



**CLE** CLEVELAND HOPKINS  
INTERNATIONAL AIRPORT

**BKL** CLEVELAND BURKE  
LAKEFRONT AIRPORT

June 14, 2023

## CLEVELAND AIRPORT SYSTEM

### PROPOSED PASSENGER FACILITY CHARGE APPLICATION NO. 23-12-C-00-CLE TO THE FAA TO IMPOSE AND USE A PFC AT CLEVELAND-HOPKINS INTERNATIONAL AIRPORT

#### NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT

The City of Cleveland, Cleveland Airport System (the City) has determined the need to submit to the Federal Aviation Administration (FAA) a Passenger Facility Charge (PFC) Application to impose at Cleveland-Hopkins International Airport (CLE or the Airport) and to concurrently use PFC revenue at the Airport. The City has issued this public notice as part of the PFC application process as per Title 14 Code of Regulation (CFR) Part 158.24 *Notice and Opportunity for Public Comment*.

**Comment Period:** The City will accept public comments on the proposed PFC Application No. 23-12-C-00-CLE (PFC 23-12) up to thirty (30) days after the date of posting this public notice. As such, comments must be received on or before July 20, 2023.

**Authority Point of Contact:** Comments may be mailed to Ms. Christine Gilmartin, Chief Financial Officer, Cleveland-Hopkins International Airport, 5300 Riverside Dr., Cleveland, OH, 44135 or e-mailed at [CGilmartin@clevelandairport.com](mailto:CGilmartin@clevelandairport.com).

**The following information is provided in accordance with 14 CFR 158.24(b)(1):**

The City will seek authority from the FAA to impose/use PFCs with the following characteristics:

**PFC Level:** A four dollar and fifty cent (\$4.50) charge on passengers enplaned at the Airport.

**Charge Effective Date:** January 1, 2024 (which reflects the estimated charge expiration date for pending PFC Application No. 11-11-C-02-CLE).

**Estimated Charge Expiration Date:** The collection period for the five projects to be included in PFC 23-12 is estimated to be 26 months based on a 5.0 percent average annual growth rate in enplanements through FY 2026 and a 92 percent collection rate on enplaned passengers. Thus, the charge expiration date is estimated to be March 1, 2026 (or until collected PFC revenue plus interest thereon equals the allowable cost of the approved projects, as permitted by regulation).

**Estimated Total PFC Impose and Use Revenue:** \$37,101,703

**Projects for which the Authority is seeking Impose and Use Authority:**

**12.01 North Airfield Improvements Phase 2 - Construction**

**Project Description:** This project reimburses for the local share of construction efforts of the North Airfield Improvements - Phase 2 project at CLE. This project included: removal of Taxiway C between Taxiways N and B; removal of Taxiway K between Taxiway G and Runway 6R-24L; removal of Taxiway R between Taxiways G and L; removal of Taxiway B between Taxiways G and Taxiway C; reconfiguration of Taxiway R between Runway 6L-24R and Taxiway G; and, the installation of drainage in the midfield between Taxiway N and Taxiway A.

The North Airfield Improvements - Phase 2 project included the removal of approximately 22,000 square yards of bituminous concrete pavement, 49,000 square yards of Portland Cement Concrete (PCC) pavement, approximately 40,000 cubic yards of unclassified excavation, 2,000 linear feet of electrical ductbank; 1,500 linear feet of pipe in various diameters, and more than 26,000 cubic yards of undercutting/removal of unsuitable material.

Taxiway improvements included the construction of new Taxiway G4 and partial Taxiway A; new drainage and electrical systems; new airfield guidance signage and taxiway lighting.

**Project Justification:** This project enhanced safety of the airfield by improved taxiway design to meet current standards in AC 150/5300-13B. North Airfield Improvements - Phase 2 began the construction phase of required geometry changes to reconfigure the north airfield at CLE to eliminate identified "Hot Spots" under the Runway Inursion Mitigation (RIM) program. The new configuration removes Taxiway C (Old Runway 6C-24C), Taxiways K, R, and B which provided direct access between Runway 6R-24L and Runway 6L-24R. The removal of excess pavement, reconstruction and reconfiguration of taxiways improved pilot visibility and awareness of the runway environment.

Additionally, those removed or reconstructed pavements all exceeded the FAA minimum useful requirements for rehabilitation or reconstruction. According to FAA Order 5100.38D, Change 1, *Airport Improvement Program Handbook* (AIP Handbook), the minimum useful life criterion for pavement rehabilitation or reconstruction is 10 and 20 years, respectively. Further the pavement condition index (PCI) ratings ranged from 56 to 80.

**12.02 North Airfield Improvements Phase 3 - Construction**

**Project Description:** This project reimburses for the local share of construction and project management efforts of the North Airfield Improvements - Phase 3 project at CLE. This project included: construction of Taxiway A between Taxiways G and L; removal of Taxiway A between Taxiways J and L; removal of Taxiway R between Runway 6R-24L and Taxiway J; removal of Taxiway C south of Taxiway S object free area to Taxiway A; removal of Taxiway L1 between Runway 6R-24L and Taxiway L; construction of Taxiway J3 between Taxiways L and J;

construction of Taxiway J4 between Taxiways L and J; and, construction of Midfield Access Road between Taxiways A and N.

The North Airfield Improvements - Phase 3 included the removal of approximately 54,000 square yards and 11,000 square yards of PCC and asphalt pavement, respectively. This project also removed approximately 205,000 cubic yards of unclassified materials and removed approximately 36,000 square feet of pavement markings.

Taxiway improvements included the construction of new Taxiway A between Taxiways L and G, new Taxiways A and S between Taxiway L and Runway 6R-24L, and construction of Taxiways J3, J4, J5, and J6 between Taxiways J and L; new drainage and electrical systems; new airfield guidance signage and taxiway lighting.

**Project Justification:** The North Airfield Improvements – Phase 3 project enhanced safety and preserved capacity of the airfield by improving taxiway design to meet current standards in FAA AC 150/5300-13B. North Airfield Improvements – Phase 3 continued the construction phase of required geometry changes to reconfigure the north airfield at CLE to eliminate identified “Hot Spots” under the RIM program. The new configuration removes direct connections from the commercial apron to Runway 6R-24L, introduces perpendicular intersections at Taxiway L, improves spacing of taxiway connectors between Taxiway L from the commercial apron that improves aircraft queuing for Runway 6L departures, and alleviates “Hot Spot #2” (Taxiway R intersection with Taxiway L) identified in the *Runway Incursion Mitigation Fiscal Year 2018 Annual Summary Report, February 2019*. The project also constructs a Midfield Access Road in the area once occupied by Taxiway C. The removal of excess pavement, reconstruction and reconfiguration of taxiways improved pilot visibility and awareness of the runway environment.

Additionally, those removed or reconstructed pavements all exceeded the FAA minimum useful requirements for rehabilitation or reconstruction. According to AIP Handbook, the minimum useful life criterion for pavement rehabilitation or reconstruction is 10 and 20 years, respectively. Further the PCI ratings ranged from 60 to 82.

### **12.03 Cleveland-Hopkins International Airport Master Plan**

**Project Description:** This project funds for the CLE Master Plan. The new Master Plan will outline a plan for the provision of future facilities to accommodate the projected passenger and aircraft demand. The Master Plan will ensure that short-term actions and recommendations do not preclude long-range planning options and provide a financially sound implementation plan for short-, intermediate-, and long-term improvements.

The Master Plan will be conducted in accordance with FAA AC 150/5070-6B, Airport Master Plans. As part of the Master Plan, an Airport Layout Plan (ALP) drawing set that depicts the full build-out of aviation- and non-aviation-related facilities associated with the preferred development. This ALP drawing set will adhere to the FAA’s prescribed design guidelines and conform to FAA ACs 150/5300-16A, 150/5300-17b, and 150/5300-18B. The ALP set will also include a property inventory map that will reflect the latest Airport property acquisitions.

**Project Justification:** CLE's previous full Master Plan Study was conducted in 1999 with a major update in 2012. The new Master Plan will serve as a roadmap for future development and an important planning tool the City of Cleveland will use to identify aviation issues and needs, land use requirements and opportunities, transportation issues, development guidelines, environmental stewardship for the project areas and to provide recommendations and priorities for optimizing investment.

#### **12.04 Passenger Loading Bridge Replacement**

**Project Description:** This project funds the purchase and installation of new passenger loading bridges (PLB) at Concourse A and Concourse C. This project will remove the existing PLBs and replace with new PLBs manufactured with corrugated steel, equipped with self-contained 30-ton pre-conditioned air (PCA) units with supporting hose baskets, attached 90 KVA ground power units (GPU), potable water cabinets, bag conveyor chutes, and aircraft docking system controls.

**Project Justification:** This project preserves capacity of the Airport by providing dependable PLB operations at the Airport. These PLBs are critical to the operation of the Airport and used frequently throughout the day. There are currently 45 PLBs at CLE, of which 25 are City owned. This project will replace select City owned PLBs

According to the AIP Handbook, the minimum useful life criterion for PBL replacement is 20 years. The average age of these PLBs is 28 years therefore, exceeding the minimum useful life and justifying replacement. These PLBs have experienced numerous mechanical, electrical, and other issues that routinely affect usability. Maintenance issues are not exclusive to just PLBs, but components such as GPUs and PCA units.

#### **12.05 PFC Administrative Costs**

**Project Description:** This project provides for the preparation and implementation of an application to "Impose and Use" a Passenger Facility Charge (PFC) at CLE which will be submitted to the FAA and support for amendments to previously approved applications. The consultant will gather the necessary project, financial, and statistical information; prepare the required public notice; prepare the required air carrier consultation notice; ensure that all procedural requirements are met during the air carrier meeting; prepare the application; prepare the response to air carrier comments; provide the completed application in a format ready for execution and submission; and prepare the air carrier notice upon FAA approval.

**Project Justification:** Retaining a PFC consultant helps ensure PFC Applications and amendments are filed according to the rules and regulation determined by the FAA. Administrative cost is eligible in accordance with 14 CFR 158.3 PFC Administrative Support Cost.

**Funding Sources for PFC 23-12**

Pro. No.	Project Title	Collection Level	PFC Revenue Requested			Total PFC	Approved AIP		Total Project Cost
			Pay-Go	Bond Capital	Finance & Interest		Award	Grant No.	
12.01	North Airfield Improvements, Phase 2 - Construction	4.50	\$6,319,985	\$0	\$0	\$6,319,985	\$18,959,957	23-109	\$25,279,942
12.02	North Airfield Improvements, Phase 3 - Construction	4.50	4,977,312	0	0	4,977,312	14,931,937	23-116	19,909,249
12.03	CLE Master Plan	4.50	0	4,500,000	4,156,990	8,656,990	0		8,656,990
12.04	Passenger Loading Bridge - Replacement	4.50	17,000,000	0	0	17,000,000	0		17,000,000
12.05	PFC Administrative Costs	4.50	147,416	0	0	147,416	0		147,416
<b>Total</b>			\$28,441,713	\$4,500,000	\$4,156,990	\$37,104,703	\$33,891,894		\$70,996,597