

PUBLIC NOTICE

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New Castle Airport

Intention to:

File Passenger Facility Charge Notice of Intent 24-02-C-00-ILG

The Delaware River & Bay Authority (Authority), the operator of the New Castle Airport (ILG) is posting this public notice as part of the Passenger Facility Charge (PFC) process, adhering to the requirements under 14 CFR § 158.24. The Authority intends to submit a Notice of Intent to “Impose & Use” PFCs on 11 projects. The Authority requests to utilize PFCs to reimburse for local funding on each project, with a total request to impose and use \$1,770,424 in PFCs at this time. 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 anticipated as **May 1, 2025**, with an estimated charge expiration date of **February 1, 2028**. The following projects anticipated for inclusion in this Notice of Intent are identified and described below:

**PFC Notice of Intent 24-02-C-00-ILG**

Project Title	Requested PFC Amount	Project Description/Justification
<p><b>Relocation and Reconstruction of Taxiways B and E (Construction) (Impose and Use)</b></p>	<p><b>\$770,517 (5% of the Total Project Cost)</b></p>	<p><b>Description:</b> This project included the construction of the Taxiway B and E improvements which included a relocation of the taxiways from their existing 350-foot centerline/centerline separation between Taxiway B and Runway 1-19 to a 400-foot separation to meet the current FAA standards contained in Advisory Circular (AC) 150/5300-13A, Change 1. Taxiway B was relocated 50-feet to meet current separation standards. Taxiway E was relocated outside of the Glide Scope Critical Area from its existing 350-foot centerline-to-centerline separation with Runway 1 to a 400-foot separation and extended to Taxiway D. The two taxiways (B &amp; E) were aligned to form a full-length parallel taxiway to Runway 1-19 the entirety of which was re-designated as Taxiway B. The glide scope antenna was relocated to account for the new 400-foot centerline-to-centerline separation of Taxiway B with Runway 1-19. For the portions of Taxiway B that remained, a rehabilitative effort was completed to meet current pavement design standards and extend the pavement’s useful life. This project also included a mill and overlay of the Taxiways C and D intersection, east of the new Taxiway B, and in all areas where the pavement abuts existing airfield pavement, to ensure proper tie-ins to the existing pavement. Additionally, re-grading was conducted on all new construction and rehabilitation areas, and the Storm Water Removal System within the work limits will be upgraded in order to conform to the current standards. There was also associated electrical work with the taxiway reconstruction, including replacing and/or re-adjusting light cans and signage along the taxiway system as well as along the runways where applicable.</p> <p>.</p> <p><b>Justification:</b> This project was a multi-phased program to reconstruct Taxiways B &amp; E to bring them into substantial compliance with FAA standards. The intent of this program was to minimize the required pavement and to provide proper separation to facilitate safer aircraft movements based upon the new safety standards.</p> <p>The previously existing centerline-to-centerline separation between Taxiway B and Runway 1-19 did not comply with standards established in AC 150/5300-13. The taxiway was relocated 50-feet to comply. For those portions of Taxiway B which remained, the Network Pavement Management Report indicated a Pavement Condition Index (PCI) value ranging from 59 to 97. The majority of the pavement had a PCI of 65 or 66, indicated that a rehabilitation effort was required. The PCI report also noted pavement distresses consisting primarily of low and medium severity longitudinal and transverse cracking, alligator cracking, raveling, weathering, and patching.</p>

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<b>Project Title</b>	<b>Requested PFC Amount</b>	<b>Project Description/Justification</b>
<b>Rehabilitate Taxiway A – (Construction) (Impose and Use)</b>	<b>\$141,368 (5% of Total Project Cost)</b>	<p><b>Description:</b> This project was the construction phase of the rehabilitation of Taxiway A with bituminous concrete milling and overlay.</p> <p><b>Justification:</b> Taxiway A provides access to the terminal building, air carrier parking and general aviation parking. The Network Pavement Management Report indicated that Taxiway A had a PCI ranging from 61 to 98. A majority of the pavement had a PCI in the 60s and 70s, indicating that rehabilitation was required. The report also noted pavement distresses consisting primarily of low and medium severity longitudinal and transverse cracking. Additionally, alligator cracking, raveling, weathering, bleeding, and parching were also noted. The rehabilitation was required to ensure an extension of the pavement’s useful life.</p>
<b>Airport Master Plan (Impose and Use)</b>	<b>\$43,064 (5% of Total Project Cost)</b>	<p><b>Description:</b> This project updated the Airport Master Plan and Airport Layout Plan for ILG to reflect changes in the airport environment, aviation demand and facility development. This project included a detailed review of the airfield and construction phasing, particularly as it relates to the terminal areas, runway system and NAVAIDs. The review was conducted to meet the growing aviation demand, environmental regulations, and the evolving fleet mix at ILG. The project also included a noise analysis for the preferred alternative. The planning activity involved with this project is defined by a scope of work which follows the guidelines provided by the FAA Advisory Circular 150-5070-6B “Airport Master Plans.</p> <p><b>Justification:</b> The prior Airport Master Plan for New Castle Airport (ILG) was prepared in 2008. Due to the age of the document the Airport Master Plan contained outdated mapping, drawings, and recommendations. Airport planning is a process that needs to be addressed at most airports periodically. ILG serves the aviation needs of the northern portion of Delaware, portions of Chester and Delaware counties in Pennsylvania, eastern Cecil County in Maryland and northwestern areas of Salem County, New Jersey. In the time frame since 2008, the growth in aviation demand and evolving fleet mix set a need for ILG to reevaluate their future forecast and facility requirements to align with their reintroduction of non-stop commercial air service and growing charter operations. An updated comprehensive master plan study addressed the airport’s growing demands in meeting the aviation needs of its service area as well serve as a realistic blueprint for future development.</p>

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<b>Project Title</b>	<b>Requested PFC Amount</b>	<b>Project Description/Justification</b>
<p><b>Acquire Snow Removal Equipment – Spray Tanker with Plow and Blower (Impose and Use)</b></p>	<p><b>\$43,159 (5% of Total Project Cost)</b></p>	<p><b>Description:</b> This project involved the acquisition of a Kodiak Spray Tanker with Plow and (1) Blower for the Airport’s SRE fleet in accordance with AC 150/5220-20A. The new spray tankers and blower replaced over 20 years old model equipment that was beyond its useful life.</p> <p><b>Justification:</b> The new SRE equipment helps maintain the Airport’s compliance with FAA standards regarding the nature and capacity of snow removal equipment for the size and type of Airport on which it is used, as well as meeting the clearance requirements in accordance with the Advisory Circular 150/5200-30C. The new spray tanker truck and blower was essential to the airport’s runway and taxiway de-icing operations. It replaced the previous spray tanker truck (a 1994 model) and blower (a 1996 model), both of which were over 20 years old and reached the end of their useful service life.</p>
<p><b>Expand Terminal Apron (Construction) (Impose and Use)</b></p>	<p><b>\$235,919 (5% of Total Project Cost)</b></p>	<p><b>Description:</b> This project consisted of the construction phase of the expansion of the terminal apron westward beyond Taxiway A toward the newly designated Taxiway B. This project expanded the existing Terminal apron with new full-depth asphalt pavement, realignment of a portion of Taxiway A, and mill-and-overlay portions of Taxiway C at the intersection of the Terminal Apron and Taxiway A. Re-grading was conducted on all new construction and in the infield area adjacent to the Terminal apron. Adjustments were also made to the existing drainage system, including the addition of a new underground stormwater treatment facility. Electrical work was conducted including new edge lights and signs.</p> <p><b>Justification:</b> Expansion of the terminal apron was performed to dovetail with Taxiway A rehabilitation to increase the apron’s capacity and, thus, access to the terminal building from Taxiway A to meet growing air carrier service and general aviation demand.</p>

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Project Title	Requested PFC Amount	Project Description/Justification
<p><b>On and Off Airport Obstruction Removal (Impose and Use)</b></p>	<p><b>\$55,326 (5% of Total Project Cost)</b></p>	<p><b>Description:</b> This project consisted of the removal of obstructions to air navigation at ILG. This safety initiative included identifying, removing, relocating and/or lowering objects that penetrate approach and departure surfaces for the airport's Runways 9-27, 1-19, and 14-32. The project included approximately 100 trees to be topped to an elevation approximately 10 feet below the critical surface or lowered through timber harvesting the trees above the stump. Man-made obstructions such as luminaire poles, signs or antennas were be lowered when possible and equipped with obstruction lighting in accordance with FAA regulations. A majority of the obstructions were located off-airport property on 36 parcels of which required land structure &amp; Right of way avigation easements for the parcels.</p> <p><b>Justification:</b> This safety maintenance project was performed to address objects that penetrate the critical approach and departure surfaces. Under the provisions of Federal Aviation Regulation (FAR) Part 77, objects that penetrate the approach or departure surface are considered obstructions which can adversely affect the navigable airspace around the airport. An aeronautical obstruction survey was completed in December 2014 to identify and locate obstructions within the critical airspace. The survey data showed that obstructions were present at each runway end, and that nearly all of the identified obstructions were trees.</p>
<p><b>Wildlife Hazard Assessment (Impose and Use)</b></p>	<p><b>\$6,390 (5% of Total Project Cost)</b></p>	<p><b>Description:</b> This project included an update to the Airport's Wildlife Hazard Assessment. As a commercial service airport in order to be compliant with 14 CFR 139 a maintained and updated Wildlife Hazard Assessment is required and was directly requested by the FAA for ILG.</p> <p><b>Justification:</b> A previous WHA was conducted at ILG by the United States Department of Agriculture's Wildlife Services (USDA WS) from February 2007 to January 2008. The FAA then required preparation of a Wildlife Hazard Management Plan, which was completed in 2012. Since then, 105 wildlife strikes had been reported at the Airport. In accordance with the WHA initiation conditions outlined in 14 CFR Part 139.337(b), the FAA directed DRBA to conduct a WHA to reassess the current conditions at ILG.</p>

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Project Title	Requested PFC Amount	Project Description/Justification
<p><b>Runway 1-19 Pavement and Lighting Rehabilitation (Design and Impose and Use)</b></p>	<p><b>\$31,554 (5% of Total Project Cost)</b></p>	<p><b>Description:</b> This project included the design phase of the pavement and lighting rehabilitation of Runway 1-19. The design phase for the pavement rehabilitation portion of the project consisted of the rehabilitation of the Runway 1-19 Pavement. The project included the rehabilitation (mill and overlay) of the full length of existing Runway 1-19, runway shoulder and taxiway and runway pavements within the Runway 1-19 Runway Safety Area. This project also included crack and joint repairs, pavement marking, raising existing in pavement lights and junction cans as well as grooving Runway 1-19 and runway pavements within the Runway 1-19 Runway Safety Area. The design phase for the lighting rehabilitation for Runway 1-19 consisted of the rehabilitation of the lighting system. This project replaced the existing cables, lights and signs on the runway and taxiways within the Runway Safety Area. This project also included upgrading the existing electrical vault equipment for Runway 1-19.</p> <p><b>Justification:</b> Prior to this project, Runway 1-19 was last rehabilitated in 2006 and had an estimated PCI of 70. It had exhibited longitudinal cracking, localized transverse cracking and isolated depressions and required extraordinary maintenance. Prior to this project, the lighting system on Runway 1-19 was last rehabilitated in 2006, at which time a new can and conduit system was installed. While the can-and-conduit system was in good condition, the lighting signage was nearing the end of its useful life and was also beginning to require extraordinary maintenance.</p>
<p><b>Acquire Snow Removal Equipment – Runway Sweeper Broom with Air Blast (Impose and Use)</b></p>	<p><b>\$27,945 (5% of Total Project Cost)</b></p>	<p><b>Description:</b> This project involved the acquisition of a one Kodiak 20-foot-high performance front-mount airport snow sweeper broom with heavy duty 4 X 4 chassis with air blast system for the Airport’s SRE fleet in accordance with AC 150/5220-20.</p> <p><b>Justification:</b> The new equipment helps maintain the Airport’s compliance with FAA standards regarding the nature and capacity of snow removal equipment for the size and type of Airport on which it is used, as well as meeting the clearance requirements in accordance with the Advisory Circular 150/5200-30C. Although previously a sweeper was not required, it was strongly recommended in the 2015 Airport Master Plan for ILG to purchase a minimum of one sweeper to assist with the efficient removal of snow, particularly due to the high number of annual operations, growing commercial service opportunities as well as airline charter operations</p>

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Project Title	Requested PFC Amount	Project Description/Justification
Rehabilitate Runway 1-19 (Construction) (Impose and Use)	\$389,771 (5% of Total Project Cost)	<p><b>Description:</b> This project involved the construction of Phases III, IV and V of the Runway 1-19 Rehabilitation program. This portion of the project included the rehabilitation of approximately 4,040 LF of the 150-foot-wide runway and 25-foot-wide shoulders of Runway 1-19 as well as the pavement of Taxiways B5, F and F1 that are within the RSA. This phase of the project also included the removal of pavement between Runway 1-19 and Runway 14-32 within the Runway 1-19 Runway Safety Area. The full scope of the entire project Runway 1-19 included a full-length mill and overlay of the existing runway, runway shoulder, and runway and taxiway pavements within the Runway Safety Area. It also included crack and joint repairs, pavement marking, raising the existing in-pavement lights and junction cans, and grooving the runway and taxiway pavements within the Runway Safety Area.</p> <p><b>Justification:</b> Prior to this project, Runway 1-19 was last rehabilitated in 2006 and had an estimated PCI of 70. It had exhibited longitudinal cracking, localized transverse cracking and isolated depressions and required extraordinary maintenance. The rehabilitation is required to ensure an extension of the pavement's useful life.</p>
PFC Program Development (Impose & Use)	\$25,441 (100% of Total Project Cost)	<p><b>Description:</b> The project includes necessary costs associated with the administration of the proposed PFC program at ILG. The project includes compilation of PFC Application (Notice of Intent) materials, confirmation of enplanement forecasts, required air carrier and public coordination, as well as additional tasks associated with the commencement and maintenance of the PFC program.</p> <p><b>Justification:</b> 14 CFR 158 and FAA Order 5500.1, <i>Passenger Facility Charges</i>, states that an airport's costs of administering the ILG program are eligible for PFC reimbursement. These PFC administration costs, which can include the costs of preparing, coordinating, and submitting a PFC application, as well as maintaining an existing program, must be identified as a separate PFC project.</p>

Comments regarding the proposed PFC application, including agreement or disagreement with any of the proposed projects, or requests for additional information, should be addressed to Mr. Greg Suchanoff, at the address below:

Delaware River and Bay Authority  
P.O. Box 71  
New Castle, DE, 19720-0071

All comments must be received **by 5pm on Friday, September 6, 2024**. Comments received by that date will be considered by the Authority and will be forwarded with the Notice of Intent to the FAA.