

# Notice and Opportunity for Public Comment

In accordance with CFR 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) Off Airport Obstruction Removal
- 2) Easement Acquisition for Obstruction Removal
- 3) Runway Friction Measuring Equipment
- 4) One (1) SRE Mult-Use H Chassis w/ Snow Blower
- 5) Two (2) SRE Multifunction HT Chassis w/Plow and Broom
- 6) One Airport Deice Truck
- 7) Rehabilitate TW S Design and Construction
- 8) Airfield Signage Replacement and Circuitry Study
- 9) Lower Level Terminal Renovation
- 10) Terminal A Viaduct Repair
- 11) Taxiway W Extension- Planning and Environmental Study

**Brief Justification:**

**1) Off Airport Obstruction Removal**

This project will preserve and enhance safety and capacity at BDL by providing for the removal of existing off-airport obstructions in the approaches to Runways 15 and 33. This project will ensure that the approaches to Runways 15 and 33 are clear and they have the lowest minimums possible allowing for the safest and efficient airport operations. Thus, the project meets the PFC objective of preserve and enhance safety and capacity of the national transportation system.

**2) Easement Acquisition for Obstruction Removal**

The CAA has completed an Environmental Assessment as well as an AGIS survey which was conducted during the Master Plan update. These two documents identified parcels which contain Tree obstructions to the airports critical flight surfaces. This project will allow the airport to acquire Easements on privately owned off-airport property for the purpose of obstruction removal. The project will protect and maintain the airports critical flight surfaces to the current federal Aviation Administration Standards.

**3) Runway Friction Measuring Equipment**

Per FAA Take-Off and Landing Performance Assessment (TALPA), the only way to upgrade Runway Condition Codes (RCC) is through a friction measuring device per AC 150/5200-30D. CFME would reliably produce unbiased, scientific, friction data when assessing a runway to generate accurate condition contaminate, which can either keep a runway from closing or open after a runway treatment. Procurement of a CFME vehicle will allow BDL Staff to accurately record runway friction during winter weather operations and during summer to evaluate rubber deposit build up, both of which negatively affects aircraft braking action.

**4) One (1) SRE Multi-Use H Chassis w/ Snow Blower**

Bradley International Airport (BDL) has been replacing its aging SRE fleet. The current request is to replace the oldest snow blower and is based on the FAA models for eligible equipment. These pieces of equipment are eligible for FAA AIP/PFC funding and according to the FAA criteria should be replaced approximately every 10 years. BDL's SRE are beyond the FAA recommended replacement age.

**5) Two (2) SRE Multifunction HT Chassis w/Plow and Broom**

Bradley International Airport (BDL) has been replacing its aging SRE fleet. The current request is to replace the oldest snow plows and brooms with multifunction equipment and is based on the FAA models for eligible equipment. These pieces of equipment are eligible for FAA AIP/PFC funding and according to the FAA criteria should be replaced approximately every 10 years. BDL's SRE are beyond the FAA recommended replacement age.

**6) One (1) Airport Deice Truck**

Bradley International Airport (BDL) has only one deicing truck in operation. This additional truck will replace a recently retired truck which was a 1000-gallon Ford deicing truck and was approximately 38 years old. The new truck will have the capacity to hold approximately 4000 to 5000 gallons of material. This piece of equipment is eligible for FAA AIP/PFC funding and according to the FAA criteria should be replaced approximately every 10 years. BDL is currently in need of a second vehicle in order to continue to maintain and operate the airport in the winter months in the most efficient manner.

**7) Rehabilitate TW S Design and Construction**

Bradley International Airport (BDL) has identified through the pavement management plan completed 2014 that this taxiway is in need of reconstruction. This project will include the installation of islands at the intersections with Taxiway Papa and Echo to adhere to FAA orders and eliminate the potential for Runway incursion.

Taxiway S is the main taxiway used for aircraft arrivals and departures. This taxiway also provides access to the terminal apron. This taxiway is an essential part of the taxiway system and is required to handle the large capacity of operations from the main runway.

**8) Airfield Signage Replacement and Circuitry Study**

The existing cabling and signage on the airfield is of varying ages and is due for replacement. During the course of this project the electrical cabling will be inspected, and a condition survey report of the electrical cabling will be developed. This will provide airport staff with a full assessment of the electrical system and will allow the airport to property plan for system replacements. During the most recent FAA Airport Inspection it was noted that not all of the signs do not meet the latest FAA Advisory Circular and therefore all signs will be replaced to meet the FAA AC 150-5345-44K, "Specifications for Runway and Taxiway Signs" on guidance and standards to provide adequate visibility.

**9) Lower Level Terminal Renovation**

This project will seek to provide upgrades the lower level bag claim. This project will require a number of complex renovations to the lower level in Terminal A. The present lighting in this portion of the terminal was installed in 2004 and is original to the terminal construction. The existing lighting is outdated and inefficient and does not provide enough lighting to sufficiently illuminate the lower level. In order to replace the lighting this will require extensive electrical work as well as removal of a large portion of the ceiling as the old plaster will need to be replaced to adequately provide bracing for the new fixtures. Lights will be replaced with newer, more efficient Light Emitting Diode (LED) fixtures providing improvements to the quality of life while also reducing energy consumption. The improvements to the lower level will also include new wayfinding signage including a new digital concierge. The project will also require the existing carpeting to be replaced with new carpeting which will be designed to enhance the passenger experience by creating a designated path for passengers to follow to retrieve their luggage. This stair and bridge modification was advertise and bid with the cost coming in above engineers estimate. The project will be included in this renovation as a majority of the work is in the lower level terminal area and feel the cost will be lower as it is part of a much larger project.

**10) Terminal A Viaduct Repair**

The viaduct is constructed in two parts, the original portion which was constructed in 1986 and the second portion which was constructed when Terminal A was expanded in 2003. Based upon the age and the condition of the bridge it is due for repair. Recently the underside of the bridge joints were repaired. The pavement is currently in poor condition and there is evidence of pavement cracking and raveling.

**11) Taxiway W Extension- Planning and Environmental Study**

This Environmental Study will be the first phase of the overall project which will be to extend Taxiway W and will evaluate the environmental conditions of the proposed extension of Taxiway W. Without the Environmental Study the project will not be allowed to move forward. The extension of Taxiway W is vital to obtaining access to the east side

of Runway 15 and for the development for a parallel taxiway as identified in the recent Master Plan for operational efficiency.

PFC Level for each: it is intended that all collections will be at the \$3.00 level

Estimated total PFC Revenue to be used for each project:

<b>Project</b>	<b>PFC</b>
Off Airport Obstruction Removal	\$ 250,000
Easement Acquisition for Obstruction Removal	\$ 562,500
Runway Friction Measuring Equipment	\$ 250,000
One (1) SRE Multi-Use H Chassis w/ Snow Blower	\$ 700,000
Two (2) SRE Multifunction HT Chassis w/ Plow and Broom	\$ 2,400,000
One (1) Airfield Deice Truck Mounted Equipment	\$ 625,000
Rehabilitate TW S Design and Construction	\$ 2,750,000
Airfield Signage Replacement and Circuitry Study	\$ 475,000
Lower Level Terminal Renovation	\$ 15,000,000
Terminal A Viaduct Repair	\$ 4,000,000
Taxiway W- Planning/ Environmental Study	\$ 62,500
<b>Total:</b>	<b>\$ 27,075,000</b>

Proposed PFC Collection commencement date for application: (March 1, 2033)

Estimated Charge expiration date for application: (April 1, 2036)

Estimated total PFC revenue to be collected: (\$27,075,000)

Comments may be filed no later than January 21, 2019 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  
Email- [rbruno@ctairports.org](mailto:rbruno@ctairports.org)