

**OPPORTUNITY FOR PUBLIC COMMENT ON A NEW PASSENGER FACILITY CHARGE APPLICATION AND
AMENDMENTS TO PRIOR PFC APPLICATIONS AT LONG ISLAND MACARTHUR AIRPORT
JANUARY 8, 2025**

The Town of Islip (Town) intends to submit amendments to prior PFC applications and a new application to the Federal Aviation Administration (FAA) to impose and use Passenger Facility Charges (PFCs). In accordance with Section 158.24 of 14 CFR Part 158 of the PFC Regulations, this notice of opportunity for public comment includes:

- PFC level, estimated total PFC revenue, proposed charge effective date, and estimated charge expiration date
- Name and contact information for the person within the public agency to whom the comments should be sent
- Projects descriptions and justifications

The application would extend the collection of a \$4.50 PFC from October 1, 2025 to the earlier of June 1, 2026 or when all approved amounts have been collected:

- **PFC level:** \$4.50 per eligible enplaned passenger
- **Estimated Total PFC Revenue:**
 - Under New Application \$1,906,283
 - Amendment to Application 17-08-C-04-ISP: \$265,000
 - Amendment to Application 20-09-C-02-ISP: \$16,095
- **Estimated Charge Effective Date for New Application:** October 1, 2025
- **Estimated Charge Expiration Date for New Application:** June 1, 2026

Public comments will be accepted until February 10, 2025, and should be sent to Stephen Siniski at ssiniski@islipny.gov.

PROPOSED AMENDMENTS TO APPROVED PFC APPLICATIONS

The Town intends to amend Application 17-08-C-04-ISP to reflect final project costs for two projects:

- Project 08-003, Upgrade Existing Flight Information Display System (FIDS) and Install Digital Signage for Terminal, to be amended from \$1,071,566 to \$1,136,566, an increase of \$65,000.
- Project 08-002, Security Upgrades: Perimeter Fencing, CCTV Cameras, Guillotine Gates, Procurement & Installation, to be amended from \$3,974,800 to \$4,174,800, an increase of \$200,000. The scope of the project also needs to be amended to reflect additional cabling costs.

The Town also intends to amend PFC Application 20-09-C-02-ISP to increase the PFC amount for Project 09-005, Design/Construction of Taxiway E/F from \$0 to \$16,095.

NEW PFC APPLICATION PROJECT DESCRIPTION AND JUSTIFICATIONS

1. Taxiway W/B Rehab (Design & Construction)

This project includes design and construction services associated with the rehabilitation of Taxiway W and Taxiway B including associated markings and drainage, lighting and airfield guidance signs.

The Taxiway W rehabilitation includes the mill and overlay of Taxiway W between Runway 6-24 RSA and Runway 15R/33L, comprised of a section which is 2,760 LF by 75 LF. Also included in the scope of work is

the rehabilitation of connector Taxilanes from Taxiway W to the hold line at the tenant areas, removal and reconstruction of the taxiway edge lighting system, and removal and reconstruction of seven airfield guidance signs.

The Taxiway B work areas include the mill and overlay of Taxiway B section (1,925 LF by 75 LF) located between Taxiway B3 and Taxiway W edge, excluding Runway 6-24 RSA. Also included in the scope of work is (1) the rehabilitation of Taxiways B1, B2, and B3 between Taxiway B and Runway 15R-33L safety area and (2) the removal and reconstruction of 20 airfield guidance signs.

Justification: Preserve the capacity of the airport.

2. Runway 6-24 Edge Lighting (Design & Construction)

This project includes design and construction services for the replacement of lighting for Runway 6-24, including edge lights, guard lights and signage replacement. The previous lighting and guidance signs were past their useful life and were replaced with LED signs and new panels. A new home run back to the airfield lighting vault for this circuit was also installed.

Justification: Preserve the capacity of the airport.

3. Taxiway C Rehab and Taxiway G Lighting Circuit Replacement (Design & Construction)

This project includes design and construction services for the rehabilitation of Taxiway C pavement between Taxiway B and Taxiway S (1,900 LF x 75 LF) including lighting (1,900 LF), airfield guidance signs (3), markings, and drainage. A new home run back to the airfield lighting vault was installed. In addition, the Taxiway G lighting circuit was replaced for all edge lighting.

Justification: Preserve the capacity of the airport.

4. SRE Command Vehicle

This project involves the in-kind replacement of the current Snow Removal Equipment (SRE) Command Vehicle used at the Airport. The current vehicle was purchased under PFC Application 7 and is a 2012 Explorer which has reached the end of its useful life. The vehicle is used to provide airfield friction readings and run the Airport's snow removal operations. Also included within the scope of this project is the purchase of accompanying built-in radio equipment and lights for use in the vehicle.

Justification: Preserve the safety of the airport.

5. Airfield Lighting Vault Computers

This project includes the purchase of computers and monitors to control the airfield lighting in both the air traffic control tower and in the vault, as well as the cost of installation for the equipment. The project also includes the purchase of uninterruptible power supply and associated accessories.

Justification: Preserve the capacity of the airport.

6. Rehabilitate Taxiway D (Design)

This project includes design services for the pavement rehabilitation of Taxiway D between Runway 24 and Runway 15R-33L (2,250 LF x 75 LF) including edge lighting (5,000 LF), a new homerun back to the airfield lighting vault, airfield guidance signs (6), markings and drainage.

Justification: Preserve the capacity of the airport.

7. Construct New Taxiways B3 and D1 (Design & Construct)

This project includes design and construction services for the installation of new connector Taxiways B3 and D1. Pursuant to the AIP Handbook, Table H-4.a, this project will result in operational taxiways constructed to FAA design standards, including required proper access, shoulders, turf along edge of shoulders, signs, taxiway safety areas, marking, and lighting.

The new connector Taxiway B3, 850 LF by 75 LF in area, will be located between Runway 6-24 and Runway 15R-33L. Work will include lighting (1,700 LF), new homerun to the airfield lighting vault, airfield guidance signs, markings, and drainage.

The new connector Taxiway D1, 300 LF by 75 LF in area, will be located between Taxiway D and Runway 6-24. Work will include edge lighting (approx. 600 LF), new homerun to the airfield lighting vault, airfield guidance signs, markings, and drainage.

Justification: Expand the capacity of the airport.

8. Construct New Runway 33L Hold Bay (Design & Construct)

This project includes design and construction services for the installation of approximately 50,000 SF of new pavement located on the south side of Taxiway B. The paved area will serve as a run-up area to Runway 33L. This project will also include new LED lighting, new homerun to airfield lighting vault, airfield guidance signs, markings, and drainage.

Justification: Expand the capacity of the airport.

9. Reconstruct Deicing Containment Facility (Design)

This project includes design services for the reconstruction of the Airport's existing deicing containment facility. The scope of work will include the evaluation of the existing Glycol Treatment System (GTS), development of items that would require reconstruction or replacement to make the system operational to prevent any additional exceedances. The resulting deliverables would include fully developed design and bid documents.

Justification: Preserve the capacity of the airport.

10. Reconstruct SRE Service Road (Design/Construction)

This project includes design and construction services associated with the reconstruction of the SRE service road. The pavement is in disrepair and in order to move employees and equipment around safely within the yard, a pavement reconstruction is needed. It is anticipated to utilize FAA Specification P-207 in the subbase design and will include a recycled asphalt aggregate base course resulting from the in-place full depth reclamation (FDR) of the existing pavement section (asphalt wearing surface and aggregate base), plus mechanical stabilization with additional aggregate or chemical stabilization with cement, asphalt emulsion or fly ash when required. The base course will then be overlaid with 2" of surface course asphalt. Associated drainage improvements will also be included within the project scope.

Justification: Preserve the capacity of the airport.

11. Service Animal Relief Area (SARA)

This project includes the design and construction of a new Service Animal Relief Area (SARA) to be located within the sterile area of the Main Terminal Building at ISP. The scope of work includes

demolition of existing walls, installation of signage, plumbing, HVAC, and electrical to create a SARA within the Main Terminal Building. All work will be inside the Security Identification Display Area (SIDA).

Justification: Preserve the capacity of the airport.

12. Employee Screening Checkpoint Equipment

This project entails the purchase of a portable explosives trace detector for use at the Employee Screening Checkpoint.

Justification: Enhance the security of the airport.

13. Main Terminal Roadway Improvements

The Town of Islip seeks funding for a design/construction project (mill/overlay) to rehabilitate the main terminal access roadway that exclusively services the main terminal building and leads airport traffic directly to and from the airport passenger terminal building. The Main Terminal frontage roadway as well as secondary entrances/exits are included. The area of rehabilitation is approximately 16,000 square feet.

Justification: Preserve the capacity of the airport.

14. Common Use System Equipment

This project includes the purchase and installation of common use terminal equipment (CUTE) at 11 gate positions at the Airport. The equipment will allow for common use compatibility which enables any airline to utilize the airline applications on the workstations for the use of checking in passengers at the gate. The equipment will include CUPPS workstations and associated supporting infrastructure.

Justification: Expand the capacity of the airport.

15. PFC Application Development and Administration

The Town is seeking reimbursement of fees for consulting services related to the preparation of the current PFC application and proposed amendments. In addition, this project includes administration of the Town's PFC program by staff. This project includes reimbursement for the Towns' cost for FY 2024 through FY 2028.

Justification: PFC consulting services support projects which preserve the safety and capacity of the airport.