



Passenger Facility Charge (PFC) Application #10

Syracuse Hancock International Airport (SYR)

August 2022

**Syracuse Regional Airport Authority
Passenger Facility Charge (PFC) Application #10**

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**Syracuse Regional Airport Authority
Passenger Facility Charge (PFC) Application #10**

1.0 Air Carrier Notice

MEMO

Date: August 12, 2022

Re: Notice to Passenger Air Carriers for PFC Application #10

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 #10. Meeting information is as follows:

Date: Thursday, September 15, 2022

Time: 11:00 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):

Number: 1-347-966-4080 **Participant Code:** 73775771#

The total amount of this Pay-As-You-Go Passenger Facility Charge (PFC) is \$13,830,156. 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-notices/>

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@syraairport.org

SYR PFC Application #10 Summary Information

Estimated Charge Date: June 1, 2030

Charge Expiration Date: March 1, 2033

Excluded Class: ATCO – Nonscheduled/On Demand Air Carriers, filing FAA – Form 1800-31 (See Air Carrier Activity Information System (ACAIS) list attached for 2019-2021)

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 2019-2021

PFC Rate: \$4.50

PFC Application Total: \$13,830,156

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

Projects:

- Snow Removal Equipment Total: \$4,515,156
 - MTE 1: \$1,183,284
 - MTE 2: \$1,183,284
 - MTE 3: \$1,183,284
 - Skid Steer: \$75,000
 - Tractor & Batwing 1: \$125,457
 - Tractor & Batwing 2: \$125,457
 - Western Star Truck, Plow and Sander 1: \$319,695
 - Western Star Truck, Plow and Sander 2: \$319,695
- Gate 11 Modifications: \$600,000
- Jet Bridge for Gate 14: \$1,200,000
- Jet Bridge for Gate 22: \$1,200,000
- Terminal Modifications: \$6,240,000
- Administrative Preparation Fees: \$75,000

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

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

**Syracuse Regional Airport Authority
Passenger Facility Charge (PFC) Application #10**

2.0 Summary

Syracuse Regional Airport Authority
Passenger Facility Charge (PFC) Application #10 Summary

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Summary Information

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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 ACAIS List for 2019-2021

PFC Rate: \$4.50

PFC Application Total: \$13,830,156

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 - Western Star Truck, Plow and Sander 2: \$319,695
- Gate 11 Modifications: \$600,000
- Jet Bridge for Gate 14: \$1,200,000
- Jet Bridge for Gate 22: \$1,200,000
- Terminal Modifications: \$6,240,000
- Administrative Preparation Fees: \$75,000

Multitasking Equipment (MTE) 1

Project Cost: \$1,183,284

Project Description: This piece of equipment is specifically for 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 a new MTE and replacing Runway Sweeper #8, which was purchased in 1996, the Airport will be able to reliably clean the runways without experiencing failure of old equipment. The Oshkosh Runway Sweeper is difficult to maintain, and parts are no longer available and must be custom made. When Sweeper #8 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 of a snow and/or ice event. Chapter 3 of the plan, titled "Snow Removal Action Criteria," details the activities surrounding an event. Specifically, Section 3.6 of this Chapter identifies the use of each type of equipment. The current Sweeper 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 must be custom made. This results in significant downtime for a crucial piece of equipment. In addition, the hydraulic system and pump motors on these Sweepers 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 MTE will be much more efficient and reliable, allowing the Airport to clear the runways in a safer and more timely manner. The operating concept is that a single operator can operate a plow, runway broom, and air-blast system simultaneously to clean the surface to bare pavement. A MTE can move large amounts (Tons Per Hour (TPH)) of snow much faster since the plow is located at the front of the carrier and the broom is located approximately in the middle of the unit. Thus, one operator can perform the complete cleaning process in one pass, reducing labor costs, equipment maintenance costs, and the number of vehicles on the airfield, which enhances safety.

Start Date: July 2022

End Date: October 2023

MTE 2

Project Cost: \$1,183,284

Project Description: This piece of equipment is specifically for 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 a new MTE and replacing Fresia Runway Sweeper #1 and Fresia Runway Sweeper #2 that were purchased in 2004 and 2006, the Airport will be able to reliably clean the runways without experiencing failure of old equipment. The Fresia equipment is difficult to maintain, and parts are no longer available and must be custom made. When a Sweeper 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 of a snow and/or ice event. Chapter 3 of the plan, titled "Snow Removal Action Criteria," details the activities surrounding an event. Specifically, Section 3.6 of this Chapter identifies the use of each type of equipment. The current Sweepers are 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 must be custom made. This results in significant downtime for crucial pieces of equipment. In addition, the hydraulic system and pump motors on these Sweepers are extremely worn. Lead time on repairs and parts is significant and results in not having any back-up equipment when these pieces break down.

The new MTE will be much more efficient and reliable, allowing the Airport to clear the runways in a safer and more timely manner. The operating concept is that a single operator can operate a plow, runway broom, and air-blast system simultaneously to clean the surface to bare pavement. A MTE can move large amounts (TPH) of snow much faster since the plow is located at the front of the carrier and the broom is located approximately in the middle of the unit. Thus, one operator can perform the complete cleaning process in one pass, reducing labor costs, equipment maintenance costs, and the number of vehicles on the airfield, which enhances safety.

Start Date: July 2022

End Date: October 2023

MTE 3

Project Cost: \$1,183,284

Project Description: This piece of equipment is specifically for 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 a new MTE and replacing the Walter Snowplow that was purchased in 1986, the Airport will be able to reliably clean the runways without experiencing failure of old equipment. The Walter Snowplow equipment is difficult to maintain, and parts are no longer available and must be custom made. When a Snowplow 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 of a snow and/or ice event. Chapter 3 of the plan, titled "Snow Removal Action Criteria," details the activities surrounding an event. Specifically, Section 3.6 of this Chapter identifies the use of each type of equipment. The current Snowplows are vital to the runway snow removal operations. Replacement parts are difficult to obtain, if they are available at all. However, in most cases, parts are not available and must be custom made. This results in significant downtime for a crucial piece of equipment. In addition, the vehicle systems and the motor on this Snowplow is 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 MTE will be much more efficient and reliable, allowing the Airport to clear the runways in a safer and more timely manner. The operating concept is that a single operator can operate a plow, runway broom, and air-blast system simultaneously to clean the surface to bare pavement. A MTE can move large amounts (TPH) of snow much faster since the plow is located at the front of the carrier and the broom is located approximately in the middle of the unit. Thus, one operator can perform the complete cleaning process in one pass, reducing labor costs, equipment maintenance costs and the number of vehicles on the airfield, which enhances safety.

Start Date: July 2022

End Date: October 2023

Skid Steer

Project Cost: \$75,000

Project Description: This piece of equipment is specifically for snow removal and clean up, and airfield grounds maintenance actions.

Project Objective: To preserve or enhance safety as well as maintain Airport facilities and the capacity of the national air transportation system. By acquiring a new Skid Steer and replacing the GEHL Skid Steer that was purchased in 1996, the Airport will be able to reliably clean, sweep aircraft ramps and facilities, and maintain grounds on the airfield without experiencing failure of old equipment. The GEHL Skid Steer equipment is past its useful life and is difficult to maintain.

Project Justification: The Syracuse Hancock International Airport's Snow and Ice Control Plan was approved on October 10, 2016. The plan describes all aspects of a snow and/or ice event. Chapter 3 of the plan, titled "Snow Removal Action Criteria," details the activities surrounding an event. Specifically, Section 3.6 of this Chapter identifies the use of each type of equipment. The current Skid Steer is vital to keeping the aircraft parking areas and ramp clean and operational for the air carriers. This equipment is able to maneuver in tight areas to remove debris and keep the ramp clean and the airfield grounds well maintained.

A new Skid Steer will be more efficient and reliable, allowing the Airport to clean and clear areas of the aircraft parking ramp easily and in a safer and more timely manner. In the summer months, this equipment will assist staff with maintaining the airfield grounds. This piece is versatile with landscape and asphalt maintenance by using multiple attachments (already owned by the Authority) such as an auger, roller for asphalt repair, and a front-loading bucket.

Start Date: July 2022

End Date: February 2023

Tractor & Batwing 1

Project Cost: \$125,457

Project Description: This piece of equipment is specifically for snow removal and clean up, and airfield grounds maintenance actions.

Project Objective: To preserve or enhance safety as well as maintain Airport facilities and the capacity of the national air transportation system. By acquiring a New Holland CTL110 Tractor and replacing the New Holland TL90 Tractor that was purchased in 2001, the Airport will be able to reliably maintain aircraft ramps and facilities during snow operations and grounds on the airfield without experiencing failure of old equipment. The New Holland TL90 Tractor is past its useful life and difficult to maintain.

Project Justification: The Syracuse Hancock International Airport's Snow and Ice Control Plan was approved on October 10, 2016. The plan describes all aspects of a snow and/or ice event. Chapter 3 of the plan, titled "Snow Removal Action Criteria," details the activities surrounding an event. Specifically, Section 3.6 of this Chapter identifies the use of each type of equipment. The current New Holland TL90 Tractor is a supplemental piece of equipment for keeping the aircraft parking areas and ramps clean and operational for the air carriers. However, it is a primary piece of equipment for grounds maintenance during the summer months. This equipment is able to maneuver in tight areas to keep the ramp clean and the airfield grounds well maintained.

A New Holland CTL110 Tractor will be more efficient and reliable, allowing the Airport to clean and clear in tight areas during snow operations of the aircraft parking ramp easily and in a safer and more timely manner. In the summer months, this equipment will provide staff the appropriate equipment to maintain the airfield grass areas. This piece is versatile and able to clear snow with a blower attachment (already owned by the Authority) and maintain landscape with a new 15-foot batwing mower and a multi-purpose front-loading bucket.

Start Date: July 2022

End Date: October 2023

Tractor & Batwing 2

Project Cost: \$125,457

Project Description: This piece of equipment is specifically for snow removal and clean up, and airfield grounds maintenance actions.

Project Objective: To preserve or enhance safety as well as maintain Airport facilities and the capacity of the national air transportation system. By acquiring a New Holland CTL110 Tractor and replacing the New Holland TL90 Tractor that was purchased in 2003, the Airport will be able to reliably maintain aircraft ramps and facilities during snow operations, and grounds on the airfield without experiencing failure of old equipment. The New Holland TL90 Tractor is past its useful life and difficult to maintain.

Project Justification: The Syracuse Hancock International Airport's Snow and Ice Control Plan was approved on October 10, 2016. The plan describes all aspects of a snow and/or ice event. Chapter 3 of the plan, titled "Snow Removal Action Criteria," details the activities surrounding an event. Specifically, Section 3.6 of this Chapter identifies the use of each type of equipment. The current New Holland TL90 Tractor is a supplemental piece of equipment for keeping the aircraft parking areas and ramps clean and operational for the air carriers. However, it is a primary piece of equipment for grounds maintenance during the summer months. This equipment is able to maneuver in tight areas to keep the ramp clean and the airfield grounds well maintained.

A New Holland CTL110 Tractor will be more efficient and reliable, allowing the Airport to clean and clear in tight areas during snow operations of the aircraft parking ramp easily and in a safer and more timely manner. In the summer months, this equipment will provide staff the appropriate equipment to maintain the airfield grass areas. This piece is versatile and able to clear snow with a blower attachment (already owned by the Authority) and maintain landscape with a new 15-foot batwing mower and a multi-purpose front-loading bucket.

Start Date: July 2022

End Date: October 2023

Western Star Truck, Plow and Sander 1

Project Cost: \$319,695

Project Description: This piece of equipment is specific to runway, taxiway, and aircraft ramp area snow removal actions.

Project Objective: To preserve or enhance safety as well as maintain the capacity of the national air transportation system. By acquiring a new Western Star truck, plow and sander and replacing the International Sander unit that was purchased in 1985, the Airport will be able to reliably maintain the aircraft movement areas without experiencing failure of old equipment. The International Sander unit is difficult to maintain and is beyond its useful life.

Project Justification: The Syracuse Hancock International Airport's Snow and Ice Control Plan was approved on October 10, 2016. The plan describes all aspects of a snow and/or ice event. Chapter 3 of the plan, titled "Snow Removal Action Criteria," details the activities surrounding an event. Specifically, Section 3.6 of this Chapter identifies the use of each type of equipment. The current snowplow and sander units are vital to the runway snow removal and management of snow operations. Replacing the 1985 Sander unit with a combination plow and sander unit will provide greater flexibility and efficiency for snow management on the airfield runways, taxiways, and aircraft parking ramp.

The new Western Star equipment will be much more effective, efficient, and reliable, allowing the Airport to clear and treat runways and taxiways in a safer and more timely manner. The operating concept is that a single operator can manage a plow while simultaneously applying sand to the surface. This activity will assist in the safe operational movement of aircraft landing and taxiing to the Airport terminal. One operator in a new piece of equipment will reduce labor costs, equipment maintenance costs, and the number of vehicles on the airfield, which enhances safety.

Start Date: July 2022

End Date: October 2023

Western Star Truck, Plow and Sander 2

Project Cost: \$319,695

Project Description: This piece of equipment is specific to runway, taxiway, and aircraft ramp area snow removal actions.

Project Objective: To preserve or enhance safety as well as maintain the capacity of the national air transportation system. By acquiring a new Western Star truck, plow and sander and replacing the International Snowplow that was purchased in 2010, the Airport will be able to reliably maintain the aircraft movement areas without experiencing equipment failure. The International Snowplow is difficult to maintain, breaks down frequently and is beyond its useful life.

Project Justification: The Syracuse Hancock International Airport's Snow and Ice Control Plan was approved on October 10, 2016. The plan describes all aspects of a snow and/or ice event. Chapter 3 of the plan, titled "Snow Removal Action Criteria," details the activities surrounding an event. Specifically, Section 3.6 of this Chapter identifies the use of each type of equipment. The current snowplow and sander units are vital to the runway snow removal and management of snow operations. Replacing the 2010 Snowplow with a combination plow and sander unit will provide greater flexibility and efficiency for snow management on the airfield runways, taxiways, and aircraft parking ramp.

The new Western Star equipment will be much more effective, efficient, and reliable, allowing the Airport to clear and treat runways and taxiways in a safer and more timely manner. The operating concept is that a single operator can manage a plow while simultaneously applying sand to the surface. This activity will assist in the safe operational movement of aircraft landing and taxiing to the Airport terminal. One operator in a new piece of equipment will reduce labor costs, reduce labor costs, equipment maintenance costs, and the number of vehicles on the airfield, which enhances safety.

Start Date: July 2022

End Date: October 2023

Gate 11 Modifications

Project Cost: \$600,000

Project Description: Make the necessary modifications to the jet bridge at Gate 11 to allow for full utilization of the gate and jet bridge.

Project Objective: To enhance the capacity of the national air transportation system and maintain a competitive Airport environment. These modifications will allow for the full use of the jet bridge and increase capacity. Without these modifications, the Airport will not be able to meet increasing passenger demand unless a new jet bridge is purchased, which would cost twice as much.

Project Justification: These modifications will extend the life of the bridge at gate 11 and allow the Airport to fully serve the travelling public. Due to the increased passenger demand, the Airport either needs to purchase a new bridge with the proper requirements or modify the existing bridge. Modifying the existing bridge will speed up the process of using the gate, is much less expensive, and will increase the capacity of the Airport.

Start Date: October 2022

End Date: June 2023

Jet Bridge for Gate 14

Project Cost: \$1,200,000

Project Description: Purchase and installation of a new jet bridge for Gate 14.

Project Objective: To enhance the capacity of the national air transportation system and maintain a competitive airport environment. The new jet bridge for Gate 14 will promote a safer and more efficient Airport and will allow the Airport to meet current and future demand. Currently, there is no jet bridge for Gate 14.

Project Justification: The Airport is near capacity with all bridges currently being utilized. To accommodate passenger and airline demand, Gate 14 must have a new jet bridge. A new jet bridge for Gate 14 will better position the Airport for current activity and future growth. This also reduces the need for diversions and allows the Airport to have all passengers use a gate/jet bridge rather than ground loading.

Start Date: April 2023

End Date: April 2024

Jet Bridge for Gate 22

Project Cost: \$1,200,000

Project Description: Purchase and installation of a new jet bridge for Gate 22.

Project Objective: To enhance the capacity of the national air transportation system and maintain a competitive Airport environment. The new jet bridge for Gate 22 will promote a safer and more efficient Airport and will allow the Airport to meet current and future demand. Currently, there is no jet bridge for Gate 22.

Project Justification: The Airport is near capacity with all bridges currently being utilized. To accommodate passenger and airline demand, Gate 22 must have a new jet bridge. A new jet bridge at Gate 22 will better position the Airport for current activity and future growth. This also reduces the need for diversions and allows the Airport to have all passengers use a gate/jet bridge rather than ground loading.

Start Date: April 2023

End Date: April 2024

Terminal Modifications

Project Cost: \$6,240,000

Project-Description: Expansion of the terminal gate hold rooms to ensure passenger waiting areas are available with the addition of new jet bridges at Gate 14 and Gate 22 as well as required modifications at Gate 11.

Project Objective: To enhance the capacity of the national air transportation system and maintain a competitive Airport environment. The terminal building gate hold areas are greatly undersized and do not align with industry standards for available square feet for the level of service experienced at the Airport. With the addition of jet bridges at gates 14 and 22 as well as the modifications to the bridge at gate 11, this is the most cost-effective and time-sensitive opportunity to make these adjustments.

Project Justification: The existing terminal facilities as they relate to gate hold areas and public passenger movements are extremely outdated and very undersized. The facilities were developed and built for different-sized aircraft. With the increased size of the regional jets and the increased use of the smaller sized jet aircraft (737 as an example), the current size of all of the hold rooms at the Airport needs to be expanded. With the addition of the new jet bridges at gates 14 and 22 as well as the gate modifications at gate 11, this is the best opportunity to start to make these areas safer, passenger-friendly, and provide a more efficient operation of the Airport. These changes will improve the overall operation of the Airport by allowing more free movement for passengers and preventing passengers from entering the wrong aircraft.

Start Date: July 2023

End Date: January 2025

Administrative Preparation Fees

Project Cost: \$75,000

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 to manage the overall PFC application development. Tasks generally involve coordinating all projects and descriptions with Airport management; developing all PFC application materials; coordinating with the FAA; facilitating the airline consultation meeting; and finalizing the application documentation for submission.

Start Date: January 2022

End Date: January 2023

**Syracuse Regional Airport Authority
Passenger Facility Charge (PFC) Application #10**

3.0 Capital Improvement Program

**Syracuse Hancock International Airport
Capital Improvement Program**

Airport:		Syracuse Hancock International Airport					State:		NY					NPIAS #:		36-0114		LOCID:		SYR		Date:		1/12/22	
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.	BIL Funding	Supplementary Discretionary		PFC	Other														
2022																									
Passenger Terminal Improvements (Design & Construct) -	42	ST TE IM	\$ 3,988						\$ 222		\$ 222		\$ 4,432	Catex	Approved 8/11/2017										
Rehabilitate Taxiway B [2,500 LF x 75LF] Including Stub Taxiways S [300 lf x 85 lf], T [200 LF x 85 LF] & M [600 lf x 75 lf] (Design),	76	RE TW IM	\$ 93	\$ 200					\$ 16		\$ 16		\$ 325	Catex	Submit by 12/16/2021										
Rehabilitate Taxiway B Including Stub Taxiways S, T & M - Lighting (Design)	76	RE TW LI	\$ 63						\$ 4		\$ 4		\$ 70	Catex	Submit by 12/16/2021										
Rehabilitate T/W A East [5,300 lf x 75 lf] Incl. Stub Taxiways M [600 lf x 75 lf] - Phase II (Design)	76	RE TW IM	\$ 360						\$ 20		\$ 20		\$ 400	Catex	Approved 7/16/2014										
Rehabilitate Taxiway A East & Taxiway M - Phase II Lighting (Design)	76	RE TW LI	\$ 90						\$ 5		\$ 5		\$ 100	CATEX	Approved 7/16/2014										
Construct Maintenance Building	39	ST BD MS						\$ 4,500	\$ 250		\$ 250		\$ 5,000	CATEX	Submit by 5/31/2022										
Jet Bridge Updates (Gates 11, 14 & 22)													\$ 600	CATEX	Submitted by 8/12/2022										
Snow Removal Equipment													\$ 4,600	CATEX	Submitted 8/3/2022										
Total FY2022			\$ 4,594	\$ 200	\$ -	\$ -	\$ 4,500	\$ -	\$ 516	\$ 5,200	\$ 516	\$ -	\$ 15,527												
2023																									
Replace ARFF Vehicle and Equipment (ARFF 8)	89	SA EQ RF	\$ 940	\$ 230					\$ 65	\$ -	\$ 65		\$ 1,300	Catex	Submit by 6/30/2022	need to submit CATEX (one-page)									
Replace PPE Equipment	89	SA EQ RF	\$ 90						\$ 5		\$ 5		\$ 100	Catex	Submit by 6/30/2022	need to submit CATEX (one-page)									
Rehabilitate Taxiway A West [3,700 lf x 75 lf] & Stub Taxiways Q [250 lf x 110 lf] & R [250 lf x 110 lf] and Stub Taxiway G [150 lf x 110 lf] (Construct)	76	RE TW IM	\$ 3,150						\$ 175		\$ 175		\$ 3,500	Catex	Approved 7/16/2014										
Rehabilitate Taxiway A West [3,700 lf x 75 lf] & Stub Taxiways Q [250 lf x 110 lf] & R [250 lf x 110 lf] and Stub Taxiway G [150 lf x 110 lf] - Lighting - (Construct)	76	RE TW LI	\$ 540						\$ 30		\$ 30		\$ 600	Catex	Approved 7/16/2015										
Comprehensive De-Icing Operations Program Rehabilitation- Phase - II (Design).	39	ST OT DI	\$ 203						\$ 11		\$ 11		\$ 225	CATEX	Submit by 6/30/2022										
Comprehensive De-Icing Operations Program Rehabilitation- Phase - III (Design) - Rehabilitate Chemical Storage/ Winter Operations Building [5,600 SF] (Design)	47	ST BD IM			\$ 225				\$ 13		\$ 13		\$ 250	Catex	Submit by 6/30/2022										
Rehabilitate Terminal Apron Including Taxiways D, E & F (Design)	76	RE TW IM			\$ 405				\$ 23		\$ 23		\$ 450	Catex	Approved 8/11/2018										
Construct Cargo Apron Access Taxiway	71	ST TW CO					\$ 3,150		\$ 175		\$ 175		\$ 3,500	Catex	Submit by 6/30/2022										
Construct Cargo Apron Expansion	64	ST AP CO					\$ 1,350		\$ 75		\$ 75		\$ 1,500	Catex	Submit by 6/30/2022										
Jet Bridge Updates (Gates 11, 14 & 22)													\$ 2,400	Catex	Submitted by 8/12/2022										
Terminal Modifications (Gates 11, 14 & 22)													\$ 4,120	Catex	Submitted 8/10/2022										
Total FY2023			\$ 4,923	\$ 230	\$ 630	\$ -	\$ 4,500	\$ -	\$ 571	\$ 6,520	\$ 571	\$ -	\$ 17,945												
2024																									
Rehabilitate Taxiway B [2,500 LF x 75LF] Including Stub Taxiways S & T [each 190 LF x 85 LF] (Construct)	76	RE TW IM	\$ 2,990	\$ 250	\$ 3,000				\$ 80		\$ 80		\$ 3,600	Catex	Submit by 12/16/2021										
Rehabilitate Taxiway B Including Stub Taxiways S & T- Lighting (Construct)	76	RE TW LM	\$ 720		\$ 500				\$ 40		\$ 40		\$ 800	Catex	Submit by 12/16/2021										
Rehabilitate T/W A East [5,300 lf x 75 lf] Incl. Stub Taxiways M [600 lf x 75 lf] Phase-II (Construct)	76	RE TW IM	\$ 800		\$ 4,200				\$ 250		\$ 250		\$ 5,000	Catex	Approved 7/16/2014										
Rehabilitate Taxiway A East & Taxiway M- Lighting- Phase II (Construct)	76	RE TW LM			\$ 1,000				\$ 100		\$ 100		\$ 1,000	Catex	Submit by 12/16/2021										
Comprehensive De-Icing Operations Program Rehabilitation- Phase - II (Construct).	39	ST OT DI			\$ 4,100				\$ 228		\$ 228		\$ 4,556	Catex	Submit by 7/31/2023										
Comprehensive De-Icing Operations Program Rehabilitation - [Rehabilitate Chemical Storage/ Winter Operations Building [5,600 SF] Phase - III] (Construct)	47	ST BD IM			\$ 1,350				\$ 75		\$ 75		\$ 1,500	CATEX	Submitted by 7/31/2022										
Conduct Environmental Study (EA)	72	EN MA ES	\$ -	\$ 230					\$ 13		\$ 13		\$ 256	Catex	Submit by 7/31/2023										
BIL Funding Project							\$ 4,500		\$ 250		\$ 250		\$ 5,000	Catex	Submit by 7/31/2023										
Terminal Modifications (Gates 11, 14 & 22)													\$ 2,120	Catex	Submitted 8/10/2022										
Total FY2024			\$ 4,510	\$ 250	\$ 14,300	\$ -	\$ 4,500	\$ -	\$ 1,036	\$ 2,120	\$ 1,036	\$ -	\$ 23,832												
2025																									

**Syracuse Hancock International Airport
Capital Improvement Program**

Airport:		Syracuse Hancock International Airport		State:		NY		NPIAS #:		36-0114		LOCID:		SYR		Date:		1/12/22	
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.	BIL Funding	Supplementary Discretionary		PFC	Other								
Airfield Pavement Project #1	76	RE TW IM	\$ 105	\$ 300					\$ 23		\$ 23		\$ 450	Catex	Submit by 7/31/24				
Airfield Pavement Project #2			\$ 1,500																
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				
BIL Funding Project								\$ 4,500	\$ 250		\$ 250		\$ 5,000	Catex	Submit by 7/31/2024				
Total FY2025			\$ 3,765	\$ 300	\$ -	\$ -	\$ 4,500	\$ -	\$ 393	\$ -	\$ 393	\$ -	\$ 7,850						
2026																			
Rehabilitate Terminal Apron & Taxiways D, E & F (Construction)	76	RE TW IM	\$ 1,800	\$ 300	\$ 1,980				\$ 210		\$ 210		\$ 4,500	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				
Pavement Project 4	76	RE TW IM	\$ 1,500						\$ 84		\$ 84		\$ 1,667	Catex	Approved 8/11/2017				
BIL Funding Project							\$ 4,500	\$ 250	\$ 250		\$ 250		\$ 5,000	Catex	Submit by 7/31/2025				
Total FY2026			\$ 3,930	\$ 300	\$ 4,680	\$ -	\$ 4,500	\$ -	\$ 729	\$ -	\$ 729	\$ -	\$ 14,867						

**Syracuse Regional Airport Authority
Passenger Facility Charge (PFC) Application #10**

4.0 Air Carrier Activity Information System (ACAIS) Listing

**Air Carrier Summary List
2019 – 2021**

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
Air Wisconsin Airlines Corporation	ZW	CRAC - Large Certificated Air Carriers
Allegiant Air LLC	G4	CRAC - Large Certificated Air Carriers
American Airlines, Inc.	AA	CRAC - Large Certificated Air Carriers
Atlas Air, Inc.	5Y	CRAC - Large Certificated Air Carriers
CARIBBEAN SUN AIRLINES, INC. D/B/A WORLD ATLANTIC AIRLINES	WL#	CRAC - Large Certificated Air Carriers
Commutair Aka Champlain Enterprises, Inc.	C5	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
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
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 INTERNA TIONAL LLC	X9	CRAC - Large Certificated Air Carriers
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

Air Carrier Name	Carrier Code	Operation Type
Swift Air, Llc	09Q	CRAC - Large Certificated Air Carriers
United Air Lines, Inc.	UA	CRAC - Large Certificated Air Carriers
WESTERN AIR CHARTER, INC. D/B/A JET EDGE	3FQ	CRAC - Large Certificated Air Carriers
AEROENLACES NACIONALES, S.A. DE C.V.D/B/A VIVAAEROBUS	VB#	FFC - Foreign Air Carriers
Air Alsie A/S	15Q	FFC - Foreign Air Carriers
Air Canada	AC	FFC - Foreign Air Carriers
AIR HAMBURG LUFTVERKEHRSGESELLSCHAFT MBH	36Q	FFC - Foreign Air Carriers
Chartright Air Inc.	13Q	FFC - Foreign Air Carriers
Vistajet Limited	VJT	FFC - Foreign Air Carriers

(Final) Enplanements by Air Carrier for Calendar Year 2019

NYC

Syracuse Hancock International (SYR)

SYR

Jason Terreri 1000 Col Eileen Collins Blvd, Syracuse, NY 13212

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
Commatair 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
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

(Final) Enplanements by Air Carrier for Calendar Year 2020

NYC

Syracuse Hancock International (SYR)

SYR

Jason Terreri 1000 Col Eileen Collins Blvd, Syracuse, NY 13212

SCHEDULE TYPE CARRIER NAME (CARRIER CODE)	ENPLANEMENTS		TOTAL
	SCHEDULED	NONSCHEDULED	
ATCO - Nonscheduled/On-Demand Air Carriers, filing FAA Form 1800-31.			
Seneca Flight Operations (SFOA)	0	64	64
ATCO Total	0	64	64
CAC - Commuters or Small Certificated Air Carriers, filing T-100.			
Air Wisconsin Airlines Corporation (ZW)	4,750	0	4,750
CFM INC D/B/A CONTOUR AIRLINES (LF#)	0	27	27
Commutair Aka Champlain Enterprises, Inc. (C5)	16,494	0	16,494
Piedmont Airlines (PT#)	20,123	0	20,123
Tradewind Aviation LLC (04Q)	0	5	5
Trans States Airlines, Inc. (AX)	633	107	740
CAC Total	42,000	139	42,139
CRAC - Large Certificated Air Carriers, filing T-100.			
Air Wisconsin Airlines Corporation (ZW)	6,023	0	6,023
Allegiant Air LLC (G4)	51,697	970	52,667
American Airlines, Inc. (AA)	61,617	0	61,617
Commutair Aka Champlain Enterprises, Inc. (C5)	1,578	0	1,578
Delta Air Lines, Inc. (DL)	43,502	383	43,885
ENDEAVOR AIR INC. (9E#)	34,149	0	34,149
Envoy Air (MQ#)	10,233	0	10,233
Expressjet Airlines INC. (EV#)	943	0	943
Frontier Airlines, Inc. (F9)	31,517	0	31,517
GoJet Airlines, LLC (G7)	21,675	0	21,675
Jetblue Airways Corporation (B6)	34,752	147	34,899
Mesa Airlines, Inc. (YV)	1,830	0	1,830
Psa Airlines Inc. (OH#)	31,735	0	31,735
Republic Airlines (YX#)	21,729	0	21,729
SkyWest Airlines, Inc. (OO)	28,682	0	28,682
Sun Country Airlines (SY)	0	152	152
Swift Air, Llc (09Q)	0	1,634	1,634
United Air Lines, Inc. (UA)	6,370	121	6,491
CRAC Total	388,032	3,407	391,439
FFC - Foreign Air Carriers, filing T-100(f).			
AEROENLACES NACIONALES, S.A. DE C.V. D/B/A VIVAAEROBUS (VB#)	0	130	130
Air Alsie A/S (15Q)	0	3	3
FFC Total	0	133	133
SITE TOTAL	430,032	3,743	433,775

(Preliminary) Enplanements by Air Carrier for Calendar Year 2021

Syracuse Hancock International (SYR)

SYR

Jason Terreri 1000 Col Eileen Collins Blvd, Syracuse, NY 13212

SCHEDULE TYPE	-----	ENPLANEMENTS	-----
CARRIER NAME (CARRIER CODE)	SCHEDULED	NONSCHEDULED	TOTAL
ATCO - Nonscheduled/On-Demand Air Carriers, filing FAA Form 1800-31.			
Meregrass, Inc. (M85A)	0	2	2
Seneca Flight Operations (SFOA)	0	57	57
ATCO Total	0	59	59
CAC - Commuters or Small Certificated Air Carriers, filing T-100.			
CFM INC D/B/A CONTOUR AIRLINES (LF#)	0	12	12
Tradewind Aviation LLC (04Q)	0	47	47
CAC Total	0	59	59
CRAC - Large Certificated Air Carriers, filing T-100.			
Air Wisconsin Airlines Corporation (ZW)	21,868	0	21,868
Allegiant Air LLC (G4)	85,036	955	85,991
American Airlines, Inc. (AA)	93,356	190	93,546
Commatair Aka Champlain Enterprises, Inc. (C5)	22,671	0	22,671
Delta Air Lines, Inc. (DL)	93,153	351	93,504
ENDEAVOR AIR INC. (9E#)	96,509	58	96,567
Envoy Air (MQ#)	22,888	0	22,888
Frontier Airlines, Inc. (F9)	52,912	0	52,912
GoJet Airlines, LLC (G7)	28,700	0	28,700
Jetblue Airways Corporation (B6)	57,227	2,769	59,996
Mesa Airlines, Inc. (YV)	2,140	0	2,140
Piedmont Airlines (PT#)	53,836	0	53,836
Psa Airlines Inc. (OH#)	48,386	0	48,386
Republic Airlines (YX#)	81,532	0	81,532
SkyWest Airlines, Inc. (OO)	35,763	0	35,763
Southwest Airlines Co (WN)	11,094	0	11,094
Sun Country Airlines (SY)	0	391	391
Swift Air, Llc (09Q)	0	1,450	1,450
United Air Lines, Inc. (UA)	27,423	168	27,591
WESTERN AIR CHARTER, INC. D/B/A JET EDGE (3FQ)	0	13	13
CRAC Total	834,494	6,345	840,839
FFC - Foreign Air Carriers, filing T-100(f).			
AIR HAMBURG LUFTVERKEHRSGESELLSCHAFT MBH (36Q)	0	3	3
Chartright Air Inc. (13Q)	0	14	14
Vistajet Limited (VJT)	0	20	20
FFC Total	0	37	37
SITE TOTAL	834,494	6,500	840,994