

PUBLIC NOTICE

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Bradford Regional Airport (BFD)

Intention to:

File Passenger Facility Charge Notice of Intent 22-07-C-00-BFD

Bradford Regional Airport (BFD) is posting this public notice as part of the Passenger Facility Charge (PFC) process adhering to the requirements under 14 CFR § 158.24. Bradford Regional Airport intends to submit a Notice of Intent to “Impose & Use” PFCs on seven (7) projects. The Airport requests to utilize PFCs to reimburse for the local funding on each project, with a total request to impose and use **\$72,393** in PFCs. The proposed PFC level of collection is proposed to continue at **\$4.50** per eligible enplaned passenger. The estimated charge effective date for this Notice of Intent is **October 1, 2022**, with an estimated charge expiration date of **February 1, 2030** based on current annual enplanement projections. The following seven (7) projects anticipated for inclusion in this Notice of Intent are identified and described below:

| PFC Notice of Intent 22-07-C-00-BFD      |                                       |  |
|--|---------------------------------------|--|
| Project Title                            | Requested PFC Amount                  | Project Description/Justification  |
| Master Plan Update (2007) – Impose & Use | \$19,310 (5.0% of Total Project Cost) | <p><b>Description:</b> The project included an update to the Airport Master Plan, last completed in 2001. The project included the project organization and coordination, inventory, and forecast sections as well as the initial aerial survey and mapping data uploads as required. The survey mapping was included as part of a scheduled obstruction removal project. The final documentation included projections of aviation demand, demand/capacity analysis, facility requirements, alternative analysis, environmental overview, capital improvement plan, and final Airport Layout Plan documentation.</p> <p><b>Justification:</b> The previous Master Plan Update had been completed in 2001 and was over 15 years out of date. In addition, the release of updated Airport Design guidance in 2012, combined with changes in airline service, necessitated an update to the plan.</p> |

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| Project Title  | Requested PFC Amount                  | Project Description/Justification   |
| Obstruction Removal Runway 32 Approach – Impose & Use                    | \$10,414 (4.8% of Total Project Cost) | <p><b>Description:</b> The project consisted of removal of obstructions from the Runway 32 approach surface.</p> <p><b>Justification:</b> An obstruction survey of the airport located obstructions within the Runway 32 approach surface that are required to be removed. The obstructions located on the Runway 32 approach need to be removed for safety reasons and to comply with Part 139 comments/recommendations.</p>   |
| Rehabilitate Parallel Taxiway A Crack Sealing and Marking – Impose & Use | \$3,636 (2.5% of Total Project Cost)  | <p><b>Description:</b> The project consisted of the rehabilitation of Parallel Taxiway A to include crack sealing and remarking.</p> <p><b>Justification:</b> The taxiway condition was reviewed through the PennDOT Bureau of Aviation Pavement Management System. Taxiway A was defined by one section. Medium-severity longitudinal &amp; transverse (L&amp;T) cracking was recorded where unsealed crack widths exceeded 1/4 inch. Smaller quantities of low-severity L&amp;T cracking were observed in the unsealed condition. Small amounts of medium-severity alligator cracking and low-severity rutting were also observed. In addition, low-severity weathering and raveling were recorded. The pavement condition index of the taxiway at the time was recorded at 64.</p> |
| Rehabilitate Taxiway D – Impose & Use                                    | \$5,244 (2.5% of Total Project Cost)  | <p><b>Description:</b> The project consisted of the rehabilitation of Taxiway D to Runway 5.</p> <p><b>Justification:</b> Taxiway D was last rehabilitated in 1995. The wearing surface was in need of replacement as the pavement had reached 20 years old.</p>  |
| Rehabilitate Runway 14-32 – Impose & Use                                 | \$19,215 (5% of Total Project Cost)   | <p><b>Description:</b> The project consisted of the rehabilitation and marking of Runway 14-32 which included crack sealing and pavement marking.</p> <p><b>Justification:</b> Runway 14-32 was last rehabilitated in 2010. There were numerous cracks that needed sealing as well as faded markings from maintenance and plowing operations. The PCI at the time was 90.</p>   |

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| Replace Wind Cone – Impose & Use           | \$1,074 (5% of Total Project Cost)    | <p><b>Description:</b> The project consisted of the replacement of the wind come with an LED lighted wind cone at the same location.</p> <p><b>Justification:</b> The primary wind cone at the Airport was in need of replacement. At the time, the wind cone was over 18 years old and was out of service.</p>   |
| PFC Application Development – Impose & Use | \$13,500 (100% of Total Project Cost) | <p><b>Description:</b> This project includes necessary costs associated with the development of a PFC Application for BFD. The project includes the development of PFC Application materials, confirmation of enplanement forecasts, required air carrier and public coordination. Included within these costs are the estimated cost of the consultant services and related costs (i.e. copies, postage, etc.).</p> <p><b>Justification:</b> 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, including the reasonable and necessary costs of carrying out an approved project, including costs incurred prior to and subsequent to the approval to impose a PFC. These PFC administration costs, which can include the costs of preparing, coordinating, and submitting a PFC application must be identified as a separate PFC project.</p> |

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 Ms. Alicia Dankesreiter, Airport Manager, at the address below:

Bradford Regional Airport  
212 Airport Drive  
Lewis Run, PA 16738

All comments must be received **by Friday, August 12, 2022**. Comments received by that date will be considered by the Airport and will be forwarded with the Notice of Intent to the FAA.