



## FOR IMMEDIATE RELEASE

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### CITY OF CLEVELAND - CLEVELAND AIRPORT SYSTEM

#### PROPOSED PASSENGER FACILITY CHARGE APPLICATION NO. 25-14-C-00-CLE TO THE FEDERAL AVIATION ADMINISTRATION TO IMPOSE AND USE A PFC AT CLEVELAND-HOPKINS INTERNATIONAL AIRPORT

#### NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT

The City of Cleveland, Cleveland Airport System (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 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. 25-14-C-00-CLE (PFC 25-13) up to thirty (30) days after the date of posting this public notice. As such, comments must be received on or before Monday, June 2, 2025.

**City Point of Contact:** Comments may be mailed to Ms. Christine Gilmartin, Assistant Director, Finance & Procurement, 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 eligible passengers enplaned at the Airport.

**Charge Effective Date:** January 1, 2026 (which reflects the estimated charge expiration date for pending PFC Application No. 24-13-C-00-CLE).

**Estimated Charge Expiration Date:** The collection period for the 15 projects is estimated to be 17 months based on the current Terminal Area Forecast. Thus, the charge expiration date is estimated to be May 1, 2027 (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:** \$34,468,688

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

**14.01 Acquire Snow Removal Equipment and ARFF Vehicle**

**Project Description:** This reimbursement project funds for the local share of the Acquire Snow Removal Equipment (SRE) and two Aircraft Rescue and Fire Fighting (ARFF) vehicles project at CLE.

**Project Justification:** To preserve the Airport's capacity during snow and ice conditions, it is necessary to have reliable SRE to minimize impacts to operations, in addition to preserving safety on the airfield. Additionally, the acquisition of these SRE vehicle allows the Airport to comply with FAA 14 CFR 139.313 more effectively – *Snow and Ice Control* guidance. The replacement of the ARFF Truck was necessary to maintain CLE's ARFF index C capabilities in accordance with FAR 139.317 guidelines. This project replaced aging equipment that is critical for ARFF staff for emergencies.

**14.02 Construct Snow Removal Equipment Building**

**Project Description:** This reimbursement project funds for the local share of the Construct Snow Removal Equipment Building project that stores SRE at CLE.

**Project Justification:** This project provided a dedicated storage equipment building for eligible SRE vehicles. The Airport has made significant investments in its SRE inventory over recent years and a SRE facility was necessary to store these assets. Prior to the construction of this facility, the Airport did not own a SRE Storage Facility and many of these assets were kept outside with no protection from the elements.

**14.03 NAI Reconfigure Taxiways A, R, S, and J – Design**

**Project Description:** This reimbursement project funds for the local share of the North Area Improvements (NAI) Reconfigure Taxiways A, R, S, and J – Design only project at CLE.

**Project Justification:** This project was necessary to mitigate the “hot spots” at the intersection of Taxiways R and B and the intersection of Taxiways S and J. To comply with FAA design standards, Taxiway R was removed to comply with the requirements of a 90 degree intersection, a portion of Taxiway K was removed due to the crossing with Runway 6R-24L and Runway 6L-24R in the high energy area of the runways, Taxiway B was removed east of Taxiway G to eliminate Hot Spot 2, Taxiway W will be relocated to eliminate direct access to Runway 6R-24L, Taxiway J will be relocated between Taxiways S and W to allow for ADG V traffic, and the Taxiway S intersection with Taxiway J will be rebuilt to alleviate Hot Spot 1.

**14.04 Construct Taxiway (Reimbursable Agreement)**

**Project Description:** This reimbursement project funds for the local share of the Construct Taxiway (Reimbursable Agreement) project at CLE. This project funded for engineering reviews and construction oversight during Phase 3 of the NAI Project. This project also funded for engineering reviews, construction oversight, cable termination and cutover costs associated with the FAA Fiber Optic Transmission System (FOTS) ductbank and cable repair at CLE.

**Project Justification:** The work associated with the reimbursable agreement was necessary for the successful completion of the project. The NAI Phase 3 project preserved the capacity of the airfield by improving taxiway

design to meet current FAA standards. The new configuration removed direct connections from the commercial apron to Runway 6R-24L, introduced perpendicular intersections at Taxiway L, improved spacing of the taxiway connectors between Taxiway L from the commercial apron which improved aircraft queuing for Runway 6L departures, and alleviated an airfield Hot Spot. The project also constructed a Midfield Access Road in the area once occupied by Taxiway C.

#### **14.05 Rehabilitate Runway 6R/24L (8,029'x150') - crack sealing, spall repairs, and isolated slab replacement between thresholds) – Construction**

**Project Description:** This reimbursement project funds for the local share of the Rehabilitate Runway (Runway 6R-24L Rehabilitation) project at CLE. This project funded for CLE Runway 6R-24L pavement repairs between thresholds of active Runway 6R-24L (8,029 feet long x150 feet wide). The work included crack sealing, spall repairs and isolated slab replacements.

**Project Justification:** This project preserved capacity at CLE. Per the the minimum useful life criterion for pavement reconstruction and rehabilitation is 20 and 10 years, respectively. These sections of Runway 6R-24L was last rehabilitated in 1990 and 2007 and have exceeded their minimum useful life based on the AIP Handbook. A pavement evaluation completed in April 2017 identified the average Pavement Condition Index (PCI) ratings for Runway 6R-24L as 54 which is considered in poor condition.

#### **14.06 Terminal (RTA) Tunnel Membrane – Construction**

**Project Description:** This is a reimbursement of the local share of the Terminal (RTA) Tunnel Membrane – Construction project at CLE. This work will rehabilitate wall surfaces, replace tunnel ceiling, waterproof the membrane in the pedestrian access to the tunnel tramway, repair areas damaged through water infiltration, perform structural repairs and replace existing trench drains, and replace the existing tunnel footer drain system, including trunk lines.

**Project Justification:** The work will stop water infiltration from above and traveling through the membrane, which is impacting the structural integrity of the tunnel, walls and ceiling in the pedestrian connector to the terminal, parking garage and RTA train terminus. Performing structural repairs will prevent future damage by addressing the issues at its root cause.

#### **14.07 Reconstruct Wildlife Fence (51,000 feet) not Required by 49 CFR 1542 - Design**

**Project Description:** This project funds for the local share of the Reconstruct Wildlife Fence- Design project at CLE. This project funds for the design of the Reconstruct Wildlife Fence (51,000 feet) at CLE. CLE airport has approximately 51,000 linear feet (10 miles) of 10-foot chain link fence, with 3 strands of barbed wire.

**Project Justification:** This project preserves the safety of the Airport by providing a more reliable wildlife fence to prevent intrusion of individuals and animals from entering the Airport. Over the years the integrity of the chain link fence, tension wires, line post has been compromised due to animals, mower strikes, vehicle strikes, water erosion, and age. Additionally, the wildlife fence is over 20-years old and has exceeded its minimum useful life according to the AIP Handbook.

#### **14.08 Reconstruct Wildlife Fence (51,000 feet) not Required by 49 CFR 1542 - Construction**

**Project Description:** This project funds for the local share of the Reconstruct Wildlife Fence - Construction project at CLE. This project funds for the construction of the Wildlife Fence at CLE. CLE airport has approximately 51,000 linear feet (10 miles) of 10-foot chain link fence, with 3 strands of barbed wire. The work will include the removal and replacement of approximately 51,000 linear feet of the existing wildlife fence, remove and replace gates, and install metal grates on culverts near Abram Creek to prevent wildlife from accessing the airfield.

**Project Justification:** This project preserves the safety of the Airport by providing a more reliable wildlife fence to prevent intrusion of individuals and animals from entering the Airport. Over the years the integrity of the chain link fence, tension wires, line post has been compromised due to mower strikes, vehicle strikes, water erosion, and age. Additionally, the wildlife fence is over 20-years old and has exceeded its minimum useful life according to the AIP Handbook.

#### **14.09 Terminal (RTA) Tunnel Membrane – Professional Services**

**Project Description:** This project reimburses funds for the local share of the Terminal (RTA) Tunnel Membrane–Professional Services project at CLE. This project funds for the Professional Services associated with the Construction Management/Administration for the construction of the Terminal (RTA) Tunnel Membrane Project to rehabilitate wall surface, replace tunnel ceiling, waterproof tunnel membrane from pedestrian access to tramway, repair areas damaged thru water filtration, structural repairs / replacement of trench drains and replace existing tunnel footer drain system, including trunk lines) at CLE.

**Project Justification:** This project reimburses funds for the professional services required to ensure the RTA Tunnel Membrane – Construction project is completed in accordance with the plans and specifications and all applicable local, state, and federal guidelines, and requirements.

#### **14.10 Taxiway V Extension Design, Construction and Construction Administration**

**Project Description:** This project reimburses funds for the local share of the Taxiway Victor (V) - Design project at CLE. This project will entail professional services for the designing, construction administration, and construction of the Taxiway V extension. The new taxiway extension will be constructed to create a 500-foot separation from Runway 6L/24R, south of existing Taxiway V1. In addition, a vehicle service road, which is required to be relocated and a taxilane will be constructed.

**Project Justification:** The construction of Taxiway V extension and connector is necessary to provide access to a new ramp and hangar area being constructed at the Airport.

#### **14.11 Reconstruct Runway 6R-24L – Design Only**

**Project Description:** This project will fund the design for the Reconstruction Runway 6R-24L Project at CLE. Runway 6R-24L is 9,953 feet long and 150 feet wide and constructed with Portland Cement Concrete (PCC). The Project will involve a full-depth reconstruction of Runway 6R-24L, drainage upgrades, shoulder reconstruction, modification and reconstruction to the runway blast pads, and relocation of obstructions located in the runway object free areas.

**Project Justification:** Runway 6R-24L plays a vital role in the operation of the Airport as a primary runway. Runway 6R-24L was last rehabilitated in 1990 and 2008 and has exceeded its minimum useful life based on the AIP Handbook. A pavement evaluation completed in 2020 identified the average PCI rating for Runway 6R-24L as 69, which is considered in fair condition, but there are some sections with PCI ratings at 45 and 52 which is considered in poor condition.

#### **14.12 Stormwater Management Soil Erosion – Abram Creek Project – Design and Construction Administration**

**Project Description:** This project reimburses funds for the Abram Creek Stormwater Management Soil Erosion – Design and Construction Administration project. This project aims to manage stormwater from the CLE airfield, address significant erosion, and stabilize the soil and banks located above and surrounding the Abram Creek Outfall.

**Project Justification:** Over time storm events have caused substantial erosion at the higher elevation headwall and along both sides of the Abram Creek outfall structure and if not addressed could adversely affect the airfield’s drainage capability. Work will include bank stabilization, waterway rerouting, installation of new stormwater infrastructure, and reconstruction, including the construction of steps and an access road for safe access to the outlet structure for routine inspections, maintenance, and repairs.

#### **14.13 Stormwater Management Soil Erosion – Abram Creek Project – Construction**

**Project Description:** This project reimburses funds for the Abram Creek Stormwater Management Soil Erosion – Construction project. This project aims to manage stormwater from the CLE airfield, address significant erosion, and stabilize the soil and banks located above and surrounding the Abram Creek Outfall.

**Project Justification:** Over time storm events have caused substantial erosion at the higher elevation headwall and along both sides of the Abram Creek outfall structure and if not addressed could adversely affect the airfield’s drainage capability. Work will include bank stabilization, waterway rerouting, installation of new stormwater infrastructure, and reconstruction, including the construction of steps and an access road for safe access to the outlet structure for routine inspections, maintenance, and repairs.

#### **14.14 Passenger Boarding Bridge Replacement (12-Gates)**

**Project Description:** This project involves the design, construction of concrete bridge pads, construction and installation oversight and the purchase and installation of 12 new passenger boarding bridges (PBB). This project will remove the existing PBBs and replace them with new PBBs that will be constructed with corrugated steel, equipped with self-contained 45 or 60-ton Preconditioned Air (PCA) units with supporting hose baskets, attached 90 KVA ground power units (GPU), bag conveyor chutes, safety equipment and aircraft docking system controls. Work, including design, constructing the required pad, removal of the existing PBB, installation of the new PBB and engineering, may be performed separately or by the PBB contractor.

**Project Justification:** This project preserves capacity of the Airport by providing dependable PBBs at the Airport. These PBBs are critical to the operation of the Airport and are used frequently throughout the day for passenger usage. Further, these PBBs have exceeded their minimum useful life according the AIP Handbook and require frequent maintenance that impacts scheduling.

## 14.15 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 25-14

Proj. No.	Project Title	Collection Level	PFC Revenue Requested (only Pay-Go is requested)		Approved / Anticipated AIP			Airport Funds	Total Project Cost
			Pay-Go	Total PFC	AIP Funds	Anticipated AIP Funds	Year		
14.01	Acquire Snow Removal Equipment and ARFF Vehicle	\$4.50	\$6,478,450	\$6,478,450	\$19,435,349	\$0		\$306,170	\$26,219,969
14.02	Construct Snow Removal Equipment Building	\$4.50	\$133,684	\$133,684	\$7,302,009	\$0		\$9,891,570	\$17,327,263
14.03	NAI Reconfigure Taxiways A, R, S, and J - Design	\$4.50	\$765,884	\$765,884	\$2,297,652	\$0		\$0	\$3,063,536
14.04	Construct Taxiway (Reimbursable Agreement)	\$4.50	\$3,978	\$3,978	\$11,934	\$0		\$0	\$15,912
14.05	Rehabilitate Runway 6R/24L (8,029'x150') - crack sealing, spall repairs, and isolated slab replacement between thresholds) - Construction	\$4.50	\$601,175	\$601,175	\$1,803,527	\$0		\$902,652	\$3,307,354
14.06	Terminal (RTA) Tunnel Membrane - Construction	\$4.50	\$1,144,800	\$1,144,800	\$4,579,200	\$0		\$0	\$5,724,000
14.07	Reconstruct Wildlife Fence (51,000 feet) not Required by 49 CFR 1542 - Design	\$4.50	\$671,616	\$671,616	\$2,014,847	\$0		\$1,141,054	\$3,827,517
14.08	Reconstruct Wildlife Fence (51,000 feet) not Required by 49 CFR 1542 - Construction	\$4.50	\$5,376,473	\$5,376,473	\$0	\$16,129,419	2025	\$3,226,000	\$24,731,892
14.09	Terminal (RTA) Tunnel Membrane - Professional Services	\$4.50	\$168,609	\$168,609	\$0	\$505,828	2025	\$0	\$674,437
14.10	Taxiway V Extension Design, Construction and Construction Administration	\$4.50	\$1,093,879	\$1,093,879	\$0	\$3,216,267	2025	\$587,311	\$4,897,457
14.11	Rehabilitate Runway 6R-24L - Design Only	\$4.50	\$1,766,062	\$1,766,062	\$0	\$5,298,185	2026	\$0	\$7,064,247
14.12	Stormwater Management Soil Erosion - Abram Creek Project - Design and Construction Administration	\$4.50	\$284,628	\$284,628	\$0	\$0		\$0	\$284,628
14.13	Stormwater Management Soil Erosion - Abram Creek Project - Construction	\$4.50	\$393,000	\$393,000	\$0	\$1,179,001	2025	\$157,300	\$1,729,301

14.14	Passenger Boarding Bridge Replacement (12-Gates)	\$4.50	\$15,500,000	\$15,500,000	\$0	\$0		\$0	\$15,500,000
14.15	PFC Administrative Costs	\$4.50	\$86,450	\$86,450	\$0	\$0		\$0	\$86,450
	<b>Totals</b>		\$34,468,688	\$34,468,688	\$37,444,518	\$26,328,700		\$16,212,057	\$114,453,963