing equipment that is old and unreliable. The equipment is necessary to maintain the Priority 1 aircraft operational surfaces during snow events in accordance with the approved Snow and Ice Control Plan. The number, type, and size of snow equipment is consistent with the recommendations of AC 150/5220-20A Airport Snow and Ice Control Equipment.

The airport is located in an area that receives significantly more than 30 inches of snow annually. This project will preserve the safety of the national Air Transportation System through the expeditious removal of snow and ice from the single runway and taxiways thereby providing an all-weather airport for all categories of users. The project is eligible per FAA Order 5100.38D, Table M-1, d. (1).

Project No. 13 – Replace ARFF Vehicle

PFC Level: \$4.50

Estimated Total Project Cost: \$802,000

Estimated Total PFC Eligible Cost: \$40,100

Estimated Non-Financed Cost: \$802,000

Estimated PFC Eligible Bond Capital and Financing Cost: \$0

AIP Funding: \$721,800

Other Revenue (NYS Match): \$40,100

Estimated Start Date: October 1, 2019

Estimated Completion Date: October 1, 2020

Description:

This project includes the replacement of a 1996 Oshkosh T-1500 aircraft rescue and firefighting (ARFF) vehicle meeting the requirements of FAA Advisory Circular 150/5220-10E and 14 CFR Part 139. The ARFF vehicle will be an all-wheel drive, diesel powered vehicle having a mechanical foam/water system designed for extinguishing flammable and combustible liquid fuel fires. The Sponsor also intends to acquire vehicle equipment including medical supply kits, firefighting tools, and personal protective gear and apparatus. These will be bid separately from the ARFF vehicle.

Justification:

Ithaca Tompkins Regional Airport is a Part 139 Class One Airport, ARFF Index B. The current ARFF vehicle was manufactured in 1996 and has reached its useful life expectancy. A replacement vehicle will enhance the overall safety of the airport and provide for increased efficiency and response time for emergencies. This project is eligible per FAA Order 5100.38D, Appendix L, Table L-2, Item a. and Item e.. The Replace ARFF Vehicle enhances safety of the national air transportation system thereby meeting PFC eligibility requirements of FAA Order 5500.1, Passenger Facility Charge, Section 4-7.

Project No. 14 – Project Administration

PFC Level: \$4.50

Estimated Total Project Cost: \$28,000

Estimated Total PFC Eligible Cost: \$28,000

Estimated Non-Financed Cost: \$28,000

Estimated PFC Eligible Bond Capital and Financing Cost: \$0

AIP Funding: \$0

Other Revenue (NYS Match): \$0

Estimated Start Date: September 1, 2017

Estimated Completion Date: December 30, 2021

Description:

Provide reimbursement for the costs incurred in the preparation of the PFC application, general administration of the program including maintaining accounting records and submitting reports as required, perform annual audits, and preparation of documents for closeout of the program.

Justifications:

Public agencies may use PFC revenue to pay for the allowable administrative support costs during the life of the Passenger Facility Charge program as described in 14 CFR Part 158. This project is being undertaken to allow recovery of PFC allowable eligible projects. The PFC Project Application contains projects that meet PFC project eligibility criteria by preserving or enhancing the safety, security, and capacity of the national air transportation system.

Tompkins County
Ithaca/Tompkins Regional Airport
PFC Application 18-05-C-00-1TH
Summary of Project Costs

#	Project Title	Project Admin/Misc		Const./Acq \$		Design/CM/CI		Debt Service (Int./Fees)	Total Project Costs	Grant Funding		PFC Eligibility Factor	Total Admin Const. Design & CM/CI		Total Debt Service (Int./Fees) PFC Eligible	Total PFC Eligible
		Pay-Go	Misc	Pay-Go	Financed	Pay-Go	Financed			AlP	Other		Design & CM/CI PFC Eligible	Admin Const. PFC Eligible		
1	Parallel Taxiway Relocation Phases II (39-02, 43-05, 46-05)	\$8,347		\$4,048,252		\$394,959			\$4,441,558	\$4,219,480	\$111,039	100%	\$111,039	\$111,039	\$111,039	\$111,039
2	Parallel Taxiway Relocation Phases III (44-05, 46-05, 48-08)	\$4,000		\$4,125,763		\$801,000			\$4,733,763	\$4,497,075	\$118,344	100%	\$118,344	\$118,344	\$118,344	\$118,344
3	Runway Safety Area Improvements (47-07, 48-08)			\$2,906,233		\$719,289			\$3,624,522	\$3,443,296	\$90,613	100%	\$90,613	\$90,613	\$90,613	\$90,613
4	Runway 32 Localizer Antenna Array Relocation (48-08)			\$105,445		\$69,987			\$175,412	\$166,641	\$4,385	100%	\$4,385	\$4,385	\$4,385	\$4,385
5	Sand Storage Building (52-09, 57-11)	\$2,534		\$1,453,614		\$282,939			\$1,739,107	\$1,652,152	\$43,478	100%	\$43,478	\$43,478	\$43,478	\$43,478
6	Terminal Apron Rehabilitation (59-11, 61-12)	\$5,542		\$1,444,617		\$391,411			\$1,841,570	\$1,857,413	\$92,079	100%	\$92,079	\$92,079	\$92,079	\$92,079
7	Security Perimeter Fence Improvements (68-13)	\$7,882		\$298,201		\$236,440			\$1,190,613	\$1,071,551	\$56,531	100%	\$56,531	\$56,531	\$56,531	\$56,531
8	Acquire Snow Removal Equipment (78-16)	\$15		\$759,933					\$795,948	\$716,351	\$39,797	100%	\$39,797	\$39,797	\$39,797	\$39,797
9	GA Apron Rehabilitation and Fence Improvements (Construction) (78-17)	\$11,000		\$1,554,027		\$157,500			\$1,722,527	\$1,550,274	\$86,126	100%	\$86,126	\$86,126	\$86,126	\$86,126
10	Install Passenger Boarding Bridge (Gate 3) (80-17)	\$3,000		\$17,365		\$147,150			\$973,200	\$870,764	\$48,376	100%	\$48,376	\$48,376	\$48,376	\$48,376
11	Rehabilitation of Parallel Taxiway A Phases 1, 2, and 3 (Including Connecting Stub Taxiways "C", "D", and "E")	\$12,000		\$4,654,800		\$973,200			\$5,040,000	\$4,536,000	\$252,000	100%	\$252,000	\$252,000	\$252,000	\$252,000
12	Install Passenger Boarding Bridge (Gate 1)	\$4,000		\$220,000		\$184,000			\$1,107,000	\$996,300	\$55,350	100%	\$55,350	\$55,350	\$55,350	\$55,350
13	Acquire SRE Equipment (2 vehicles)	\$2,000		\$1,400,000					\$1,402,000	\$1,263,600	\$70,200	100%	\$70,200	\$70,200	\$70,200	\$70,200
14	Replace ARF Vehicle	\$28,000		\$800,000					\$802,000	\$721,800	\$40,100	100%	\$40,100	\$40,100	\$40,100	\$40,100
	Project Administration								\$28,000							\$28,000
Total		\$91,318		\$25,355,340	\$0	\$4,166,875	\$0	\$0	\$29,613,532	\$27,382,697	\$1,111,418		\$1,130,418	\$1,130,418	\$0	\$1,130,418