

Notice and Opportunity for Public Comment

In accordance with CFR 14 Part 158.24, notice is hereby given that the Connecticut Airport Authority (CAA) is offering an opportunity for public comment prior to the filling an application with the Federal Aviation Administration (FAA) for:

Passenger Facility Charge – Impose and Use Authority for the following items:

- 1. Replace In-Pavement Light Fixtures**
- 2. Terminal Passenger Circulation Renovations**
- 3. Off Airport Obstruction Removal**
- 4. Purchase Four (4) Plow Trucks**
- 5. Reconstruction of Taxiway C South**
- 6. Terminal Public Restroom Renovations**
- 7. Purchase Two (2) Pay Loaders**
- 8. HVAC Equipment Replacement**
- 9. Preparation of PFC Application**

Brief Justification:

- 1. Replace In-Pavement Light Fixtures.** This project involves replacing Runway 6-24 In-pavement Centerline and Touchdown Zone lighting fixtures. The existing light fixtures are approximately 12 years old, time consuming and costly to repair, and have surpassed their life expectancy. The new fixtures will provide a high quality lighting system which is critical to low-visibility aircraft approaches.
- 2. Terminal Passenger Circulation Renovations.** This project involves passenger circulation improvements to Terminal A in the main ticketing level lobby for arriving and departing passengers. The width of the existing Terminal A main entrance to and from the public lobby and sterile areas is currently constrained due to the building limitations, and is inadequate to effectively move the public through these areas. The finished project will result in improved circulation flows for the traveling public by creating a new main entrance hallway adjacent to the current ticket counters directly linking these public areas to the public restrooms while avoiding the main checkpoint queuing area. In addition, a new public walkway will also be installed in the area of the main stairwell and escalator core. This walkway will serve to improve public circulation by providing for more efficient passenger circulation between departing and arriving areas, and will result in easier access to the new public elevators currently under construction within Terminal A.
- 3. Off-Airport Obstruction Removal.** This project involves the removal of off-airport obstructions within the Terminal Instrument Procedures (TERPS) approach surfaces for Runways 6 and 24. The project consists of the removal of vegetative obstructions from approximately 19 off airport parcels near the approaches to Runways 6 and 24, and the acquisition of any necessary easements. The removal of these obstructions will allow

for safe and efficient airport operations, will bring BDL into compliance with FAA design criteria, and will allow BDL to maintain existing published runway approaches. Failure to remove these obstructions could result in a reduction in approach procedures, which could have an adverse impact on airport operations and air service.

4. **Purchase Four (4) Plow Trucks.** This project involves the purchase of four (4) 22' plow trucks, which will replace snow removal equipment (SRE) vehicles in the poorest working condition. The new SRE vehicles are eligible for PFC funding based on FAA Snow Removal Calculations for the airport. The average age of BDL's rotary plows (snow blowers) is 18 years, which is well beyond FAA replacement criteria of 10 years of age, and are currently undersized according to FAA calculations.
5. **Construction of Taxiway C South.** This project will reconstruct, mark, light, and sign a portion of Taxiway Charlie and Taxiway Romeo; realign Taxiways Charlie and Romeo at the intersection of the Runway 6 threshold; and construct islands along the east side of Taxiway Charlie. The Pavement Condition Index (PCI) for Taxiway Charlie is currently rated at 18, a condition of "poor", and the Taxiway is showing signs of distress (longitudinal and transverse cracking, alligator cracking, block cracking, and pavement raveling). Taxiway Charlie is the main taxiway for aircraft arrivals on Runway 24 and departures from Runway 6. It also provides primary access to the Remote Deicing Facility. As such, Taxiway Charlie is an essential element of the taxiway system required to handle the large capacity of operations on the main runway. The realignment of Taxiways Charlie and Romeo are required to correct the misalignment of the Taxiway edges and the Runway 6 threshold.
6. **Terminal Public Restroom Renovations.** This project entails renovations to 25 existing public restrooms in BDS's Terminal A and both concourses. Renovations will include replacement of existing flooring, wall tiles, counters, sinks, fixtures, toilet partitions and accessories, as well as the installation of new, energy efficient light emitting diode (LED) lighting fixtures. Most of the existing public restrooms in BDL's Terminal A were last renovated in 2002, and are in need of complete renovation. Fully renovating the existing restrooms will provide improvements to both the quality and level of service for public travelers within these areas.
7. **Purchase Two (2) Pay Loaders.** The project entails the purchase of two (2) 6-cubic-yard pay loaders with attachments to assist with snow removal operations. These vehicles are eligible based on the Snow Removal Calculations for the airport. BDL has an aging SRE fleet. New pay loaders will replace equipment that is beyond the manufacturers' life expectancy in terms of both operational life, and parts availability. Units in the poorest working condition will be replaced upon receipt of the new SRE equipment.

8. **HVAC Equipment Replacement.** This project will include the design, evaluation of system options and necessary replacement of BDL’s Terminal A Heating, Ventilation and Air Conditioning (HVAC) equipment. A heating investigation for BDL Terminal A provided recommendations for replacing the existing HVAC equipment. HVAC equipment has an average useful life of 15 – 20 years. Much of Terminal A at BDL has equipment that is 30 years old, and beyond its useful life.

9. **Preparation of PFC Application.** This project entails the preparation of the PFC application, which will include all draft documents and meetings required to submit and support approval of the application. The CAA uses PFC funding to complete Airport Improvement Program (AIP) eligible projects, planning documents, and equipment purchases. The preparation of the PFC application is a timely, intricate, and labor intensive process which will also require the CAA to seek the services of a consultant.

PFC level for each: It is intended that all collections will be at the \$4.50 level.

Estimated total PFC revenue to be used for each project

Replace In-Pavement Light Fixtures	\$ 250,000
Passenger Circulation Terminal Renovations	700,000
Off Airport Obstruction Removal	437,500
Purchase Four (4) Plow Trucks	1,200,000
Reconstruction of Taxiway C South	4,250,000
Terminal Restroom Renovations	5,400,000
Purchase Two (2) Pay Loaders	1,200,000
HVAC Equipment Replacement.....	1,500,000
Preparation of PFC Application.....	<u>50,000</u>
Total:	\$ 14,987,500

Proposed PFC collection commencement date for application: (May 1, 2032)

Estimated charge expiration date for application: (September 1, 2033)

Estimated total PFC revenue to be collected: (\$14,987,500)

Notice is also hereby given that the CAA is offering an opportunity for public comment prior to requesting approval to amend the collections for the New Roadway System project which was approved in PFC application 15-22-C-00-BDL.

The New Roadway System project PFC share was originally approved in application 15-22-C-00-BDL at \$5,780,000 and was based on a schematic design estimate. Based on actual bid, utility relocation costs, construction inspection and design services during construction, the revised PFC share being requested is \$7,400,000. The PFC share is based on FAA approval of 70% for the overall construction of the New Roadway System and represents an increase of \$1,620,000. The additional PFC collections will increase the original effective date by 2 months.

Comments may be filed no later than August 31, 2017 and sent to:

Mr. Robert J. Bruno
Director of Planning, Engineering and Environmental
Connecticut Airport Authority
334 Ella Grasso Turnpike, Suite 160
Windsor Locks, CT 06096