



Passenger Facility Charge (PFC) Application #9

Syracuse Hancock International Airport (SYR)

February 2021

**Syracuse Regional Airport Authority
Passenger Facility Charge (PFC) Application #9**

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**Syracuse Regional Airport Authority
Passenger Facility Charge (PFC) Application #9**

Air Carrier Notice

MEMO

Date: February 22, 2021

Re: Notice to Passenger Air Carriers for PFC Application #9

To: Whom It May Concern:

The Syracuse Regional Airport Authority (SRAA), operating the Syracuse Hancock International Airport (SYR), will be convening a meeting for all passenger airlines regarding the Airport's Passenger Facility Charge (PFC) Application #9. Meeting information is as follows:

Date: Thursday, March 25, 2021

Time: 10:00 AM EST

Location: Syracuse Hancock International Airport, John Walsh Conference Room
1000 Col. Eileen Collins Blvd., Syracuse, NY 13212

Call-in Number (If you cannot attend in person):

Toll-Free Number - 1-866-416-1721 / Participant Code: 0031514

The total amount of this Pay-As-You-Go Passenger Facility Charge (PFC) is \$17,021,693. The individual PFC level requested in the application is \$4.50.

A summary information sheet including exempted classes of air carriers is attached to this notice. Additional information on the projects can be found on the Syracuse Regional Airport Authority website:

<https://syrsraa.com/legal-notice/>

At the conclusion of the air carrier meeting, staff will specify the deadline for comments from the carriers.

Comments must be sent in writing to:

Syracuse Regional Airport Authority
1000 Col. Eileen Collins Blvd.
Syracuse, NY 13212
Attn: Robin Watkins, CFO

Or may be sent via email: watkinsr@syrairport.org

SYR PFC Application #9 Summary Information

Estimated Charge Start Date: December 1, 2026

Charge Expiration Date: July 1, 2031

Excluded Class: ATCO – Nonscheduled/On Demand Air Carriers, filing FAA – Form 1800-31

Excluded Class Reason: Total number of passengers in this category is well below the 1% enplanement threshold and these are all nonscheduled enplanements

Air Carriers Notification List: See FAA ACAIS List for 2017-2019

PFC Rate: \$4.50

PFC Application Total: \$17,021,693

Projects:

- Oshkosh H Series Sweeper: \$952,497
- Oshkosh H Series Blower: \$915,307
- Oshkosh H Series Sweeper/Blower: \$1,068,889
- Replacement of Jet Bridge on Gate 5: \$1,200,000
- Replacement of Jet Bridge on Gate 6: \$1,200,000
- Replacement of Jet Bridge on Gate 8: \$1,200,000
- Replacement of Jet Bridge on Gate 9: \$1,200,000
- Replacement of Jet Bridge on Gate 10: \$1,200,000
- Replacement of Jet Bridge on Gate 15: \$1,250,000
- Replacement of Jet Bridge on Gate 26: \$1,200,000
- Master Plan Update: \$1,900,000
- FIS Facility Upgrade and Reconstruction: \$3,660,000
- Administrative Preparation Fees: \$75,000

For further information on the above projects, please visit the SRAA website at:

<https://syrsraa.com/legal-notice/>

**Syracuse Regional Airport Authority
Passenger Facility Charge (PFC) Application #9**

Summary

Syracuse Regional Airport Authority
Passenger Facility Charge (PFC) Application #9 Summary

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Summary Information

Estimated Charge Date: December 1, 2026

Charge Expiration Date: July 1, 2031

Excluded Class: ATCO – Nonscheduled/On Demand Air Carriers, filing FAA – Form 1800-31 (See Air Carrier Activity Information System (ACAIS) list attached for 2017-2019)

Excluded Class Reason: Total number of passengers in this category are well below the 1% enplanement threshold and these are all nonscheduled enplanements

Air Carriers Notification List: See ACAIS List for 2017-2019

PFC Rate: \$4.50

PFC Application Total: \$17,021,693.00

Capital Improvement Plan (Includes Financing): See the attached CIP

Projects:

- Oshkosh H Series Sweeper: \$952,497.00
- Oshkosh H Series Blower: \$915,307.00
- Oshkosh H Series Sweeper/Blower: \$1,068,889.00
- Replacement of Jet Bridge on Gate 5: \$1,200,000.00
- Replacement of Jet Bridge on Gate 6: \$1,200,000.00
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- Replacement of Jet Bridge on Gate 9: \$1,200,000.00
- Replacement of Jet Bridge on Gate 10: \$1,200,000.00
- Replacement of Jet Bridge on Gate 15: \$1,250,000.00
- Replacement of Jet Bridge on Gate 26: \$1,200,000.00
- Master Plan Update: \$1,900,000.00
- FIS Facility Upgrade and Reconstruction: \$3,660,000.00
- Administrative Preparation Fees: \$75,000.00

Oshkosh H Series Sweeper

Project Cost: \$952,497.00

Project Description: This piece of equipment is specific to runway snow removal actions.

Project Objective: To preserve or enhance safety as well as maintain the capacity of the national air transportation system. By acquiring this piece of equipment and replacing Sweeper #7, which was purchased in 1994, the Airport will be able to reliably clean the runways without experiencing failure of the old equipment. The 1994 model (Oshkosh with MB 18-foot Runway Sweeper) is difficult to maintain, and parts are no longer available and must be custom made. When Sweeper 7 breaks down there is a delay in snow removal operations.

Project Justification: The Syracuse Hancock International Airport's Snow and Ice Control Plan was approved on October 10, 2016. The plan describes all aspects involved with a snow and or ice event. Chapter 3 of the plan, titled "Snow Removal Action Criteria," details the activities surrounding an event. In particular, Section 3.6 of this chapter identifies the use of each type of equipment. The Current Sweeper 7 (1994) is vital to the runway snow removal operations. Parts are difficult to obtain, if they are available at all; however, in most cases parts are not available and thus must be custom made. This results in significant downtime for a crucial piece of equipment. In addition, the hydraulic system and pump motors are extremely worn. Lead time on repairs and parts is significant and results in not having any back-up equipment when this piece breaks down. The new equipment will be much more efficient and reliable, allowing the Airport to clear the runways in a more safe and timely manner.

Start Date: May 7, 2020

End Date: November 1, 2021

Oshkosh H Series Blower

Project Cost: \$915,307.00

Project Description: This piece of equipment is specific to runway snow removal actions.

Project Objective: To preserve or enhance safety as well as maintain the capacity of the national air transportation system. This Blower will replace two Rotary Snow Blowers, namely Blower #22 (purchased in 1987) and Blower #23 (purchased in 1989). This exchange of one Blower for two, even though removing an obsolete backup, will allow for much more efficient operations.

Project Justification: Syracuse Hancock International Airport's Snow and Ice Control Plan was approved on October 10, 2016. The plan describes all aspects involved with a snow or ice event. Chapter 3 of the plan, titled "Snow Removal Action Criteria," details the activities surrounding an event. In particular, Section 3.6 of this chapter identifies the use of each piece of equipment. The current Blowers #22 and #23 were purchased in 1987 and 1989 respectively. The Blower equipment is vital to snow removal operations and to comply with the Snow and Ice Control Plan. These Blowers are made by Idaho Norland and support for these pieces does not exist. Replacement parts frequently must be custom made and require long lead times to manufacture, which causes serious potential delays if the Blowers are taken

out of service. In addition, the hydraulic pumps, motors, and gear drives are near their life cycle end and will be very costly to replace.

Start Date: May 7, 2020

End Date: November 1, 2021

Oshkosh H Series Sweeper/Blower

Project Cost: \$1,068,889.00

Project Description: This piece of equipment is specific to runway snow removal actions.

Project Objective: To preserve or enhance safety as well as maintain the capacity of the national air transportation system. By acquiring this piece of equipment and replacing Sweeper #6, which was purchased in 1992, the Airport will be able to reliably clean the runways without failure of the old equipment. The 1992 model is no longer supported for replacement parts. Parts for replacement must be custom made, requiring longer down time, which in turn results in longer runway shut down times.

Project Justification: The Syracuse Hancock International Airport's Snow and Ice Control Plan was approved on October 10, 2016. The plan describes all aspects involved with a snow and or ice event. Chapter 3 of the plan, titled "Snow Removal Action Criteria," details the activities surrounding an event. In particular, Section 3.6 of this chapter identifies the use of each type of equipment. The Current Sweeper #6 (1992) is vital to the runway snow removal operations. Because the original supplier no longer supports the equipment, replacement parts must be custom made. This results in significant downtime for a crucial piece of equipment. In addition, the hydraulic system and pump motors are extremely worn. Lead time on repairs and parts is significant and results in not having any backup equipment when this piece breaks down. The new equipment will be much more efficient and reliable, thus allowing the Airport to clear the runways in a more safe and timely manner.

Start Date: May 7, 2020

End Date: November 1, 2021

Replacement of Jet Bridge on Gate 5

Project Cost: \$1,200,000.00

Project Description: The Jet Bridge on Gate 5 is 33 years old. Manufactured in 1987, the value of the current bridge is \$24,000. This figure was obtained from Oxford Airport Technical Services which was contracted to do an appraisal of all Jet Bridges owned by Syracuse Regional Airport Authority. The current bridge is rated at 30 Ton for Preconditioned Air (PCAir), which, based on typical operations, is not adequate.

Project Objective: To enhance the capacity of the national air transportation system and maintain a competitive airport environment. This bridge is currently used as a backup. Prior to the COVID-19

pandemic, its use was at four turns per day. With passenger activity being temporarily lowered because of the pandemic, now is the best time for replacement.

Project Justification: The Jet Bridge on Gate 5 is 33 years old. An appraisal was conducted by Oxford Airport Technical Services and the value of the bridge is estimated to be \$24,000. This value is just above “scrap” in their evaluation. The current bridge has 30 Ton PCAir and for consistency with the other bridges should be at 45 Ton PCAir. Due to wear, rust, and weathering, there is bird contamination and water infiltration in areas causing unsafe conditions for Airport workers and the public. A number of repairs need to be made, and each are costly and involve difficult-to-obtain replacement parts. These include rust and mold areas, ball screw replacement, vertical motor drive, tires, pivot pins and rollers, repair of severe rust under the inner and outer cab, and a change of the horizontal drive motors from AC to DC (since repairs and part replacement on the AC motor is extremely difficult).

Start Date: August 2021

End Date: September 2022

Replacement of Jet Bridge on Gate 6

Project Cost: \$1,200,000.00

Project Description: The Jet Bridge on Gate 6 is 33 years old. Manufactured in 1987, the value of the current bridge is \$26,000. This figure was obtained from Oxford Airport Technical Services which was contracted to do an appraisal of all Jet Bridges owned by Syracuse Regional Airport Authority.

Project Objective: To enhance the capacity of the national air transportation system and maintain a competitive airport environment. This bridge currently has five turns per day. That number is similar to the other bridges. If it breaks down, depending on the timing, it may be extremely difficult for airlines to maintain their on-time schedule through to their hubs.

Project Justification: The Jet Bridge on Gate 6 is 33 years old. An appraisal was conducted by Oxford Airport Technical Services and the value of the bridge is estimated at \$26,000. This value is just above “scrap” in their evaluation. The current bridge, due to wear and tear, has significant rust and mold causing unsafe conditions for Airport workers and the public. A number of repairs need to be made, and each are costly and involve difficult-to-obtain replacement parts. These include ball screw replacement, tire replacement, vertical drive replacement, service stairs and bag slide replacement, front cab support reinforcement, pivot pins and tunnel rollers replacement, and a change in horizontal drive motor from AC to DC (since repairs and part replacement on the AC motor is extremely difficult).

Start Date: August 2021

End Date: June 2023

Replacement of Jet Bridge on Gate 8

Project Cost: \$1,200,000.00

Project Description: The Jet Bridge on Gate 8 is 33 years old. Manufactured in 1987, the value of the current bridge \$25,500. This figure was obtained from Oxford Airport Technical Services which was contracted to do an appraisal of all Jet Bridges owned by Syracuse Regional Airport Authority.

Project Objective: To enhance the capacity of the national air transportation system and maintain a competitive airport environment. The bridge currently has four turns per day. That number is similar to other bridges and gates. If it were to break down for repairs, depending on timing, it may be extremely difficult for an airline to maintain its on-time schedule through to its hubs.

Project Justification: The Jet Bridge on Gate 8 is 33 years old. An appraisal was conducted by Oxford Airport Technical Services and the value of the bridge is estimated to be \$25,500. The value is just above “scrap” in their evaluation. Due to wear, rust, and weathering, there is bird contamination and water infiltration in areas causing unsafe conditions for Airport workers and the public. A number of repairs need to be made, and each are costly and involve difficult-to-obtain replacement parts. These include rust and mold mitigation, tires, pivot pins and tunnel rollers, welding of cracks and supports on the columns and base plates, front cab support restoration, and a change in the horizontal drive motors from AC to DC (since part replacement on the AC motor and repairs are extremely difficult).

Start Date: August 2021

End Date: July 2022

Replacement of Jet Bridge on Gate 9

Project Cost: \$1,200,000.00

Project Description: The Jet Bridge on Gate 9 is 33 years old. Manufactured in 1987, the value of the current bridge is \$25,500. This figure was obtained from Oxford Airport Technical Services which was contracted to do an appraisal of all Jet Bridges owned by Syracuse Regional Airport Authority.

Project Objective: To enhance the capacity of the national air transportation system and maintain a competitive airport environment. The bridge currently has four to five turns per day. That number is similar to other bridges and gates. If the Jet Bridge were to break down for repairs, depending on timing, it may be extremely difficult for an airline to maintain its on-time schedule through to its hubs.

Project Justification: The Jet Bridge on Gate 9 is 33 years old. An appraisal was conducted by Oxford Airport Technical Services, and the value of the bridge is estimated to be \$25,500. The value is just above “scrap” in their evaluation. Due to wear, rust, and weathering, there is bird contamination and water infiltration in areas causing unsafe conditions for Airport workers and the public. A number of repairs need to be made, and each are costly and involve difficult-to-obtain replacement parts. These include rust and mold mitigation, tires, pivot pins and tunnel rollers, and the welding of cracks and supports on the columns and base plates. Additionally, the vertical motor drive is obsolete and in vital

need of replacement, with a change in the horizontal drive motors from AC to DC (since repairs and part replacement on the AC motor is extremely difficult).

Start Date: August 2021

End Date: July 2023

Replacement of Jet Bridge on Gate 10

Project Cost: \$1,200,000.00

Project Description: The Jet Bridge on Gate 10 is 33 years old. Manufactured in 1987, the value of the current bridge is \$18,000. This figure was obtained from Oxford Airport Technical Services which was contracted to do an appraisal of all Jet Bridges owned by Syracuse Regional Airport Authority. The current Jet Bridge is rated at 30 Ton for Preconditioned Air (PCAir), which, based on typical Airport operations, is not adequate.

Project Objective: To enhance the capacity of the national air transportation system and maintain a competitive airport environment. The bridge, prior to the COVID pandemic, was being used four turns per day and is vital to the continuous operation of the Airport. If the bridge breaks down for repairs during normal operating times, it may be extremely difficult for an airline to maintain its on-time schedule through to its hubs.

Project Justification: The Jet Bridge on Gate 10 is 33 years old. An appraisal was conducted by Oxford Airport Technical Services and the value of the bridge is estimated at \$18,000. This value is just above “scrap” in their evaluation. The current bridge has a 30 Ton PCAir, and for consistency with the other bridges should be at 45 Ton PCAir. Due to wear, rust, and weathering, there is bird contamination and water infiltration that has led to mold and unsafe conditions for Airport workers and the public. A number of repairs need to be made, each of which is costly and involves difficult-to-obtain repair parts. These include ball screws, a vertical motor drive, tires, pivot pins, tunnel rollers, and a change in the horizontal drive motors from AC to DC (since repairs and part replacement on the AC motor is extremely difficult).

Start Date: August 2021

End Date: June 2022

Replacement of Jet Bridge on Gate 15

Project Cost: \$1,250,000.00

Project Description: The Jet Bridge on Gate 15 is 33 years old. Manufactured in 1987, the value of the current bridge is \$3,500. This figure was obtained from Oxford Airport Technical Services which was contracted to do an appraisal of all Jet Bridges owned by Syracuse Regional Airport Authority. This bridge is rated as “scrap” and is in the worst shape of all of the Airport’s Jet Bridges.

Project Objective: To enhance the capacity of the national air transportation system and maintain a competitive airport environment. This bridge is unusable because of its condition. Whether or not the FIS Facility is approved within this application, the Airport will need this gate when traffic returns to pre-COVID levels.

Project Justification: The Jet Bridge on Gate 15 is 33 years old. An appraisal was conducted by Oxford Airport Technical Services and the value of the bridge is estimated to be \$3,500. This value is documented in their evaluation along with the condition of the bride and its determination as “scrap.” The current bridge—due to wear, rust, and weathering—has bird contamination and water infiltration causing unsafe conditions for Airport workers and the public. A number of repairs need to be made, and each are costly and involve difficult-to-obtain replacement parts. These parts include ball screws, vertical motor drive, tires, pivot pins, and tunnel rollers; other conditions include severe rusting under the inner and outer cab, and subfloor/main floor rotting, resulting in numerous holes in the floor.

Start Date: August 2021

End Date: September 2023

Replacement of Jet Bridge on Gate 26

Project Cost: \$1,200,000.00

Project Description: The Jet Bridge on Gate 26 is 33 years old. Manufactured in 1987, the value of the current bridge is \$12,500. This figure was obtained from Oxford Airport Technical Services which was contracted to do an appraisal of all Jet Bridges owned by Syracuse Regional Airport Authority. The current Jet Bridge is rated at 30 Ton for Preconditioned Air (PCAir), which, based on the typical Airport operations, is not adequate.

Project Objective: To enhance the capacity of the national air transportation system and maintain a competitive airport environment. This bridge has four turns a day. That number is similar to the other bridges. If the Jet Bridge breaks down, depending on the timing, it may be extremely difficult for an airline to maintain its on-time schedule through to its hubs.

Project Justification: The Jet Bridge on Gate 26 is 33 years old. An appraisal was conducted by Oxford Airport Technical Services and the value of the bridge is estimated to be \$12,500. This value is just above “scrap” in their evaluation. The current bridge has 30 Ton PCAir; for consistency with the other bridges, it should be at 45 Ton PCAir. The Ground Power Unit of the Jet Bridge needs to be replaced as the current one is extremely inconsistent in its operability. Due to wear, rust, and weathering, there is bird contamination and water infiltration in areas causing unsafe conditions for Airport workers and the public. A number of repairs need to be made, and each are costly and involve difficult-to-obtain replacement parts. These include ball screws, vertical motor drive, tires, and a change in the horizontal drive motors from AC to DC (since repairs and part replacement on the AC motor is extremely difficult).

Start Date: August 2021

End Date: May 2022

Master Plan Update

Project Cost: \$1,900,000.00

Project Description: This Master Plan Update project focuses on key issues related to the most recent needs and future development at the Syracuse Hancock International Airport. The Scope of Work for the MPU project includes an update to the Airport Layout Plan and the following key elements:

- Development of an Aeronautical Survey
- Scenario-based Aviation Forecasting
- Planning Level Facility Requirements
- Development of a Solid Waste Recycling Program
- Development of De-Icing Facility Requirements

Other tasks associated with the MPU can be found within the Scope of Work.

Project Objective: To plan for the future needs of the Airport in support of preserving and enhancing safety as well as maintaining the capacity of the national air transportation system. This MPU will update the outdated 2006 Master Plan study and will include an Airport Layout Plan Update, among other tasks. The plan will present the technical findings associated with current conditions, programming requirements, facility improvements, and the capital development program recommended throughout the planning horizon.

Project Justification: Syracuse Hancock International Airport's last Master Plan was conducted in 2006. The plan is now 14 years old and no longer meets the planning needs of the Syracuse Hancock International Airport. This Master Plan Update (MPU) scope of work, as approved by the FAA, will provide short-, medium-, and long-term development plans to meet future aviation demands at the Syracuse Hancock International Airport. The MPU will help SYR address critical infrastructure needs and support the safety and capacity of the Airport.

Start Date: April 2021

End Date: September 2022

FIS Facility Upgrade and Reconstruction

Project Cost: \$3,660,000.00

Project Description: The project generally includes the renovation of 13,591 square feet of the second floor of the terminal building of the Syracuse Hancock International Airport in the location of Gate 15. The floor area includes all necessary elements for operation of a Federal Inspection Services (FIS) facility for Customs and Border Protection (CBP) allowing processing of international traffic. An additional 1,700 square feet of renovated space on the first floor of the South Concourse is also included to house non-public spaces. This allows processing of 200 passengers per hour as well as a hold room space for departing international passengers. Also included in the project is all related reconfiguration of existing mechanical, plumbing, electrical, and life safety systems to accommodate the new layout.

The space will be designed in compliance with all applicable requirements of the relevant Advisory Circulars, Building Code of New York State, and the CBP Airport Technical Design Standard.

The main processing area includes primary and secondary processing areas for inbound passengers, and a detention suite consisting of holding, search, and interview rooms for individuals requiring additional processing. Operational support spaces consisting of necessary offices, storage, and laboratory spaces are also included. To allow secure processing of both passengers and baggage, a dedicated gate will be reused and supplemented with a new elevator tower and baggage carousel. The first-floor spaces are for non-public use and for the benefit of CBP agents only. These include a Health and Wellness Room, Break Room, Bathrooms, Lockers, and a Nursing Mothers Room.

Project Objective: To enhance the capacity of the national air transportation system and maintain a competitive airport environment. The current facility requires a split operation of the CBP between cargo, located in an area away from the terminal, and the passenger processing located within the terminal. In addition, passengers must deplane down steps and walk across an active apron before entering the terminal. This situation causes unsafe conditions as well as potential security issues.

Project Justification: Currently, any international traffic is processed through a space on the first floor of the South Concourse which is inadequate to support operations and is non-compliant with current CBP Design Standards. Current operations require passengers to deplane via steps and walk across an active apron to the processing area, which is undersized for the number of passengers intended to be processed. After processing, passengers must walk through operations space to access an elevator. Additionally, the offices for management and officers are located in a separate building located at the cargo apron which decreases operational efficiency. The new facility will be located at an existing, underutilized gate space and consolidate all operations in one location. Passengers and baggage will also be directly loaded to the processing area in lieu of walking across the apron. As a continuation of the recently completed terminal expansion and security upgrades project, the new FIS facility will be designed and constructed to accommodate increased international passenger demand and airline interest. This project is eligible per FAA Order 5100.38D, Table N-5, Item L. and N-9, Item e. The FIS facility project enhances safety and security of the national air transportation system, thereby meeting PFC eligibility requirements of FAA Order 5500.1, Passenger Facility Charge, Section 4-7. PFCs will only be applied toward construction of the fit-out, utilities, and interior renovations associated with public/passenger screening requirements and not be allocated to any CBP equipment.

Start Date: July 2021

End Date: April 2023

Administrative Preparation Fees

Project Cost: \$75,000.00

Project Description: The general administrative preparation fees for the development of the PFC application by consultants and airport management. The Syracuse Regional Airport Authority contracted with Steven Baldwin Associates for the overall management of the PFC application development. Tasks generally involve the coordination of all projects and descriptions with airport management, the

development of all PFC application materials, coordination with the FAA, facilitating the airline consultation meeting, and finalization of application documentation for submission.

Start Date: July 2020

End Date: April 2021

**Syracuse Regional Airport Authority
Passenger Facility Charge (PFC) Application #9**

Capital Improvement Program

**Syracuse Hancock International Airport
Capital Improvement Program**

Airport:		Syracuse Hancock International Airport			State:		NY			NFIAS #:		36-0114		LOC ID:		SYR		Date:		9/16/20	
Project Description/Narrative	NPR	Work Code	Federal Funds (\$1,000)					State Matching Funds (\$1,000)	Local (\$1,000)		State funded only	Totals (\$1,000)	Environmental Type	Environmental Status	Comments						
			Entitlement	Cargo Entitlement	Discretionary	State Apportion.	Supplementary Discretionary		PFC	Other											
2021																					
Update Miscellaneous Study (APMS)	62	PL MA MS	\$ 160		\$ -			\$ -	\$ 165	\$ -		\$ 178	Catex	Approved 1/13/20	CATEX (one-page)						
Rehabilitate T/W A West [3,700 ft x 75 ft] Incl. Stub Taxiways Q & R [each 250 ft x 110 ft] (Design)	76	RE TW IM	\$ 275					\$ 15		\$ 15		\$ 306	Catex	Approved 7/16/2014							
Rehabilitate T/W A West Incl. Stub Taxiways Q & R - Lighting (Design)	76	RE TW LI	\$ 49					\$ 3		\$ 3		\$ 54	Catex	Approved 7/16/2014							
Passenger Terminal Improvements (Design & Construct) - Ph III	42	ST TE IM	\$ 3,870					\$ 215		\$ 215		\$ 4,300	Catex	Approved 8/11/2017							
Update Airport Master Plan Study	73	PL MA UP	\$ -		\$ -			\$ -	\$ 1,350	\$ -		\$ 1,350	Catex	Approved 1/13/20	CATEX (one-page)						
Install Passenger Boarding Bridge (Gate 5) - [Design & Construct]	42	ST TE IM	\$ -					\$ -	\$ 1,200	\$ -		\$ 1,200	Catex	Approved 4/27/2016							
Install Passenger Boarding Bridge (Gate 6) - [Design & Construct]	42	ST TE IM	\$ -					\$ -	\$ 1,200	\$ -		\$ 1,200	Catex	Approved 4/27/2016							
Install Passenger Boarding Bridge (Gate 8) - [Design & Construct]	42	ST TE IM	\$ -					\$ -	\$ 1,200	\$ -		\$ 1,200	Catex	Approved 4/27/2016							
Install Passenger Boarding Bridge (Gate 9) - [Design & Construct]	42	ST TE IM	\$ -					\$ -	\$ 1,200	\$ -		\$ 1,200	Catex	Approved 4/27/2016							
Install Passenger Boarding Bridge (Gate 10) - [Design & Construct]	42	ST TE IM	\$ -					\$ -	\$ 1,200	\$ -		\$ 1,200	Catex	Approved 4/27/2016							
Install Passenger Boarding Bridge (Gate 26) - [Design & Construct]	42	ST TE IM	\$ -					\$ -	\$ 1,200	\$ -		\$ 1,200	Catex	Approved 4/27/2016							
Construct Passenger FIS Facility (Gate 15) - [Design]	42	ST TE IM	\$ -					\$ -	\$ 452	\$ 208		\$ 660	Catex	Submit prior to PFC Apprvl							
Total FY2021			\$ 4,354	\$ -	\$ -	\$ -	\$ -	\$ 233	\$ 9,167	\$ 441	\$ -	\$ 14,048									
2022																					
Passenger Terminal Improvements (Design & Construct) -	42	ST TE IM	\$ 3,798					\$ 211		\$ 211		\$ 4,220	Catex	Approved 8/11/2017							
Terminal Apron, Taxiway E North (Design)	76	ST TE IM	\$ 365					\$ 20		\$ 20		\$ 405									
Construct Passenger FIS Facility (Gate 15) - [Construct]	42	ST TE IM	\$ -					\$ -	\$ 3,208	\$ 1,332		\$ 4,540	Catex	Submit prior to PFC Apprvl							
Total FY2022			\$ 4,163	\$ -	\$ -	\$ -	\$ -	\$ 231	\$ 3,208	\$ 1,563	\$ -	\$ 9,165									
2023																					
Replace ARFF Vehicle and Equipment (ARFF 8)	89	SA EQ RF	\$ 940	\$ 230				\$ 65	\$ -	\$ 65		\$ 1,300	Catex	Submit by 7/30/2020	need to submit CATEX (one-page)						
Replace PPE Equipment	89	SA EQ RF	\$ 90					\$ 5		\$ 5		\$ 100	Catex	Submit by 7/30/2020	need to submit CATEX (one-page)						
Rehabilitate Chemical Storage Building [5,600 SF] (Design)	47	ST BD IM	\$ 225					\$ 13		\$ 13		\$ 250	Catex	Submit by 7/31/22							
Passenger Terminal Improvements (Design & Construct) - Ph IV	42	ST TE IM	\$ 3,465					\$ 192		\$ 193		\$ 3,850	Catex	Approved 8/11/2017							
Install FIS Passenger Boarding Bridge (Gate 15) - [Design & Construct]	42	ST TE IM	\$ -					\$ -	\$ 1,250	\$ -		\$ 1,250	Catex	Approved 4/27/2016							
Total FY2023			\$ 4,720	\$ -	\$ -	\$ -	\$ -	\$ 275	\$ -	\$ 275	\$ -	\$ 5,500									

**Syracuse Hancock International Airport
Capital Improvement Program**

Airport:		Syracuse Hancock International Airport			State:		NY			NFIAS #:		36-0114		LOC ID:		SYR		Date:		9/16/20	
Project Description/Narrative	NPR	Work Code	Federal Funds (\$1,000)					State Matching Funds (\$1,000)	Local (\$1,000)		State funded only	Totals (\$1,000)	Environmental Type	Environmental Status	Comments						
			Entitlement	Cargo Entitlement	Discretionary	State Apportion.	Supplementary Discretionary		PFC	Other											
2024																					
Rehabilitate 17/A West [3,700 H x 75 H] Incl. Stub Taxiways Q & R [each 250 H x 110 H] (Construction)	76	RE TW IM	\$ 3,071	\$ 250				\$ 185		\$ 185		\$ 3,690	Catex	Approved 7/16/2014							
Rehabilitate Taxiway A West Incl. Stub Taxiways Q & R- Lighting (Construct)	76	RE TW IM	\$ 369					\$ 21		\$ 21		\$ 410	Catex	Approved 7/16/2014							
Terminal Apron, Taxiway E North (Construction)	76	ST TE IM	\$ 950		3,100			\$ 225		\$ 225		\$ 4,500	Catex								
Rehabilitate Taxiway B [2,500 LF x 75 LF] Including Stub Taxiways S & T [each 190 LF x 85 LF] (Design)	76	RE TW IM	\$ 162					\$ 9		\$ 9		\$ 180	Catex	Submit by 7/31/23							
Rehabilitate Taxiway B Including Stub Taxiways S & T- Lighting (Design)	76	RE TW IM	\$ 18					\$ 1		\$ 1		\$ 20	Catex	Submit by 7/31/23							
Conduct Environmental Study (EA)	72	EN MA ES	\$ 230	\$ -				\$ 13		\$ 13		\$ 256	Catex	Submit by 7/31/23							
Total FY2024			\$ 4,800	\$ 250	\$ 3,100	\$ -	\$ -	\$ 453	\$ -	\$ 453	\$ -	\$ 9,056									
2025																					
Rehabilitate Terminal Apron Including Taxiways D, E & F (Design)	76	RE TW IM	\$ 105	\$ 300				\$ 23		\$ 23		\$ 450	Catex	Submit by 7/31/24							
Rehabilitate Taxiway H, G & GA Apron (Design)	76	RE TW IM	\$ 180					\$ 10		\$ 10		\$ 200	Catex	Submit by 7/31/24							
Rehabilitate Taxiway A East & Taxiway M - Phase I (Design)	76	RE TW IM	\$ 180					\$ 10		\$ 10		\$ 200	Catex	Submit by 7/31/24							
Rehabilitate Taxiway J, P & Y - Phase I (Design)	76	RE TW IM	\$ 270					\$ 15		\$ 15		\$ 300	Catex	Submit by 7/31/24							
Rehabilitate Taxiway N & Y - Phase II (Design)	76	RE TW IM	\$ 180					\$ 10		\$ 10		\$ 200	Catex	Submit by 7/31/24							
Rehabilitate Chemical Storage Building [5,600 SF] (Construction)	47	ST BD IM	\$ 1,350					\$ 75		\$ 75		\$ 1,500	Catex	Submit by 7/31/22							
Passenger Terminal Improvements (Design & Construct) - Ph V	42	ST TE IM	\$ 1,500					\$ 83		\$ 83		\$ 1,667	Catex	Approved 8/11/2017							
Total FY2025			\$ 3,765	\$ 300	\$ -	\$ -	\$ -	\$ 226	\$ -	\$ 226	\$ -	\$ 4,517									
2026																					
Rehabilitate Taxiway A East & Taxiway M - Phase I (Construction)	76	RE TW IM	\$ 1,500	\$ 300				\$ 100		\$ 100		\$ 2,000	Catex	Submit by 7/31/24							
Rehabilitate Taxiway B [2,500 LF x 75 LF] Including Stub Taxiways S & T [each 190 LF x 85 LF] (Construction)	76	RE TW IM	\$ 1,140	\$ 300				\$ 80		\$ 80		\$ 1,600	Catex	Submit by 7/31/23							
Rehabilitate Terminal Apron & Taxiways D, E & F (Construction)	76	RE TW IM	\$ 1,800		\$ 1,980			\$ 210		\$ 210		\$ 4,200	Catex	Submit by 7/31/24							
Rehabilitate Taxiway H, G & GA Apron (Construction)	76	RE TW IM			\$ 2,700			\$ 150		\$ 150		\$ 3,000	Catex	Submit by 7/31/24							
Rehabilitate Taxiway S, K & M - Phase II (Design)	76	RE TW IM	\$ 270					\$ 15		\$ 15		\$ 300	Catex	Submit by 7/31/25							
Rehabilitate Taxiway B, D & M - Phase III (Design)	76	RE TW IM	\$ 360					\$ 20		\$ 20		\$ 400	Catex	Submit by 7/31/25							
Passenger Terminal Improvements (Design & Construct) - Ph VI	42	ST TE IM	\$ 1,500					\$ 84		\$ 84		\$ 1,667	Catex	Approved 8/11/2017							
Total FY2026			\$ 6,570	\$ 600	\$ 4,680	\$ -	\$ -	\$ 659	\$ -	\$ 659	\$ -	\$ 13,167									

**Syracuse Hancock International Airport
Capital Improvement Program**

Airport:		Syracuse Hancock International Airport		State:		NY		NFIAS #:		36-0114		LOC ID:		SYR		Date:		9/16/20	
Project Description/Narrative	NPR	Work Code	Federal Funds (\$1,000)					State Matching Funds (\$1,000)	Local (\$1,000)		State funded only	Totals (\$1,000)	Environmental Type	Environmental Status	Comments				
			Entitlement	Cargo Entitlement	Discretionary	State Apportion.	Supplementary Discretionary		PFC	Other									
2027																			
Rehabilitate Taxiway J, P & Y - Phase I (Construction)	66		\$ 2,580	\$ 300				\$ 160		\$ 160		\$ 3,200	Catex	Submit by 7/31/24					
Rehabilitate Taxiway N & Y - Phase II (Construction)	66		\$ 1,620					\$ 90		\$ 90		\$ 1,800	Catex	Submit by 7/31/24					
												\$ -							
			\$ 4,200	\$ 300	\$ -	\$ -		\$ 250	\$ -	\$ 250	\$ -	\$ 5,000							
2028																			
Rehabilitate Taxiway B, D & M - Phase III (Construction)	66		\$ 2,000	\$ 300	\$ 850			\$ 175		\$ 175		\$ 3,500	Catex	Submit by 7/31/25					
Rehabilitate Taxiway S, K & M - Phase II (Construction)	66		\$ 2,200		\$ 950			\$ 175		\$ 175		\$ 3,500	Catex	Submit by 7/31/25					
			\$ 4,200	\$ 300	\$ 1,800	\$ -		\$ 350	\$ -	\$ 350	\$ -	\$ 7,000							

**Syracuse Regional Airport Authority
Passenger Facility Charge (PFC) Application #9**

Air Carrier Activity Information System (ACAIS) Listing

Air Carrier Summary List

Air Carrier Name	Carrier Code	Operation Type
Aerodynamics, Inc.	AJQ	CAC - Commuters or Small Certificated Air Carriers
Air Wisconsin Airlines Corporation	ZW	CAC - Commuters or Small Certificated Air Carriers
CFM INC D/B/A CONTOUR AIRLINES	LF#	CAC - Commuters or Small Certificated Air Carriers
Commutair Aka Champlain Enterprises, Inc.	C5	CAC - Commuters or Small Certificated Air Carriers
Piedmont Airlines	PT#	CAC - Commuters or Small Certificated Air Carriers
Tradewind Aviation LLC	04Q	CAC - Commuters or Small Certificated Air Carriers
Trans States Airlines, Inc.	AX	CAC - Commuters or Small Certificated Air Carriers
Allegiant Air LLC	G4	CRAC - Large Certificated Air Carriers
American Airlines, Inc.	AA	CRAC - Large Certificated Air Carriers
Ameristar Air Cargo, Inc.	AMQ	CRAC - Large Certificated Air Carriers
Atlas Air, Inc.	5Y	CRAC - Large Certificated Air Carriers
Avjet Corporation	0WQ	CRAC - Large Certificated Air Carriers
CARIBBEAN SUN AIRLINES, INC. D/B/A WORLD ATLANTIC AIRLINES	WL#	CRAC - Large Certificated Air Carriers
Caribbean Sun Airlines, Inc. D/B/A World Atlantic Airlines	K8#	CRAC - Large Certificated Air Carriers
Delta Air Lines, Inc.	DL	CRAC - Large Certificated Air Carriers
EASTERN AIRLINES F/K/A DYNAMIC AIRWAYS, LLC	1BQ	CRAC - Large Certificated Air Carriers
Eastern Airlines Group Inc.	EE#	CRAC - Large Certificated Air Carriers
ENDEAVOR AIR, Inc.	9E#	CRAC - Large Certificated Air Carriers
Envoy Air	MQ#	CRAC - Large Certificated Air Carriers
Expressjet Airlines, Inc.	EV#	CRAC - Large Certificated Air Carriers
Frontier Airlines, Inc.	F9	CRAC - Large Certificated Air Carriers
GoJet Airlines, LLC	G7	CRAC - Large Certificated Air Carriers
JET AVIATION FLIGHT SERVICES, Inc.	27Q	CRAC - Large Certificated Air Carriers
Jetblue Airways Corporation	B6	CRAC - Large Certificated Air Carriers
Mesa Airlines, Inc.	YV	CRAC - Large Certificated Air Carriers
Miami Air International, Inc.	GL	CRAC - Large Certificated Air Carriers
NATIONAL AIR CARGO GROUP INC D/BA NATIONAL AIRLINES	N8#	CRAC - Large Certificated Air Carriers
OMNI AIR INTERNATIONAL, LLC	X9	CRAC - Large Certificated Air Carriers

Air Carrier Name	Carrier Code	Operation Type
PSA Airlines, Inc.	OH#	CRAC - Large Certificated Air Carriers
Republic Airlines	YX#	CRAC - Large Certificated Air Carriers
SkyWest Airlines, Inc.	OO	CRAC - Large Certificated Air Carriers
Southwest Airlines Co.	WN	CRAC - Large Certificated Air Carriers
Sun Country Airlines	SY	CRAC - Large Certificated Air Carriers
Swift Air, LLC	09Q	CRAC - Large Certificated Air Carriers
United Air Lines, Inc.	UA	CRAC - Large Certificated Air Carriers
Xtra Airways	XP#	CRAC - Large Certificated Air Carriers
Air Canada	AC	FFC - Foreign Air Carriers
Air Georgian	ZX#	FFC - Foreign Air Carriers
Jazz Aviation, LP	QK#	FFC - Foreign Air Carriers
Vistajet Limited	VJT	FFC - Foreign Air Carriers

Enplanements by Air Carrier for Calendar Year 2017

Syracuse Hancock International (SYR)

NYC

Christina Reale1000 Col Eileen Collins Blvd, Syracuse, NY 13212

SYR

SCHEDULE TYPE CARRIER NAME (CARRIER CODE)	ENPLANEMENTS		TOTAL
	SCHEDULED	NONSCHEDULED	
ATCO - Nonscheduled/On-Demand Air Carriers, filing FAA Form 1800-31.			
Aero Jet Services LLC (J7EA)	0	7	7
Air Charter Service, Inc. (E8BA)	0	30	30
Crow Executive Air, Inc. (DRUA)	0	1	1
Priester Aviation LLC (PRIA)	0	2	2
Raven Helicopter Rentals, Inc. (RNZA)	0	32	32
Seneca Flight Operations (SFOA)	0	117	117
Ultimate Jetcharters LLC (DTHA)	0	155	155
ATCO Total	0	344	344
CAC - Commuters or Small Certificated Air Carriers, filing T-100.			
CFM INC D/B/A CONTOUR AIRLINES (LF#)	0	14	14
Commutair Aka Champlain Enterprises, Inc. (C5)	39,050	0	39,050
Piedmont Airlines (PT#)	21,355	0	21,355
Tradewind Aviation LLC (04Q)	0	47	47
Trans States Airlines, Inc. (AX)	12,758	0	12,758
CAC Total	73,163	61	73,224
CRAC - Large Certificated Air Carriers, filing T-100.			
Air Wisconsin Airlines Corporation (ZW)	62,970	0	62,970
Allegiant Air LLC (G4)	40,620	195	40,815
American Airlines, Inc. (AA)	78,314	533	78,847
Avjet Corporation (0WQ)	0	1	1
CARIBBEAN SUN AIRLINES, INC. D/B/A WORLD ATLANTIC AIRLINES (WL#)	0	45	45
Caribbean Sun Airlines, Inc. D/B/A World Atlantic Airlines (K8#)	0	195	195
Delta Air Lines, Inc. (DL)	178,170	188	178,358
ENDEAVOR AIR INC. (9E#)	86,271	0	86,271
Eastern Airlines Group Inc. (EE#)	0	190	190
Envoy Air (MQ#)	68,450	0	68,450
Expressjet Airlines INC. (EV#)	39,483	0	39,483
GoJet Airlines, LLC (G7)	28,464	0	28,464
JET AVIATION FLIGHT SERVICES, INC. (27Q)	0	19	19
Jetblue Airways Corporation (B6)	126,437	0	126,437
Mesa Airlines, Inc. (YV)	21,272	0	21,272
Miami Air International, Inc. (GL)	0	744	744
NATIONAL AIR CARGO GROUP INC D/BA NATIONAL AIRLINES (N8#)	0	780	780
Psa Airlines Inc. (OH#)	43,970	0	43,970
Republic Airlines (YX#)	51,256	0	51,256

Enplanements by Air Carrier for Calendar Year 2017

NYC

Syracuse Hancock International (SYR)

SYR

Christina Reale1000 Col Eileen Collins Blvd, Syracuse, NY 13212

SCHEDULE TYPE	SCHEDULED	ENPLANEMENTS	TOTAL
CARRIER NAME (CARRIER CODE)		NONSCHEDULED	
SkyWest Airlines, Inc. (OO)	82,526	0	82,526
Southwest Airlines Co (WN)	0	69	69
Sun Country Airlines (SY)	0	352	352
Swift Air, Llc (09Q)	0	555	555
United Air Lines, Inc. (UA)	17,542	0	17,542
Xtra Airways (XP#)	0	1,998	1,998
CRAC Total	925,745	5,864	931,609
FFC - Foreign Air Carriers, filing T-100(f).			
Air Georgian (ZX#)	7,951	0	7,951
Vistajet Limited (VJT)	0	21	21
FFC Total	7,951	21	7,972
SITE TOTAL	1,006,859	6,290	1,013,149

Enplanements by Air Carrier for Calendar Year 2018

Syracuse Hancock International (SYR)

NYC

Christina Reale1000 Col Eileen Collins Blvd, Syracuse, NY 13212

SYR

SCHEDULE TYPE	ENPLANEMENTS		
CARRIER NAME (CARRIER CODE)	SCHEDULED	NONSCHEDULED	TOTAL
ATCO - Nonscheduled/On-Demand Air Carriers, filing FAA Form 1800-31.			
Aero Jet Services LLC (J7EA)	0	4	4
Maine Instrument Flight (BFYA)	0	5	5
Netjets Aviation, Inc. (DXTA)	0	208	208
Reliant Air Charter, Inc. (QREA)	0	20	20
Seneca Flight Operations (SFOA)	0	84	84
Sunset Aviation Llc (7SSA)	0	21	21
Ultimate Jetcharters LLC (DTHA)	0	58	58
ATCO Total	0	400	400
CAC - Commuters or Small Certificated Air Carriers, filing T-100.			
Aerodynamics, Inc. (AJQ)	0	115	115
Air Wisconsin Airlines Corporation (ZW)	11,589	0	11,589
Commutair Aka Champlain Enterprises, Inc. (C5)	40,932	0	40,932
Piedmont Airlines (PT#)	50,956	0	50,956
Tradewind Aviation LLC (04Q)	0	27	27
Trans States Airlines, Inc. (AX)	7,871	34	7,905
CAC Total	111,348	176	111,524
CRAC - Large Certificated Air Carriers, filing T-100.			
Allegiant Air LLC (G4)	68,394	1,493	69,887
American Airlines, Inc. (AA)	82,841	373	83,214
Ameristar Air Cargo, Inc. (AMQ)	0	37	37
Avjet Corporation (0WQ)	0	2	2
CARIBBEAN SUN AIRLINES, INC. D/B/A WORLD ATLANTIC AIRLINES (WL#)	0	125	125
Delta Air Lines, Inc. (DL)	179,603	486	180,089
EASTERN AIRLINES F/K/A DYNAMIC AIRWAYS, LLC (1BQ)	0	194	194
ENDEAVOR AIR INC. (9E#)	131,375	0	131,375
Envoy Air (MQ#)	74,944	0	74,944
Expressjet Airlines INC. (EV#)	17,352	0	17,352
Frontier Airlines, Inc. (F9)	30,626	0	30,626
GoJet Airlines, LLC (G7)	36,087	0	36,087
JET AVIATION FLIGHT SERVICES, INC. (27Q)	0	4	4
Jetblue Airways Corporation (B6)	133,730	0	133,730
Mesa Airlines, Inc. (YV)	24,539	0	24,539
Miami Air International, Inc. (GL)	0	214	214
OMNI AIR INTERNATIONAL LLC (X9)	0	222	222
Psa Airlines Inc. (OH#)	68,187	0	68,187

Enplanements by Air Carrier for Calendar Year 2018

NYC

Syracuse Hancock International (SYR)

SYR

Christina Reale1000 Col Eileen Collins Blvd, Syracuse, NY 13212

SCHEDULE TYPE	SCHEDULED	ENPLANEMENTS	TOTAL
CARRIER NAME (CARRIER CODE)		NONSCHEDULED	
Republic Airlines (YX#)	92,285	0	92,285
SkyWest Airlines, Inc. (OO)	72,999	0	72,999
Southwest Airlines Co (WN)	0	255	255
Sun Country Airlines (SY)	0	711	711
Swift Air, Llc (09Q)	0	598	598
United Air Lines, Inc. (UA)	1,249	0	1,249
Xtra Airways (XP#)	0	682	682
CRAC Total	1,014,211	5,396	1,019,607
FFC - Foreign Air Carriers, filing T-100(f).			
Air Georgian (ZX#)	7,979	0	7,979
Jazz Aviation Lp (QK#)	58	0	58
FFC Total	8,037	0	8,037
SITE TOTAL	1,133,596	5,972	1,139,568

Enplanements by Air Carrier for Calendar Year 2019

Syracuse Hancock International (SYR)

NYC

Christina Reale1000 Col Eileen Collins Blvd, Syracuse, NY 13212

SYR

SCHEDULE TYPE CARRIER NAME (CARRIER CODE)	ENPLANEMENTS		TOTAL
	SCHEDULED	NONSCHEDULED	
ATCO - Nonscheduled/On-Demand Air Carriers, filing FAA Form 1800-31.			
Aero Charter, Inc. (DGCA)	0	12	12
Meridian Air Group, Inc. (K1RA)	0	6	6
Netjets Aviation, Inc. (DXTA)	0	64	64
Seneca Flight Operations (SFOA)	0	84	84
ATCO Total	0	166	166
CAC - Commuters or Small Certificated Air Carriers, filing T-100.			
Air Wisconsin Airlines Corporation (ZW)	10,478	0	10,478
Commutair Aka Champlain Enterprises, Inc. (C5)	34,239	0	34,239
Piedmont Airlines (PT#)	72,186	0	72,186
Tradewind Aviation LLC (04Q)	0	37	37
Trans States Airlines, Inc. (AX)	0	165	165
CAC Total	116,903	202	117,105
CRAC - Large Certificated Air Carriers, filing T-100.			
Allegiant Air LLC (G4)	103,562	1,920	105,482
American Airlines, Inc. (AA)	142,772	370	143,142
Atlas Air, Inc. (5Y)	0	298	298
CARIBBEAN SUN AIRLINES, INC. D/B/A WORLD ATLANTIC AIRLINES (WL#)	0	60	60
Delta Air Lines, Inc. (DL)	184,316	302	184,618
ENDEAVOR AIR INC. (9E#)	80,704	0	80,704
Envoy Air (MQ#)	47,782	0	47,782
Expressjet Airlines INC. (EV#)	14,256	0	14,256
Frontier Airlines, Inc. (F9)	94,801	176	94,977
GoJet Airlines, LLC (G7)	31,565	0	31,565
Jetblue Airways Corporation (B6)	132,219	0	132,219
Mesa Airlines, Inc. (YV)	42,075	0	42,075
Miami Air International, Inc. (GL)	0	415	415
NATIONAL AIR CARGO GROUP INC D/BA NATIONAL AIRLINES (N8#)	0	81	81
Psa Airlines Inc. (OH#)	51,662	0	51,662
Republic Airlines (YX#)	62,089	0	62,089
SkyWest Airlines, Inc. (OO)	110,980	0	110,980
Sun Country Airlines (SY)	0	408	408
Swift Air, Llc (09Q)	0	300	300
United Air Lines, Inc. (UA)	51,450	0	51,450
CRAC Total	1,150,233	4,330	1,154,563

Enplanements by Air Carrier for Calendar Year 2019

Syracuse Hancock International (SYR)

NYC

Christina Reale1000 Col Eileen Collins Blvd, Syracuse, NY 13212

SYR

SCHEDULE TYPE	-----	ENPLANEMENTS	-----
CARRIER NAME (CARRIER CODE)	SCHEDULED	NONSCHEDULED	TOTAL
FFC - Foreign Air Carriers, filing T-100(f).			
Air Canada (AC)	0	38	38
FFC Total	0	38	38
SITE TOTAL	1,267,136	4,736	1,271,872

**Syracuse Regional Airport Authority
Passenger Facility Charge (PFC) Application #9**

SRAA Board Resolution

RESOLUTION TO APPLY FOR PASSENGER FACILITY CHARGES

WHEREAS, the Syracuse Regional Airport Authority (the “Authority”) is a public benefit corporation, formed and operating pursuant to Chapter 463 of the Laws of New York 2011 and Article 8, Title 34 of the New York Public Authorities Law, as amended (collectively the “Enabling Act”); and

WHEREAS, Section 2799-bbb of the Enabling Act provides that the purposes of the Authority include the development, expansion, maintenance, and financing of aviation-related facilities in Central New York in general and the Syracuse Hancock International Airport (“Airport”) in particular; and

WHEREAS, the Congress of the United States, through enactment of the Aviation Safety and Capacity Expansion Act of 1990, empowered the Federal Aviation Administration of the U.S. Department of Transportation to authorize operators of commercial service airports to impose a Passenger Facility Charge (“PFC”) on certain enplaned passengers at those airports, and to use the revenues collected for capital projects that would promote the safety, security, capacity, and noise mitigation goals of those airport operators;

WHEREAS, that Federal Aviation Regulations require that the Authority adopt a resolution authorizing an application for Passenger Facility Charges to be submitted to the Federal Aviation Administration and agreement to comply with the requirements of that Regulation;

NOW, THEREFORE, after due deliberation having been had thereon, it is RESOLVED, that the Board of the Syracuse Regional Airport Authority hereby:

SECTION 1 – PASSENGER FACILITY CHARGE

- 1.1 Authorization to apply; specification of approved Capital Projects: The Authority hereby authorizes the Executive Director to submit to the FAA an application for the authorization to impose a Passenger Facility Charge at the Syracuse Hancock International Airport and to expend PFC revenues as identified on Attachment I.

These funds will be expended on a Pay-As-You-Go basis in the following manner:

- \$2.95 million for three pieces of crucial snow removal equipment replacements, replacing pieces of equipment which are all more than 26 years old,
- \$7.2 million for Airport-owned Jet Bridges, all of which are more than 32 years old and in need of being replaced,
- \$1.5 to \$2.1 million for a Master Plan Update; the current Plan is 14 years old and significant changes have occurred at the Airport since that time resulting in a need to update the Master Plan for the next phase of the Airport,
- \$3.0 million for Federal Inspection Services (“FIS”) facilities construction, including a new Jet Bridge; when traffic returns to normal, the current facility will not be adequate for the Airport to compete with peer airports or initiate new activity.

- 1.2 Authorization to give assurances: The Authority hereby authorizes the Executive Director to include in the application, when filed, all understandings and assurances required by the FAA.
- 1.3 Amount of Charge: Once authorized by FAA, the Passenger Facility Charge shall be imposed at a level of \$4.50 on all revenue enplaned passengers at the Airport, except for those that the Authority seeks and is granted permission to exclude from such collection.
- 1.4 Date of Imposition and Expiration: The Authority hereby authorizes collection of the Passenger Facility Charge beginning on the first day of the second month after approval by FAA of the application for authorization to impose a PFC at the Airport, or as soon thereafter as the PFC can be collected as determined by the Executive Director. The PFC authorized by this Resolution shall expire when sufficient revenues have been collected to equal the eligible costs of the approved projects listed in Section 1.1 above.

SECTION 2 – DESIGNATION OF OFFICIAL REPRESENTATIVE

- 2.1 The Executive Director of the Syracuse Regional Airport Authority is designated as the Official Representative of the Authority to act in connection with the application and is authorized to implement the necessary procedures required under 14 CFR Part 158 to secure authorization to impose a PFC and spend PFC revenues, including but not limited to, the authorization to sign all necessary documents, to enter into all necessary certifications, and to give all required assurances.

SECTION 3 – COMPLIANCE WITH FEDERAL REQUIREMENTS

- 3.1 The revenues collected pursuant to FAA approval of the Authority’s application shall be expended for projects determined by FAA to be eligible under the Act and 14 CFR Part 158.
- 3.2 The Passenger Facility Charge to be imposed under this Resolution shall be collected and disbursed in compliance with the Act and 14 CFR Part 158.

Resolution Adopted Date: September 11, 2020

Vote: Ayes 10 Nays: 0 Abstentions: 0

Signed:  _____
Secretary

**Syracuse Regional Airport Authority
Passenger Facility Charge (PFC) Application #9**

SRAA Board Approval

SYRACUSE REGIONAL AIRPORT AUTHORITY

SYRACUSE HANCOCK INTERNATIONAL AIRPORT
1000 COL. EILEEN COLLINS BLVD.
SYRACUSE, NEW YORK 13212
P: 315.454.3263
F: 315.454.8757

Minutes of the Regular Meeting of the Syracuse Regional Airport Authority

Friday, September 11, 2020

11:30 a.m. – 1:00 p.m. / John P. Walsh Conference Room and also via Conference Call/Teams Mtg.

Pursuant to notice duly given and posted, the regular board meeting of the Syracuse Regional Airport Authority was called to order on Friday, September 11, 2020 at 11:32 a.m. in the Syracuse Regional Airport Authority Board Room located in the Syracuse Hancock International Airport by Chair, Ms. Jo Anne Chiarenza Gagliano.

Note: The Authorities Budget Office (ABO) has waived the in-person meeting requirement during this public health emergency. During this public health emergency, in the event board members are unable to meet in person, the Governor’s Executive Order 202.1 permits the board to consider the use of telephone conferencing, “to the extent necessary to permit any public body to meet and take such actions authorized by the law without permitting in public in-person access to meetings and authorizing such meetings to be held remotely by conference call or similar service, provided that the public has the ability to view or listen to such proceeding and that such meetings are recorded and later transcribed.”

Members Present/Telephone Conference:

Ms. Jo Anne Gagliano – Chair
Mr. William Fisher – Vice Chair
Dr. Shiu-Kai Chin – Finance Officer
Ms. Latoya Allen
Dr. Donna DeSiato
Mr. Michael Frame
Mr. Kenneth Kinsey
Mr. Michael Lazar
Mr. Michael Mirizio
Mr. Robert Simpson
Mr. Michael Quill

Members Absent:

None

Also Present/Telephone Conference:

Mr. H. Jason Terreri
Mr. John T. Carni
Ms. Robin Watkins

Mr. Brian Dorman
Ms. Debi Marshall
Ms. Joanne Clancy
Ms. Cheryl Herzog
Mr. R. John Clark
Ms. Linda Ryan
Mr. John McCain
Ms. Selena Nicolson
Ms. Jennifer Sweetland
Ms. Elana Essig

Roll Call

As noted, all Board members were present.

Ms. Gagliano started by welcoming everyone to the scheduled regular meeting of the Board at 11:32 a.m.

Consent Agenda

- Approval for Resolution Approving Consent Calendar for Meetings of the Syracuse Regional Airport Authority
- Approval of Minutes from the June 5, 2020 Regular Meeting
- Resolution Authorizing the Creation of the Position of Airport Planner for the Syracuse Regional Airport Authority
- Resolution Adopting Policy for Inventory, Tracking and Disposal of Property for the Syracuse Regional Airport Authority

Chair Gagliano reminded the board of the purpose of using Consent Agendas. Executive Director Terreri explained further about what will typically be on Consent Agendas along with what is on this particular Consent Agenda and invited discussion. Vice Chair Fisher noted that Consent Agendas should be given to the board members in advance and that board members need to be aware that they can ask for any Consent Agenda topics to be moved into the regular agenda for further discussion at any time. Having no objections or further discussion regarding the consent agenda, a motion was made by Mr. Fisher and seconded by Dr. DeSiato and the consent agenda was unanimously approved.

The motion was approved: 11 ayes, 0 nays, 0 abstain

Director's Report

Director Terreri reviewed the Director's Report with the board and noted that each time he will report to the board he will add in an educational, lunch and learn type piece.

Director Terreri updated the board regarding frequency, routes and status of airline flights for SYR. He stated that Cargo has increased significantly with double-digit growth and that is a strong piece of airport business. Meetings with various airlines continue along with check-in calls to continue communications. Passenger traffic numbers from March to present reflect a trend that is lower than our revised budget predictions due to the continued travel bans along with COVID-19 spikes in some areas. While we are not meeting our budgeted numbers, we are still increasing week over week. October flights scheduled have increased and some service markets were added back in. In comparison to other local airports, we are doing better than Buffalo and Rochester and are on par with Albany. SYR is currently holding a 40

percent business and 60 percent leisure which is unique and puts SYR in a stronger position than other airports. Regional airports, such as ITH are not faring as well with those passengers now needing to go to SYR. The hope is that capacity will be added back at the end of the year/beginning of 2021. The schedules are being watched very closely. Mr. Fisher asked how this impacts cash flow situation. CFO Watkins said that we have enough to meet all of our needs, despite the lower passenger traffic. The Cares fund has help to offset payroll needs and we have more of those funds in reserve. Dr. DeSiato would like to increase the public's knowledge regarding how many safety protocols are in place at the airport and with our airline partners to display all the safety processes that have been put into place to help ease concerns. Councilor Jackson inquired about how much money was spent on all unexpected cleaning costs, marketing, etc. for COVID-19 related expenses and where were the funds taken from in the budget? CFO Watkins stated that we were fortunate to have some vacancies on our roster and were able to use those staffing vacancies to put toward offsetting those costs. CFO Watkins noted the new Grants Administrator is looking into further grant monies that could be utilized for the operation of the airport including FEMA opportunities. A discussion ensued regarding further impact to the airport if the numbers do not increase, Executive Director Terreri and CFO Watkins stated that we are in good financial position and that our audit was complete in a record time of 66 days. Because of the ability to do monthly closings and long-term analysis that was not previously done, we are in better position to monitor the finances closely.

Director Terreri moved on to the next topic which is the educational piece of the meeting. He presented information regarding the SRAA Airport Use & Lease Agreement and reviewed the agreement in detail. There are three types of models: residual models, compensatory agreements, and hybrid models. SYR falls in the hybrid model category. The goal is to move to a compensatory agreement which puts the airport in the most beneficial place for controls and allows common-use gates which is needed for airport growth. SYR has a hybrid agreement that allows gate use for other air carriers if those gates are not being used and helps provide equitable treatment for signatory and non-signatory airlines. The signatory airlines receive credit for financial overage at the end of the year and the non-signatory airlines pay a 15% surcharge for not joining as a signatory airline taking on cost risk along with the authority. Director Terreri and CFO Watkins explained the various allocation of cost centers and revenues and how these costs are broken out within the current agreement and shared revenue with the airlines. Non-aeronautical revenue is not shared such as parking, ground transportation or hotel. Historically, PRISM funds and other capital expenditures were not tracked in a specific cost center, but now will be budgeted properly and the financial books will be closed each month which will make it easier to see how things are tracking all year long instead of waiting until the end of the year to close out. The airlines need this information to make their decisions on ticket pricing and for us to establish appropriate rates and charges models. Currently the rates were incredibly high and then the airlines would get paid back large sums at the end of the year. Now that we know where we stand from a budgeting perspective, since we have re-done the entire accounting process, we will become more competitive. This nine-year agreement ends on June 30, 2025 with negotiations to start in 2023. A new process of holding Quarterly meetings is being set up to review these rates and charges instead of only having the meeting once per year for further transparency going forward.

Executive Session

Chair Gagliano invited a motion to go into executive session to discuss 1) matters pertaining to collective negotiations pursuant to Article 14 of the civil service law; 2) the sale or lease of real property; and 3) matters leading to the employment of a particular corporation.

Mr. Lazar made the motion and Mr. Fisher seconded the motion. Executive session began at 12:05 p.m.

Executive session ended at 1:00 p.m. No action was taken.

New Business

Mr. Frame left the meeting.

Resolution Authorizing the Submission to the Federal Aviation Administration of Amendments to Certain Approved Passenger Facility Charge Applications. Executive Director Terreri stated that they would like to amend the 2012 application to include some improvements in the terminal, jet bridges and various equipment purchases utilizing those funds.

Having no further discussion regarding this resolution, a motion was made by Mr. Fisher and seconded by Ms. Lazar.

The resolution was adopted: 10 ayes, 0 nays, 0 abstain

Resolution to Apply for Passenger Facility Charges

Having no further discussion regarding this resolution, a motion was made by Mr. Fisher and seconded by Ms. Gagliano.

The resolution was adopted: 10 ayes, 0 nays, 0 abstain

Amended Resolution: (1) Adopting the 2020-2021 Syracuse Regional Airport Authority Capital Budget; (2) Authorizing Executive Director and/or Chief Financial Officer to apply for and accept grant offers and enter into grant agreements with the Federal Aviation Administration and New York State Department of Transportation for such projects; (3) Enter into contracts to undertake and complete projects; (4) Authorizing expenditure of funds on projects

CFO Watkins explained the costs and funding sources for the Capital Budget and projects. The Finance Committee reviewed and supports bringing this to the board for vote. Having no further discussion regarding this resolution, a motion was made by Mr. Fisher and seconded by Ms. Gagliano.

The resolution was adopted: 10 ayes, 0 nays, 0 abstain

Resolution authorizing collective bargaining agreement between SRAA and Central and Northern NY Building Trades Council and signatory local unions, and transfer of Trades employees to Syracuse Regional Airport Authority employment.

Director Terreri was excited to share the news of this successful negotiation. Having no further discussion regarding this resolution, a motion was made by Mr. Lazar and seconded by Ms. Gagliano.

The resolution was adopted: 10 ayes, 0 nays, 0 abstain

Resolution approving the selection of Parking Management Services Provider; Authorizing negotiation of definitive Parking Management Services Agreement and Appointment of Authority liaison and point of contact for such negotiations and all services to be performed under parking management services agreement

Director Terreri explained the competitive process to select a new parking services provider, SP+ to operation SYR facilities. Vice Chair Fisher noted that he was on this selection committee and that the RFP was very detailed and it was a competitive process, that the committee did an excellent job rating

these proposals and that the recommendation was unanimous in support of this selection decision. Having no further discussion regarding this resolution, a motion was made by Mr. Fisher and seconded by Ms. Gagliano.

The resolution was adopted: 10 ayes, 0 nays, 0 abstain

Committee Reports and other updates

Minutes from most recent SRAA committee meetings were attached to the packet. No further reports were given.

- HR Committee
- Finance Committee
- Governance Committee

Adjournment

Having no other topics brought to the board, a motion was made by Ms. Gagliano and seconded by Mr. Lazar to adjourn the meeting.

The meeting was adjourned at 1:35 p.m.