

PUBLIC NOTICE

Erie International Airport / Tom Ridge Field

Notice of Intent to File a PFC Application

October 11, 2022

Erie Regional Airport Authority, Sponsor of the Erie International Airport / Tom Ridge Field (ERI), is planning to file an application with the Federal Aviation Administration (FAA) to impose and use a Passenger Facility Charge (PFC) to fund capital improvement projects at ERI. This notice is being issued to meet PFC application filing requirements set forth in 14 Code of Federal Regulations (CFR) § 158.24. The proposed charge is \$4.50 per enplaned passenger and is estimated to be effective February 1, 2025 with an estimated expiration occurring on May 1, 2031. The total revenue to be collected and used by ERI at the end of the collection period is \$1,779,365 and will fund:

Project	Requested PFC Charge	Total Requested Revenue
VALE Infrastructure (Three Pre-Conditioned Air Units) This project installed three point-of-use pre-conditioned air units obtained through a VALE grant on three terminal boarding bridges that included controls and accessories for the cooling, heating, and ventilation of air carrier aircraft. The airport did not previously have pre-conditioned air units installed at its boarding bridges and this project eliminated the need to run auxiliary power units that emitted exhaust gases to cool, heat, and ventilate air carrier aircraft.	\$4.50	\$65,547
Conduct Environmental Study (Wildlife Assessment) & Wildlife Hazard Assessment (Plan) This project conducted a Wildlife Hazard Assessment and prepared a Wildlife Hazard Management Plan that was directed by the FAA following a FAR Part 139 certification inspection. As a part of the project, the previous wildlife assessment was validated and updated which led to the preparation of the Wildlife Hazard Management Plan. This involved a review of wildlife strike records and a 12-month observation of airfield wildlife activity. This project enhanced safety at the airport by mitigating opportunities for wildlife to interfere with aircraft operations.	\$4.50	\$3,743
Rehabilitate Runway 6/24 (Markings and Signage) This project removed outdated and erroneous airfield pavement markings on Runway 6/24 and replaced them with markings that met current FAA standards. This project was directed through a Letter of Correction that was received about the markings in follow up from the airport's annual FAR Part 139 airfield inspection. Application of these pavement markings enhanced the safety of the airfield.	\$4.50	\$4,198
Acquire Snow Removal Equipment (Front End Loader) This project purchased a front-end loader for snow removal operations to replace an existing 1981 model year loader that had reached the end of its useful life and was both challenging and costly to repair. The new loader is used as part of the snow removal equipment fleet tasked with removing snow and ice from runways and taxiways.	\$4.50	\$4,474
Construct Sand and Chemical Storage Building This project constructed a storage building for sand and airfield pavement deicing/anticing chemicals used in airfield snow and ice removal operations. Construction of this building was directed by the FAA through a Letter of Correction received from the airport's annual FAR Part 139 inspection.	\$4.50	\$13,914
Security Enhancements (Police Vehicle) This project purchased a new 2015 Ford Explorer public safety truck to replace one (1) of the two 2002 Chevrolet Tahoe vehicles in ERI's fleet that was used by the Public Safety Department that had reached the end of its useful life as a result of daily 24-hour use. The public safety truck is used to conduct perimeter checks as well as to respond to alarms and emergencies.	\$4.50	\$2,356
Acquire Snow Removal Equipment (1 multi-function vehicle with broom & plow) (1 of 2) This project acquired one (1) MB5 multi-function SRE vehicle with a broom and plow for airfield snow and ice removal operations. This project is the first of two MB5 multi-function SRE vehicle purchases presented in this PFC application. This vehicle replaced a 20-year-old broom vehicle and a 25-year old plow vehicle of which each had exceeded their useful life. Purchase of the multi-function broom/plow increased the efficiency and timeliness of airfield snow and ice removal operations with multiple tasks being completed by a single vehicle. This reduced runway vehicle occupancy time increasing airfield safety.	\$4.50	\$32,319

Project	Requested PFC Charge	Total Requested Revenue
Update Airport Master Plan (Phase I) – Sustainable Master Plan & Update Airport Master Plan Study (Phase II)		
<p>This project updated the airport master plan and airport layout plan and contained a sustainability element that focused on identifying and implementing cost-effective, environmentally friendly actions for operational and future infrastructure planning use. The existing airport master plan was completed in the early 2000 and required an update due to the growth in activity and enplanements that has occurred since that time. Identifying options to extend the primary runway and improve runway safety areas were focuses of the master plan update effort. The sustainability element of the master plan focused on identifying and implementing cost-effective, environmentally friendly actions for operational and future infrastructure planning use.</p>	\$4.50	\$61,652
Acquire Snow Removal Equipment (1 multi-function vehicle with broom and plow) (2 of 2)		
<p>This project acquired one (1) MB5 multi-function SRE vehicle with a broom and plow for airfield snow and ice removal operations. This project is the second of two MB5 multi-function SRE vehicle purchases presented in this PFC application. The vehicle replaced a 15-year-old existing broom vehicle that reached the end of its useful life. An extension of Runway 6/24 that was completed before the broom vehicle was acquired also justified its purchase since an additional 400,000 square feet of runway pavement required the prompt and effective removal of snow and ice.</p>	\$4.50	\$30,726
Rehabilitate Runway 2/20 (design) & Rehabilitate/Relocate Taxiway A and Hold Bay (preliminary design)		
<p>This project is the design portion of the project to rehabilitate Runway 2/20 at the intersection of Taxiway D and the rehabilitation/relocation of Taxiway A and associated hold bay. The existing pavement at the intersection of Runway 2/20 and Taxiway D was in a condition that required improvement beyond typical pavement maintenance actions. Rehabilitation was found to be the best method to improve the pavement. Design for the rehabilitation / relocation of Taxiway A and associated hold bay was included as a part of this project.</p>	\$4.50	\$9,585
Reconstruct Runway 2/20		
<p>This project is the construction portion of the project to rehabilitate Runway 2/20 at the intersection of Taxiway D. The existing pavement at the intersection of Runway 2/20 and Taxiway D was in a condition that required improvement beyond typical pavement maintenance actions. Rehabilitation was found to be the best method to improve the pavement.</p>	\$4.50	\$49,086
Reconstruct Taxiway A (final design)		
<p>This project is the design portion of the relocation / rehabilitation of Taxiway A and relocation of the Taxiway A holding apron. Taxiway A between Runway 2/20 and Taxiway A1 was approximately 30 feet too close to Runway 6/24. The realignment increased the separation between the taxiway and Runway 6/24 to meet FAA airfield design standards. The pavement of Taxiway A has also deteriorated to a condition that improvement is necessary since it has not been resurfaced since 1993.</p>	\$4.50	\$20,362
Install Perimeter Fencing		
<p>This project installed wildlife perimeter fencing not required by 49 CFR 1542 along the south perimeter of the airfield. Approximately 5,500 linear feet of fence was installed which includes replacement of a double-wide manual vehicle gate. Additionally, a survey for the location of the southern property line of the Airport in the vicinity of the proposed fence was completed to ensure fence placement on Airport Property. This project was implemented as one of the recommendations from the Wildlife Management Plan. The fence provides a wildlife hazard upgrade as the fabric at the ground elevation of the previous fence had been compromised and allowed animal access to the airfield. The original vehicle gate that was replaced also had gaps that allowed animal access.</p>	\$4.50	\$17,015
Acquire Snow Removal Equipment (Snow Blower)		
<p>This project acquired a snow blower vehicle to replace an existing 1990 Snowblast Sicard 3000 snow blower that exceeded its useful life. The existing snow blower was difficult to maintain in proper operation, due to parts and accessories becoming obsolete. The new vehicle is used to clear snow and ice from runways, taxiways, and aircraft parking aprons.</p>	\$4.50	\$32,598

Project	Requested PFC Charge	Total Requested Revenue
<p>Acquire Snow Removal Equipment (Liquid Material Spreader) This project acquired a liquid material spreader to apply de-icing and anti-icing fluid to remove snow and ice from airfield pavement surfaces. The trailer mounted device was purchased because the airport did not have equipment to complete this task. The capability of the device to pre-treat pavement surfaces helps prevent icing prior to an impending weather event and increases the safety of the airfield during winter conditions.</p>	\$4.50	\$3,074
<p>Construct Snow Removal Equipment Building (Design) This project is the design portion of a snow removal equipment building to provide a dedicated storage facility for these vehicles. The airport has purchased several snow removal equipment over recent years and needed a building to house them. Since the airport did not have a snow removal equipment building, some vehicles were stored outside with no protection from the elements. Additional vehicle storage capacity will also be needed since the purchase of larger, next generation snow removal equipment vehicles is planned in the future.</p>	\$4.50	\$15,030
<p>Rehabilitate Terminal Lobby HVAC This project installed a new heating, ventilation, and air condition unit to replace an existing unit that had failed for the terminal lobby and was not able to be repaired. The new unit replaced the one that had failed and was used by people waiting for arriving passengers on the public side of the security screening checkpoint. This unit also provided heating, ventilation, and air conditioning for a portion of the public common area near the main terminal entrance.</p>	\$4.50	\$15,800
<p>Rehabilitate Terminal Building Roof, Windows, Interior Lighting, and Public Common Areas HVAC This project upgraded the roof, windows, HVAC, and interior lighting of public common areas in the terminal building that had aged to a condition in which replacement was needed. HVAC updates also occurred to the following public common areas: baggage claim, rental car counters, ticketing, security screening, passenger boarding gate waiting areas, and jetbridge commuter walkways. HVAC improvements as a part of this project did not include those to the unit that conditions air for the terminal lobby. Upgrade of these terminal building components enhanced maintenance efficiencies, reducing the time needed to perform routine service of these items. Energy efficiencies were also realized with this improvement, reducing cost for operation and maintenance. Likewise, lighting improvements brightened the illumination within the building, which increased security and safety.</p>	\$4.50	\$300,000
<p>Rehabilitate Vehicle Gate Access Control System This project upgraded the access control at the SIDA vehicle gate. This project also included a technology upgrade that installed new access control software, cameras, and associated equipment. Prior to accessing the SIDA, TSA requires physical checks of vehicles per security directives. Upgrading the access control technology at the SIDA gate allowed security staff to better monitor vehicles entering and exiting the SIDA. This technology also allowed security staff to more efficiently respond to this access point through the camera and access control technology upgrade.</p>	\$4.50	\$39,348
<p>Acquire Snow Removal Equipment (3 plow vehicles) This project acquired three (3) 2015 Chevrolet trucks with plow attachments to replace three (3) existing trucks with plows (Mobile 10, Mobile 12, and Mobile 18) that had aged and exceeded their useful life. Due to the cost of the continual maintenance needed on Mobile 10, Mobile 12, and Mobile 18, purchase of the three (3) 2015 Chevrolet trucks with plows was found to be a more cost-effective option than continuing to provide maintenance and repair of aged system components.</p>	\$4.50	\$37,666
<p>Security Enhancements (Police Vehicle) This project purchased a 2016 Ford Explorer to replace a 2003 Ford Expedition that had aged to a condition that replacement was necessary. Due to the 24-hour continual use of the public safety vehicles, replacement was found to be a more cost-effective option than the cost of increasing maintenance and repair of aged system components.</p>	\$4.50	\$9,739

Project	Requested PFC Charge	Total Requested Revenue
Reconstruct Taxiway A (construction) This project is the construction portion of the relocation / rehabilitation of Taxiway A and relocation of the Taxiway A holding apron. Taxiway A between Runway 2/20 and Taxiway A1 was approximately 30 feet too close to Runway 6/24. The realignment increased the separation between the taxiway and Runway 6/24 to meet FAA airfield design standards. The pavement of Taxiway A has also deteriorated to a condition that improvement is necessary since it had not been resurfaced since 1993.	\$4.50	\$428,002
Rehabilitate Terminal Building – Fire/Security System, Signage, Screening Checkpoint, Boarding Bridges, Roof, & Lighting This project rehabilitated public use areas of the terminal building. The fire / security system access control system, boarding area emergency exit doors, and communications systems were upgraded with improved technologies to better detect and alert building occupants of fires while improving the security of emergency exit doors. Signage within the public area of the terminal was upgraded to provide a more consistent look in directing passengers to/from the boarding gates as well as identifying key building locations such as ticket counters, baggage claim, and exits. The layout of the security screening checkpoint area was improved to provide additional area for the better accommodation of passenger queuing and space needed for passenger screening operations. The rehabilitation of boarding bridges also occurred as a part of this project to address failing operational components that required frequent repair and maintenance. Structural improvements to the roof of the terminal were also completed to address / prevent areas of rainwater leakage and improve insulation for heating and cooling. Lighting in public areas of the terminal, both interior and exterior on the curbside, were replaced to LEDs that provided brighter lights to increase safety, security, and visibility.	\$4.50	\$550,078
Rehabilitate Security Fencing Required by 49 CFR 1542 This project replaced security fencing required by 49 CFR 1542 adjacent to the terminal building to meet TSA standards. This consisted of the installation of three strands of barbed wire on the top of existing eight foot high sections of security fencing adjacent to the terminal building and the replacement of a six-foot high section of fence with an eight foot high section with three strands of barbed wire on the top. The security fence upgrades adjacent to the terminal building were needed to comply with 49 CFR 1542 to enhance security and comply with TSA standards.	\$4.50	\$30,070
Rehabilitate Parking Lot (Lighting) This project updated non-revenue generating parking lots used for employee parking, service deliveries, and support vehicles as well as lights for the terminal drive from incandescent to light-emitting diode (LED) fixtures. This change was necessitated for a need to provide greater illumination to these areas for increased safety of arriving vehicles and security. This upgrade of lighting was also completed to reduce energy needs in an effort for ERI to become more sustainable.	\$4.50	\$2,983
TOTAL		\$1,779,365

Ms. Kim Scharrer, the airport's Director of Administration, can be contacted at (814) 833-4258 or through e-mail at kscharrer@erieairport.org for any questions or comments regarding any of the projects contained in this notice. Comments about the projects to be considered in the FAA's decision must be submitted by one of the methods below by **December 14, 2022**:

Mail: Erie Regional Airport Authority
 Attn: Kim Scharrer
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