



**Hagerstown Regional Airport
PFC Application No. 5**

PUBLIC NOTICE

August 12, 2024

**Public Notice of Intent
to File a
Passenger Facility Charge Application
at the
Hagerstown Regional Airport
Located in
Washington County, MD**

This Notice is Effective August 12, 2024

Pursuant to 14 CFR Part 158.24, the Washington County, MD (“County”), owner and operator of the Hagerstown Regional Airport (“Airport”) hereby provides public notice of the County’s intention to file its Passenger Facility Charge (“PFC”) Application No. 5 with the Federal Aviation Administration (“FAA”) to fund, in whole or in part, certain PFC eligible Airport Improvements.

As required by Part 158324(a)(1), the following information is included in this Public Notice:

- (i) Descriptions of the projects;
- (ii) A brief justification of the need for the projects;
- (iii) The PFC level for each project;
- (iv) The estimated total PFC revenue for each project;
- (v) The proposed charge effective date for the application;
- (vi) The estimated charge expiration date for the application;
- (vii) The estimated total PFC revenue that will be used to finance the projects; and
- (viii) The name of and contact information for the person within the public agency to whom comments should be sent.

The County proposes to undertake this program of capital improvements and to fund them with a combination of grants, and PFCs on a PAYGO basis. The County is applying to the FAA for the authority to impose and use PFC revenue to pay the PFC eligible cost of the proposed project work elements (“PWEs”).

The County proposes to impose a \$4.50 PFC to pay the PFC eligible costs of the PWEs. The proposed Charge Effective Date for PFC Application No.5 is estimated to be December 1, 2024. County estimates that the charge expiration date for PFC Application No. 5 will be November 1, 2030.

In summary, the County estimates using \$896,397 in PFC revenue to fund certain PFC eligible costs of the projects to be included in PFC Application No. 5, all of which will be used on a PAYGO basis.

The following pages set forth the PWE's included in the County's PFC Application No. 5, including a description of each project, justification for each project and the estimated total PFC revenue the County will use for each project.

The public is invited to provide written comment or request additional information through September 12, 2024, to:

Mr. Neil R. Doran
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Washington County
Hagerstown Regional Airport
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Hagerstown, MD 21742
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PWE 5.1 Taxiway F Rehabilitation (Construction)

Financing Plan

Project Cost:	\$5,190,400
AIP Grants Entitlement:	\$2,702,000
AIP Grants Discretionary:	\$1,969,420
MAA Funds:	\$238,590
PFC PAYGO:	\$280,390
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

Project Description:

Taxiway F is the primary taxiway for Runway 09 and is 3,175 feet long by 60 feet wide. The current Taxiway is not in compliance with current FAA standards, due to the runway and taxiway centerline separation. This project increases the Runway-Taxiway separation to 400 feet (FAA minimum) for the maximum feasible length due to property limits (2400 feet), and to 380 feet for the remaining length (approximately 500 feet). The realignment of the Taxiway will be achieved with a combination of full depth pavement construction and mill & overlay of existing pavement where possible simultaneously repairing deteriorated asphalt.

Project Objective:

This project is eligible and will preserve and enhance safety at the Airport and for the national air transportation system. The project will improve the runway – taxiway separation of Taxiway F, while also rehabilitating deteriorating asphalt pavement.

Project Justification:

The centerline separation between the primary runway and its primary taxiway is not in compliance with FAA Requirements. Taxiway F underwent pavement rehabilitation in 2006, 14 years ago. This pavement is deteriorating and in need of rehabilitation. Due to the realignment of Taxiway F, new marking, lighting, and signage will be required.

PWE 5.2 Taxiway F Rehabilitation (Construction) - Medium Intensity Edge Lights

Financing Plan

Project Cost:	\$1,173,770
AIP Grants Discretionary:	\$1,056,400
MAA:	\$53,350
PFC PAYGO:	\$64,020
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

Project Description:

Taxiway F is the primary taxiway for Runway 09 and is 3,175 feet long by 60 feet wide. The current Taxiway is not in compliance with current FAA standards, due to the runway and taxiway centerline separation. This project increases the Runway-Taxiway separation to 400 feet (FAA minimum for the maximum feasible length due to property limits (2400 feet), and to 380 feet for the remaining length (approximately 500 feet). The realignment of the Taxiway will be achieved with a combination of full depth pavement construction and mill & overlay of existing pavement where possible. This project will also include lighting and signage upgrades and replacements as needed. This project will also be upgrading Taxiway naming conventions to alpha-numeric, which will require replacement of most signage within the project footprint. This project will also require new cable connections to the Airfield Lighting Vault for the LED lighting and signage system.

Project Objective:

This project is eligible and will improve and enhance safety and capacity at the Airport and for the national air transportation system. This will be accomplished by improving and maintaining adequate lighting.

Project Justification:

The current lighting system has outlived its useful life. The lighting system frequently breaks down. These upgrades will address the outages, reduce maintenance, and decrease costs.

PWE 5.3 Runway 9/27 Lighting/Signage Replacement (Design)

Financing Plan

Project Cost:	\$107,180
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
BIL AIG:	\$96,500
PFC PAYGO:	\$10,680
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
Other (CFC)	\$0
% PFC Est.	100%

Project Description:

This project will upgrade Runway 9-27 lighting system (Edge lighting, from incandescent lighting to LED lighting). Runway 9-27 is the primary runway at HGR, which is 7,000-feet long and 150-feet wide with a 150 feet wide x 380 feet long blast pad at the approach end of Runway 9. This project will also upgrade the runway lighted signage. This will include rewiring the entire runway length and replacing all existing lighting fixtures and replacing all associated signage to ensure the Runway 9-27 circuit includes exclusively LED lights and signs. The lighted signs will be upgraded to rename connector taxiways in accordance with alpha-numeric nomenclature, as required by FAA AC 150-5300-13B, *Airport Design*.

Project Objective:

This project is eligible and will improve and enhance safety and capacity at the Airport and for the national air transportation system. This will be accomplished by providing LED lighting and signage for Runway 9-27.

Project Justification:

The current lighting system has been in place for over 20 years and has outlived its useful life. The lighting system frequently breaks down. These upgrades will address the outages, reduce maintenance, and decrease costs. This project is required to maintain existing capacity and safety for the traveling public.

PWE 5.4 Runway 9/27 Lighting/Signage Replacement (Construction)

Financing Plan

Project Cost:	\$986,020
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
BIL AIG:	\$887,250
MAA Funds:	\$42,800
PFC PAYGO:	\$55,970
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
Other (CFC)	\$0
% PFC Est.	100%

Project Description:

This project will upgrade Runway 9-27 lighting system (Edge lighting, from incandescent lighting to LED lighting). Runway 9-27 is the primary runway at HGR, which is 7,000-foot long and 150-foot wide with a 150-foot wide x 380 foot long blast pad at the approach end of Runway 9. This project will also upgrade the runway lighted signage. This will include rewiring the entire runway length and replacing all existing lighting fixtures and replacing all associated signage to ensure the Runway 9-27 circuit includes exclusively LED lights and signs. The lighted signs will be upgraded to rename connector taxiway in accordance with alpha-numeric nomenclature, as required by FAA AC 150-5300-13B, *Airport Design*.

Project Objective:

This project is eligible and will enhance safety and capacity at the Airport and for the national air transportation system. This will be accomplished by providing LED lighting and signage for Runway 9-27.

Project Justification:

The current lighting system has been in place for over 20 years and has outlived its useful life. It frequently and intermittently breaks down. These upgrades will address the outages, reduce maintenance and decrease costs. This project is required to maintain existing capacity and safety for the traveling public.

PWE 5.5 Runway 02-20 Rehabilitation - Design

Financing Plan

Project Cost:	\$245,500
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
BIL AIG	\$220,950
PFC PAYGO:	\$24,550
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

Project Description:

Runway 2-20 is 3,165 feet long and 100 feet wide. Runway 2-20 serves as the crosswind runway and is used as an alternate for “special” airport guests, accommodates general aviation aircraft and helicopter operations. This project includes reconstruction and/or rehabilitation of existing Runway 2-20 outside the limits of Runway 9-27. It is anticipated that this project will include mill and overlay, crack repair, deeper patch repairs as needed, supplemental wind cone replacement, and new surface painted markings.

Project Objective:

This project is eligible and will preserve and enhance safety and capacity at the airport and for the national air transportation system. The existing Runway pavement has deteriorated and will undergo a rehabilitation/reconstruction.

Project Justification:

A pavement evaluation was performed in Jan 2023, which determined that the pavement condition index (PCI) was 64, which indicates that the pavement is in Fair Condition, and has a combination of generally low- and medium-severity distresses. Near-term maintenance and repair needs for pavements in this range may range from routine to major. As outlined in the 2018 Pavement Management Plan (PMP), when a pavement nears the bottom of the Fair Range it hits the critical PCI; whereafter the costs to extend the life of the pavement begin to increase exponentially with time. Moving forward with this project now will keep the pavement from further deterioration and lessen the cost.

PWE 5.6 Runway 02-20 Rehabilitation – Lighting Design

Financing Plan

Project Cost:	\$76,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
BIL AIG	\$68,400
PFC PAYGO:	\$7,600
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

Project Description:

Runway 2-20 is 3,165 feet long and 100 feet wide. Runway 2-20 serves as the crosswind runway and is used as an alternate for “special” airport guests, accommodates general aviation aircraft and helicopter operations. This project includes edge lighting replacement, airfield signage replacement, replacement of the cables (in existing can and homerun conduit system), wind cone replacement and constant current regulator (inside the existing electrical vault) for the Runway 2-20 circuit.

Project Objective:

This project is eligible and will preserve and enhance safety at the airport and for the national air transportation system. This will be accomplished by replacing the existing edge lighting and signage system where the equipment has reached the end of its useful life. This project will also be upgrading the existing system to LED, in accordance with FAA AC 150-5345-46 and Engineering Brief 67: Light Sources Other than Incandescent and Zenon for Airport and Obstruction Lighting Fixtures.

Project Justification:

The lighting for runway 2-20 has been in place for 21 years and has outlived its useful life. The lighting has become unreliable and requires ongoing repairs. This project will also upgrade the final 3 airfield signs to LED, completing the airfield wide upgrade of all signage to LED. The upgrade of the Runway edge lights to LED will also complete the airfield wide upgrade of airfield lights to LED. In addition, Runway 2 and Runway 20 supplemental wind cones were replaced as a part of the Taxiway C Rehabilitation project in 1998 and have reached the end of their useful life. These wind cones will need to be removed and replaced with new LED wind cones as specified in FAA AC 150-5354-27E.

PWE 5.7 Pavement Rehabilitation TWY C OFA (Design)

Financing Plan

Project Cost:	\$58,600
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
BIL AIG	\$52,800
PFC PAYGO:	\$5,800
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

Project Description:

This project is to rehabilitate the existing pavement within the Taxiway C Object Free Area (OFA) adjacent to the West Apron and T-Hangars at the Airport. Taxiway C is the full-length parallel Taxiway to Runway 2-20. The OFA pavement provides direct access for the Fixed Based Operator (FBO), Flight School, Medivac, other Hangar/T-Hangar tenants, to the airfield or other based/itinerant traffic to the self-serve fueling station.

Project Objective:

This project is eligible and will preserve and enhance safety and capacity for the Airport and for the national air transportation system. This will be accomplished by improving the existing pavement condition extending the useful life of this pavement.

Project Justification:

The last rehabilitation was 2008, which only rehabilitated a small portion of the work area. Taxiway C OFA is adjacent to the primary FBO, and the rehabilitation is necessary to address a “Hot Spot” as well as to maintain the pavement between the FBO and Taxiway network. A pavement evaluation was performed in Jan 2023, and determined that the pavement condition index (PCI) was 69, which indicates that the pavement is in FAIR condition, and has a combination of generally low- and medium-severity distresses. Near-term maintenance and repairs needed for pavements in this range may range from routine to major. As outlined in the Pavement Management Plan (PMP) released in 2019, when a pavement nears the bottom of the Fair Range it hits the critical PCI; where after the costs to extend the life of the pavement begin to increase exponentially with time. This project requires that the Taxiway C be remarked within the project limits.

PWE 5.8 Pavement Rehabilitation - TWY C OFA (Construction)

Financing Plan

Project Cost:	\$548,800
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
BIL AIG	\$493,900
MAA Funds:	\$24,200
PFC PAYGO:	\$30,700
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%

Project Description:

This project is to rehabilitate the existing pavement within the Taxiway C Object Free Area (OFA) adjacent to the West Apron and T-Hangars at the Airport. Taxiway C is the full-length parallel Taxiway to Runway 2-20. The OFA pavement provides direct access for the Fixed Based Operator (FBO), Flight School, Medivac, other Hangar/T-Hangar tenants, to the airfield or other based/itinerant traffic to the self-serve fueling station.

Project Objective:

This project is eligible and will preserve and enhance safety and capacity for the Airport and for the national air transportation system. This project is to improve the existing pavement condition and extend the useful life of this pavement.

Project Justification:

The last rehabilitation was 2008, which only rehabilitated a small portion of the work area. Taxiway C OFA is adjacent to the primary FBO, and the rehabilitation is necessary to address a “Hot Spot” as well as to maintain the pavement between the FBO and Taxiway network. A pavement evaluation was performed in Jan 2023, and determined that the pavement condition index (PCI) was 69, which indicates that the pavement is in FAIR condition, and has a combination of generally low- and medium-severity distresses. Near-term maintenance and repairs needed for pavements in this range may range from routine to major. As outlined in the Pavement Management Plan (PMP) released in 2019, when a pavement nears the bottom of the Fair Range it hits the critical PCI; where after the costs to extend the life of the pavement begin to increase exponentially with time. This project requires that the Taxiway C be remarked within the project limits.

PWE 5.9 Runway 09/27 Rehabilitation

Financing Plan

Project Cost:	\$6,304,480
AIP Grants Existing:	\$5,674,032
AIP Grants Future:	\$0
MAA Funds:	\$288,761
PFC PAYGO:	\$341,687
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
100% PFC	

Project Description:

The primary runway, runway 09/27, is asphalt and 7,000 in length and 150 feet wide. This project provided completed a mill and overlay of the entire primary runway, then a reapplication of the runway markings.

Project Objective:

This PWE is eligible and preserves and enhances safety for the Airport and the national air transportation system. This will be accomplished by maintaining a well preserved primary runway.

Project Justification:

The last runway rehabilitation was completed in 2006 as part of a larger expansion of the primary runway. The condition, prior to the rehabilitation work, was evaluated in 2019. The PCI was calculated to be a weighted average of 71.85, which was borderline Satisfaction to Poor. Given the climate conditions in Maryland, and other factors unique so the Airport, the FAA authorized the mill and overlay project to be completed.

PWE 5.10 PFC Application Development Cost

Financing Plan

Project Cost:	\$25,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
BIL AIG	\$0
PFC PAYGO:	\$25,000
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%
100%	

Project Description:

This project provides for the development and completion of the PFC application process for PFC Application No. 5. Costs expected to be incurred by the Airport include consulting fees covering the preparation of the appropriate documentation including the PFC project detailed financial plan, the air carrier consultation information packages, FAA informal review information packages and the ultimate PFC Application document for submittal to the FAA.

Project Objective:

The PWE's in this PFC Application No. 5 will preserve and enhance safety and capacity at the Airport and for the national air transportation system. This will be accomplished by keeping the airfield in optimal condition for the users.

Project Justification:

As defined in 14 CFR Part 158.3, PFC allowable cost includes the reasonable and necessary cost of carrying out an approved project, including costs incurred prior to and subsequent to the approval to impose a PFC.

PWE 5.11 PFC Application Administration Cost¹

Financing Plan

Project Cost:	\$50,000
AIP Grants Existing:	\$0
AIP Grants Future:	\$0
BIL AIG	\$0
PFC PAYGO:	\$50,000
PFC Bonds:	\$0
Non-PFC Bonds:	\$0
% PFC Est.	100%
100%	

Project Description:

This project will cover the sponsor's costs in administrating the PFC application. This includes reporting, record keeping, and audits, among other things. This project is estimated to continue five years.

Project Objective:

The PWE's in this PFC Application No. 5 will preserves and enhances safety and capacity at the Airport and for the national air transportation system. This will be accomplished by keeping the airfield in optimal condition for the users.

Project Justification:

This project meets the requirements for FAA approval by being included in the Airport's allowable costs of carrying out an approved project. 14 CFR Part 158.3 defines allowable costs as "...the reasonable and necessary cost of carrying out an approved project including costs incurred prior to and subsequent to the approval process."

¹ Estimated at \$10,000 per year through Charge Expiration.

**HAGERSTOWN REGIONAL AIRPORT
ATTACHMENT A – PFC APPLICATION NO. 5**

**TABLE 1
ESTIMATED PROJECT COST AND FUNDING**

HAGERSTOWN REGIONAL AIRPORT ATTACHMENT A - PFC APPLICATION NO.5 TABLE - 1 ESTIMATED PROJECT COST & FUNDING											
Project Work Elements (PWEs)		Project Cost	PFC Elig. %	Estimated Project Funding						Total Funding	Total PFC Request
				AIP Entitlement	AIP Discretionary	BIL AIG	BIL ATP	MAA Funds	County Funds		
PWE 5.1	Taxiway F Rehabilitation (Construction)	5,190,400	100.00%	2,702,000	1,969,420	0	0	238,590	280,390	5,190,400	\$280,390
PWE 5.2	Taxiway F Rehabilitation (Construction) - Medium Intensity Edge Lights	1,173,770	100.00%	0	1,056,400	0	0	53,350	64,020	1,173,770	\$64,020
PWE 5.3	Runway 09-27 Lighting / Signage Replacement (Design)	107,180	100.00%	0	0	96,500	0	0	10,680	107,180	\$10,680
PWE 5.4	Runway 09-27 Lighting / Signage Replacement (Construction)	986,020	100.00%	0	0	887,250	0	42,800	55,970	986,020	\$55,970
PWE 5.5	Runway 02-20 Rehab. - Design	245,500	100.00%	0	0	220,950	0	0	24,550	245,500	\$24,550
PWE 5.6	Runway 02-20 Rehab. - Lighting Design	76,000	100.00%	0	0	68,400	0	0	7,600	76,000	\$7,600
PWE 5.7	Pavement Rehab - TWY C OFA (Design)	58,600	100.00%	0	0	52,800	0	0	5,800	58,600	\$5,800
PWE 5.8	Pavement Rehab - TWY C OFA (Construction)	548,800	100.00%	0	0	493,900	0	24,200	30,700	548,800	\$30,700
PWE 5.9	Runway 09-27 Rehabilitation	6,304,480	100.00%	0	5,674,032	0	0	288,761	341,687	6,304,480	\$341,687
PWE 5.10	PFC Application Development Cost	25,000	100.00%	0	0	0	0	0	25,000	25,000	\$25,000
PWE 5.11	PFC Administration Costs ¹	50,000	100.00%	0	0	0	0	0	50,000	50,000	\$50,000
Total Estimated Project Cost		\$14,765,750		\$2,702,000	\$8,699,852	\$1,819,800	\$0	\$647,701	\$896,397	\$14,765,750	\$896,397

¹ Estimated at \$10,000 per year through Charge Expiration. Estimated Charge Expiration Date: 11/01/2030

Prepared By: Newton & Associates, Inc. 6/19/2024
HGR Draft Funding Plan