



October 25, 2024

**COLUMBUS REGIONAL AIRPORT AUTHORITY**

**PROPOSED PASSENGER FACILITY CHARGE APPLICATION NO. 25-11-C-00-CMH TO THE  
FAA TO IMPOSE AND USE A PASSENGER FACILITY CHARGE AT JOHN GLENN  
COLUMBUS INTERNATIONAL AIRPORT**

**NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT**

The Columbus Regional Airport Authority (the Authority) has determined the need to submit to the Federal Aviation Administration (FAA) a Passenger Facility Charge (PFC) Application to impose at John Glenn Columbus International Airport (the Airport or CMH) and concurrently use PFC revenue at the Airport. The Authority 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 Authority will accept public comments on the proposed PFC Application No. 25-11-C-00-CMH (PFC 25-11) up to thirty (30) days after the date of posting this public notice. As such, comments must be received on or before Monday, December 2, 2024.

**Authority Point of Contact:** Comments may be mailed to Mr. Fabio Spino, Chief Financial Officer, Columbus Regional Airport Authority, 4600 International Gateway, Columbus, OH 43219, or e-mailed at [fspino@columbusairports.com](mailto:fspino@columbusairports.com).

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

The Authority will seek authority from the FAA to impose and 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:** April 1, 2025

**Estimated Charge Expiration Date:** February 1, 2027

**Estimated Total PFC Impose and Use Revenue:** \$36,462,357

**Projects for which the Authority is seeking impose and use authority:**

**11.01 Taxiway C Relocation – Phase 1A & 1B – (Construction Only)**

**Project Description:** This reimbursement project funded the construction of Phase 1A & 1B of the Taxiway C Relocation project. Taxiway C is a full-length parallel taxiway serving Runway 10R-28L. The project relocated the centerline of a segment of Taxiway C to the south and rehabilitated and reconstructed portions of Taxiway C7, C8, C9, and D6. The project included new asphalt concrete (AC) pavements, as well as the removal of existing Taxiway C AC. This project also includes improvements to the electrical systems, signage, and pavement markings.

**Project Justification:** Taxiway C is a critical component of the CMH taxiway network. Taxiway C is parallel and supports Runway 10R-28L and provides access to the terminal apron. The average age of the pavement sections for this section of Taxiway C will be over 10 years since the last construction when the proposed construction will begin. This project is also an enabling project that is necessary for the preparation of the Midfield Development Program.

#### **11.02 Taxiway C Relocation – Phase 2 – Design/Construction**

**Project Description:** This project funds the construction of Phase 2 of the Taxiway C Relocation project. Taxiway C is a full-length parallel taxiway serving Runway 10R-28L. The project will relocate the centerline of a segment of Taxiway C to the south. The project includes new asphalt concrete (AC) pavements, as well as the removal of existing Taxiway C AC. This project also includes improvements to the electrical systems, signage, and pavement markings.

**Project Justification:** Taxiway C is a critical component of the CMH taxiway network. Taxiway C is parallel and supports Runway 10R-28L and provides access to the terminal apron. The average age of the pavement sections for this section of Taxiway C will be over 10 years since the last construction when the proposed construction will begin. This project is also an enabling project that is necessary for the preparation of the Midfield Development Program.

#### **11.03 Rehabilitate Taxilane (Runway 28L Hold Pad Taxilane/Shoulders) - Construction**

**Project Description:** This reimbursement project funded the construction and construction administration for the Rehabilitate Taxilane (Runway 28L Hold Pad Taxilane/Shoulders) - Construction project. This project rehabilitated the taxilane that is adjacent to Runway 28L Hold Apron. The project included removal of previous taxilane pavement, the removal and reinstallation of taxiway edge lights, and the construction of new pavement.

**Project Justification:** According to AIP Handbook, the minimum useful life criterion for pavement rehabilitation is 10 years. Prior to this rehabilitation, the pavement was last rehabilitated in 2005, therefore exceeding the FAA's criteria for rehabilitation.

#### **11.04 Passenger Boarding Bridge Replacement: Gate B32**

**Project Description:** This reimbursement project entailed the purchase and installation of one new passenger boarding bridge (PBB) that replaced the existing PBB at gate B32. This project removed the existing PBB and replaced it with a new PBB. The PBB at gate B32 is owned by the Authority but used by United Airlines.

**Project Justification:** The project preserved capacity of the Airport by providing a dependable PBB at the Airport. This PBB is essential to the operation of Concourse B. Passenger boarding and deplaning via PBBs is more efficient than ground-loading operations, which allows airlines to achieve more efficient turn times in addition to increasing the Airport's level of service for passengers.

### **11.05 Glycol Tank Rehabilitation**

**Project Description:** This project funds the rehabilitation of two glycol tanks at CMH. The glycol recovery system at CMH consists of two 4-million-gallon tanks. Work for the rehabilitation entails the removal of interior tank coating, the cleaning of the interior, and retreatment of the tank.

**Project Justification:** The main elements of the glycol recovery system were installed in 2003 and 2004, making the tanks 20 years old and nearing the end of their useful lives. Over time, the interior concrete surface of the tanks has degraded due to age and physical erosion. To extend their useful life and prevent additional erosion, rehabilitation is needed. By rehabilitating and relining the glycol tanks, CMH can extend the useful life of the tanks by at least an additional 10 years.

### **11.06 Midfield Terminal Apron Phase 1- Construction**

**Project Description:** This project funds the construction of the Midfield Terminal Apron Phase 1 project. The Midfield Terminal Apron Phase 1 project will include the construction of new PCC pavements, and a removal of a section of Taxiway D and airfield infield areas to construct new apron pavements. Work will also include the necessary installation of drainage, lighting, and associated infrastructure.

**Project Justification:** This project is necessary to support the operations of the new Midfield Terminal. The existing 66-year-old CMH passenger terminal has been expanded and modified several times since its original construction in 1958. The core of the terminal is approaching the end of its useful life and multiple assets and systems require replacement by 2032. To continue operating and position the Airport for maximum operational efficiency and cost effectiveness, the Authority decided to replace the existing terminal facilities with a new Midfield Terminal.

### **11.07 Midfield Taxiway C Phase 1- Construction**

**Project Description:** This project funds the construction of the Midfield Taxiway C Phase 1 project. The Midfield Taxiway C Phase 1 project will include the construction of new PCC pavements, and a removal of a section of Taxiway C and airfield infield areas to construct new apron pavements. Work will also include the necessary installation of drainage, lighting, and associated infrastructure.

**Project Justification:** This project is necessary to support the operations of the new Midfield Terminal. The existing 66-year-old CMH passenger terminal has been expanded and modified several times since its original construction in 1958. The core of the terminal is approaching the end of its useful life and multiple assets and systems require replacement by 2032. To continue operating and position the Airport for maximum operational efficiency and cost effectiveness, the Authority decided to replace the existing terminal facilities with a new Midfield Terminal.

### **11.08 Midfield Taxiway H- Construction**

**Project Description:** This project funds the construction of the Midfield Taxiway H project. The Midfield Taxiway H project will include the construction of new PCC pavements, and a removal of a section of the airfield infield areas to construct new apron pavements. Work will also include the necessary installation of drainage, lighting, and associated infrastructure.

**Project Justification:** This project is necessary to support the operations of the new Midfield Terminal. The existing 66-year-old CMH passenger terminal has been expanded and modified several times since its original construction in 1958. The core of the terminal is approaching the end of its useful life and multiple assets and systems require replacement by 2032. To continue operating and position the Airport for maximum operational efficiency and cost effectiveness, the Authority decided to replace the existing terminal facilities with a new Midfield Terminal.

#### **11.09 Pavement Management Program Update**

**Project Description:** This reimbursement project funded for the Pavement Management Program Update at CMH. The Airfield Pavement Evaluation is developed and evaluated in accordance with FAA rules and regulations.

**Project Justification:** FAA Grant Assurances require the Airport to implement a pavement management program. A pavement management program provides a systematic approach to determining priorities, schedules, and resources allocation for pavement maintenance and rehabilitation. This program will analyze the existing and predicted pavement conditions and determine alternatives for maintenance and rehabilitation to reduce costs and maximize the life of pavement.

#### **11.10 Taxiway F and H Rehabilitation**

**Project Description:** This reimbursement project funds the design and construction of the Taxiway F and H Rehabilitation project. Taxiway F is parallel and located north of Runway 10L-28R. Taxiway H is situated in a north/south direction. Work for this project included an overlay on the taxiway surface, as well as restriping all affected areas.

**Project Justification:** Taxiways F and H are important components of the airfield taxiway network. Taxiway F, which is north of Runway 10L-28R allows aircraft access to the north side of the airfield. Taxiway H is the only taxiway that connects the north and south sections of the Airport. Per the airfield inspection report these pavements had exceeded their minimum useful life and displayed surface distresses necessary for rehabilitation.

#### **11.11 PFC Administrative Cost**

**Project Description:** This project provides for the preparation and implementation of an application to “Impose and Use” a PFC at CMH, which will be submitted to the FAA. 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 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 25-11-C-00-CMH

Project No.	Project Title	PFC Revenue Requested				Awarded AIP	Ohio DOT	Airport/ Local	Total Project Cost
		Pay-Go	Bond Capital	Financing	Total PFC	AIP Funds	Grants	Fund	
11.01	Taxiway C Relocation - Phase 1A & 1B - Construction Only	\$7,219,724	\$0	\$0	\$7,219,724	\$2,454,710	\$0	\$850,548	\$10,524,982
11.02	Taxiway C Relocation - Phase 2 - Design/Construction	\$2,665,882	\$0	\$0	\$2,665,882	\$8,688,343	\$115,232	\$195,005	\$11,664,462
11.03	Rehabilitate Taxilane (Runway 28L Hold Pad Taxilane/Shoulders)	\$216,359	\$0	\$0	\$216,359	\$649,078	\$0	\$0	\$865,437
11.04	PBB Replacement: B32	\$633,662	\$0	\$0	\$633,662	\$0	\$0	\$0	\$633,662
11.05	Glycol Tank Replacement	\$2,261,125	\$0	\$0	\$2,261,125	\$0	\$0	\$0	\$2,261,125
11.06	Midfield Terminal Apron Phase 1 - Construction	\$0	\$6,499,026	\$8,127,809	\$14,626,835	\$19,497,077	\$0	\$0	\$25,996,103
11.07	Midfield Taxiway C Phase 1 - Construction	\$0	\$2,699,745	\$3,376,355	\$6,076,100	\$8,099,239	\$0	\$0	\$10,798,985
11.08	Midfield Taxiway H - Construction	\$0	\$618,487	\$773,492	\$1,391,979	\$1,855,462	\$0	\$0	\$2,473,949
11.09	Pavement Management Program Update	\$63,749	\$0	\$0	\$63,749	\$191,248	\$0	\$0	\$254,997
11.10	Taxiway F and H Improvements	\$1,232,960	\$0	\$0	\$1,232,960	\$3,698,879	\$0	\$0	\$4,931,839
11.11	PFC Administrative Costs	\$73,981	\$0	\$0	\$73,981	\$0	\$0	\$0	\$73,981
<b>Total</b>		<b>\$14,367,442</b>	<b>\$9,817,259</b>	<b>\$12,277,656</b>	<b>\$36,462,357</b>	<b>\$45,134,036</b>	<b>\$115,232</b>	<b>\$1,045,553</b>	<b>\$70,479,522</b>