

Table 1

Public Agency: Chemung County, NY

Location: Horseheads, NY

Impose Airport: Elmira-Corning Regional Airport

Use Airport(s): Elmira-Corning Regional Airport

Prj No.	Project Title	PFC Level	PFC Revenue Requested				AIP Funds	Grant No.	Other Revenue	Total Project Cost	Project Type	PFC Objective
			Pay-as-you-go	Bond Capital	Financing	Total PFC						
1	Rehabilitate Taxiway D-Design & Const.	\$3.00	\$ 12,500	\$ -	\$ -	\$ 12,500	\$0	\$0	\$12,500	Use Only	▼ Preserve Safety ▼	
2	Runway 6 Extension - Phase 1 (Design)	\$3.00	\$ 5,625	\$	\$	\$ 5,625	\$0	\$0	\$5,625	Use Only	▼ Enhance Safety ▼	
3	Rehab RW 6/24, Centerline Lights & RVR(s)	\$4.50		\$ 137,500	\$ 11,629	\$ 149,129	\$5,225,000	\$137,500	\$5,511,629	Concurrent	▼ Enhance Capacity ▼	
4	Design Echo Apron Expansion	\$4.50		\$ 3,375	\$ 285	\$ 3,660	\$128,250	\$3,375	\$135,285	Concurrent	▼ Preserve Safety ▼	
5	Design Alpha Apron Rehab.	\$4.50		\$ 2,125	\$ 180	\$ 2,305	\$80,750	\$2,125	\$85,180	Concurrent	▼ Enhance Capacity ▼	
6	Environmental Assessment (1st 5 Years Of MPU Projects)	\$4.50		\$ 8,375	\$ 708	\$ 9,083	\$318,250	\$8,375	\$335,708	Concurrent	▼ Enhance Safety ▼	
7	PFC Application	\$4.50		\$ 85,000	\$ 7,188	\$ 92,188	\$0	\$0	\$92,188	Concurrent	▼ Enhance Safety ▼	
8	Design Commercial Apron Rehab.	\$4.50		\$ 3,000	\$ 254	\$ 3,254	\$114,000	\$3,000	\$120,254	Concurrent	▼ Preserve Safety ▼	
9	Construct Alpha Apron Rehab	\$4.50		\$ 18,750	\$ 1,586	\$ 20,336	\$712,500	\$18,750	\$751,586	Concurrent	▼ Preserve Safety ▼	
10	Access Road and Drainage Improvements	\$4.50		\$ 25,000	\$ 2,114	\$ 27,114	\$1,000,000	\$1,975,000	\$3,002,114	Concurrent	▼ Enhance Capacity ▼	
11	Construct Commercial Apron Rehabilitation	\$4.50	\$ 17,500			\$ 17,500	\$665,000	\$17,500	\$700,000	Concurrent	▼ Preserve Safety ▼	
12	Construct Echo Apron Expansion	\$4.50	\$ 37,500			\$ 37,500	\$1,425,000	\$37,500	\$1,500,000	Concurrent	▼ Enhance Capacity ▼	
13	Design Parallel Taxiway "A" & Taxiway "L"	\$4.50	\$ 7,633			\$ 7,633	\$290,045	\$7,632	\$305,310	Impose Only	▼ Enhance Capacity ▼	
14	Land Acquisition (easement) - Runway 10 RPZ & Runway 28 RPZ	\$4.50	\$ 2,250		\$	\$ 2,250	\$85,500	\$2,250	\$90,000	Impose Only	▼ Enhance Safety ▼	
15	Acquire Road R-O-W in Fee Simple Interest	\$4.50	\$ 2,425			\$ 2,425	\$92,150	\$2,425	\$97,000	Impose Only	▼ Enhance Safety ▼	
16	Land Acquisition (fee simple) - Runway 24 RPZ	\$4.50	\$ 4,500			\$ 4,500	\$171,000	\$4,500	\$180,000	Impose Only	▼ Enhance Safety ▼	
17	Land Release at Intersection of Chambers Road and Schweizer Road	\$4.50	\$ 625			\$ 625	\$23,750	\$625	\$25,000	Impose Only	▼ Competition ▼	
18	Construct Parallel Taxiway "A" & Taxiway "L"	\$4.50	\$ 75,000			\$ 75,000	\$2,850,000	\$75,000	\$3,000,000	Impose Only	▼ Enhance Capacity ▼	
19	Design Runway 24 and Taxiway "A" Extensions Including Chambers Road and Sing Sing Creek Relocations and Associated Permitting	\$4.50	\$ 18,125		\$	\$ 18,125	\$688,750	\$18,125	\$725,000	Impose Only	▼ Enhance Capacity ▼	
20	Construct Runway 24 and Taxiway "A" Extensions Including Chambers Road and Sing Sing Creek Relocations and Associated Permitting	\$4.50	\$ 176,232			\$ 176,232	\$6,696,821	\$176,232	\$7,049,285	Impose Only	▼ Enhance Capacity ▼	
Notice Total:			\$359,915	\$283,125	\$23,944	\$ 666,984						

Proposed Excluded Class(es) of Carrier:

Air Taxi / Commercial Operators (ATCOs)

Proposed Alternative Uses For PFC Impose-Only Revenue of \$286,790:

Retirement of existing Airport bonds; current balance = \$000,000.

Table 2

Public Agency: Chemung County, NY
 Location: Horseheads, NY

Prj No.	Project Title	Public Agency No.	Detailed Project Description	Physical Dates	
				Project Start	Project End
1	Rehabilitate Taxiway D-Design & Const.		Detailed evaluation of pavement and base conditions; determination of rehabilitation measures, for a 35-foot width; and related construction plans;	10/1/2003	8/1/2004
2	Runway 6 Extension - Phase 1 (Design)		The project included design of a 600-foot extension to the approach end of Runway 6. Also included was extension of Taxiway "A" with a 4,400 SY holding bay and necessary improvements to RSAs and ROFAs; and necessary improvements to lighting, marking signage, and Navigational Aids.	10/1/2003	8/1/2004
3	Rehab RW 6/24, Centerline Lights & RVR(s)		Rehabilitation of Runway 6-24 (7,599' X 150') will include milling 3-4 inches into the existing runway pavement, repairing any major subsurface deficiencies, and repaving. Any drainage problems within the RSA will be corrected, and the runway will be re-grooved and re-marked. The existing High Intensity Runway Edge Lights will also be evaluated; and light fixtures and cables will be replaced as needed, and two transmissometers, a midfield unit and one at the rollout end of Runway 24 are included. Project design will include the addition of runway centerline lights, two additional transmissometer units, and consideration for future installation of touchdown zone (TDZ) lighting.	5/1/2007	6/16/2008
4	Design Echo Apron Expansion		This project will analyze the existing pavement structure, proposed future use and provide design documents to prescribe rehabilitation techniques that will provide a serviceable pavement structure. Additional project considerations are anticipated to include drainage improvements, new pavement markings and pavement seal coating.	10/15/2007	4/18/2008
5	Design Alpha Apron Rehab.		The apron expansion would include approximately 16,944 square yards of new pavement and would include improvements to the existing drainage. This project would significantly improve the ability of the airport to accommodate transient aircraft users while at the same time providing improved access and more efficient taxiway/taxilane system at the airport.	10/15/2007	4/18/2008
6	Environmental Assessment (1st 5 Years Of MPU Projects)		This project consists of the preparation of an environmental assessment to document the environmental impacts, and proposed mitigation factors, for the projects identified in the Airport Master Plan for completion in the next five years. These projects have been identified as being critical to the development of the airport and service to the airport's users and this project will document potential environmental impacts for these projects and identify mitigation techniques to address these impacts.	11/1/2007	1/30/2009
7	PFC Application		Work includes analysis of enplanements and revenue, preparation of a PFC application, and administration of the PFC program for one year.	4/1/2007	11/1/2008
8	Design Commercial Apron Rehab.		This project includes design of a rehabilitation of the terminal apron. The apron condition requires investigation of the surface, determination of a rehabilitation method and design of drainage improvements.	12/21/2007	5/23/2008
9	Construct Alpha Apron Rehab		This project will include rehabilitation of the existing pavement to provide a serviceable pavement structure. Additional project considerations are anticipated to include drainage improvements, new pavement markings and pavement seal coating.	5/30/2008	10/30/2008

Table 2

Public Agency: Chemung County, NY
 Location: Horseheads, NY

Prj No.	Project Title	Public Agency No.	Detailed Project Description	Physical Dates	
				Project Start	Project End
10	Access Road and Drainage Improvements		The layout of the existing parking area, rental car parking, overflow parking, and access road would all be improved to maximize efficiency of the space available. Curbside access to the terminal would also be modified from one curbside parking and one through vehicle lane to one curbside parking and three through vehicle lanes, with a separate area reserved for taxis and buses. A large canopy would enclose the passenger pick-up/drop-off area, and surface drainage would be improved; providing protection during inclement weather.	5/30/2008	11/21/2008
11	Construct Commercial Apron Rehabilitation		This project will include rehabilitation of the existing pavement to provide a serviceable pavement structure. Other work will include drainage improvements, new pavement markings and pavement seal coating.	6/19/2009	11/20/2009
12	Construct Echo Apron Expansion		The apron expansion would include approximately 16,944 square yards of new pavement and would include improvements to the existing drainage.	6/19/2009	11/20/2009
13	Design Parallel Taxiway "A" & Taxiway "L"		This project involves design of a partial parallel taxiway from Taxiway "A" to Runway 6-24 which would be an alignment of a section of existing Taxiway "A"; and design of a partial parallel taxiway from realigned Taxiway "A" to the Runway 10 end	11/21/2008	4/17/2009
14	Land Acquisition (easement) - Runway 10 RPZ & Runway 28 RPZ		This project involves acquisition of an easement for the northeastern portion of the Runway 28 RPZ which is currently not under airport control; and acquisition of easements over the land within the portion of the RPZ not currently under airport control on the Runway 10 end.	3/12/2010	6/18/2010
15	Acquire Road R-O-W in Fee Simple Interest		This project involves the purchase in fee simple interest of approximately 0.3 acres of land needed for a road right-of-way to accommodate the proposed relocation of Chambers Road. The airport currently holds an aviation easement over the area to be acquired.	3/12/2010	6/18/2010
16	Land Acquisition (fee simple) - Runway 24 RPZ		This project involves the fee simple purchase of the land comprising the proposed RPZ that does not remain on airport property.	3/12/2010	6/18/2010
17	Land Release at Intersection of Chambers Road and Schweizer Road		This project involves the fee simple purchase of the land comprising the proposed RPZ that does not remain on airport property.	3/12/2010	6/18/2010
18	Construct Parallel Taxiway "A" & Taxiway "L"		This project involves design of a partial parallel taxiway from Taxiway "A" to Runway 6-24 which would be an alignment of a section of existing Taxiway "A"; and design of a partial parallel taxiway from realigned Taxiway "A" to the Runway 10 end.	3/12/2010	11/19/2010
19	Design Runway 24 and Taxiway "A" Extensions Including Chambers Road and Sing Sing Creek Relocations and Associated Permitting		This project involves design of an extension to Runway 24, and Taxiway "A", and relocations of Chambers Road and Sing Sing Creek as necessary in order to maintain a standard Runway Safety Area (RSA) beyond the end of an extended Runway 24.	11/29/2011	4/25/2012
20	Construct Runway 24 and Taxiway "A" Extensions Including Chambers Road and Sing Sing Creek Relocations and Associated Permitting		This project In order to maintain a standard Runway Safety Area (RSA) beyond the end of an extended Runway 24, relocation of portions of Chambers Road and Sing Sing Creek is necessary. The MPU also looked at an alternative to culvert the Creek; however, ultimately the preferred development alternative includes a Creek relocation, as shown on the FAA approved Airport Layout Plan (ALP).	5/27/2012	6/12/2013

Table 3

Public Agency: Chemung County, NY
 Location: Horseheads, NY

Prj No.	Project Title	Project Justification
1	Rehabilitate Taxiway D-Design & Const.	Taxiway "D" was identified in the 1999 Airport Master Plan Update as being in "fair" to "poor" condition. Since that time the pavement has continued to deteriorate such that on-going maintenance is required.
2	Runway 6 Extension - Phase 1 (Design)	The critical aircraft has changed from the Airbus A-319 to Regional Jets. To meet the demands of these aircraft and minimize weight limitations for both takeoffs and landings; it is necessary to extend the runway.
3	Rehab RW 6/24, Centerline Lights & RVR(s)	Because of the early morning fog that is prevalent during certain times of the year, the airport often experiences flight delays and cancellations during those times. The installation of runway centerline lights on some precision runways helps to facilitate takeoffs and landings under low-visibility conditions. Addition of centerline lights and second transmissometer at the touchdown zone of Runway 6 would allow aircraft to depart with RVR readings of 1000 / 1000. Addition of a midfield transmissometer would further reduce takeoff visibility requirements to 500 / 500. To reduce flight cancellations and delays installation of centerline lights and two additional transmissometers on Runway 6-24 is recommended.
4	Design Echo Apron Expansion	The pavements of the Alpha Apron provide critical service to the full range of aircraft utilizing the airfield. This project will allow these pavements to continue to provide an effective level of service for years to come.
5	Design Alpha Apron Rehab.	The pavements of the Echo Apron provide critical service to the full range of aircraft utilizing the airfield. This project will ensure that adequate parking is available for aircraft utilizing the airfield as well as improve aircraft taxi patterns in the vicinity of the apron.
6	Environmental Assessment (1st 5 Years Of MPU Projects)	The preparation of an environmental assessment to address the first five years of projects identified in the preparation of the recent Master Plan update will provide for a comprehensive approach to identifying the scope of potential impacts and prescribing sustentative mitigation techniques to be employed during the project development.
7	PFC Application	Project will assist with claiming revenue that can be used to support the local share of airport improvements.
8	Design Commercial Apron Rehab.	Project is required to maintain a safe pavement condition for the terminal apron. Since the installation of jet bridges at the terminal, pavement deterioration has accelerated due to parking loads from commercial aircraft and the jet bridges themselves.
9	Construct Alpha Apron Rehab	The pavements of the Alpha Apron provide critical service to the full range of aircraft utilizing the airfield. This project will allow these pavements to continue to provide an effective level of service for years to come.
10	Access Road and Drainage Improvements	This project will refine the layout of the existing parking area and access road to improve customer convenience, and refurbish the rental and overflow parking areas northeast of the terminal. Passenger safety will be improved with a large canopy over the passenger pick-up/drop-off area, and improvement of surface drainage.
11	Construct Commercial Apron Rehabilitation	Project is required to maintain a safe pavement condition for the terminal apron. Since the installation of jet bridges at the terminal, pavement deterioration has accelerated due to parking loads from commercial aircraft and the jet bridges themselves.
12	Construct Echo Apron Expansion	The pavements of the Echo Apron provide critical service to the full range of aircraft utilizing the airfield. This project will ensure that adequate parking is available for aircraft utilizing the airfield as well as improve aircraft taxi patterns in the vicinity of the apron.
13	Design Parallel Taxiway "A" & Taxiway "L"	Eliminating Taxilane "A" from the edge of the Commercial Apron will greatly improve operational efficiency. With Taxiway "A" located approximately 4,090 feet from the Runway 28 threshold, 100% of Class A and 80% of Class B aircraft landing on Runway 28 could exit at this location when the runway is wet. Only nine percent of Class C aircraft landing on Runway 28 could exit on Taxiway "A" under dry conditions. The MPU recommended that an access taxiway ("L") be constructed at the Runway 10 threshold. The remaining exit taxiways appear to be sufficient for maintaining runway capacity.
14	Land Acquisition (easement) - Runway 10 RPZ & Runway 28 RPZ	Control of RPZ areas (and maintaining them clear) of incompatible objects and activities is required per FAA AC 150/5300-13. This project includes acquisition of fee simple control of that portion of the RPZ not already within airport property.

Table 3

Public Agency: Chemung County, NY
Location: Horseheads, NY

Prj No.	Project Title	Project Justification
15	Acquire Road R-O-W in Fee Simple Interest	Acquiring a R-O-W is a required component of the Runway 24 extension and RSA projects; both of which will provide safety enhancements.
16	Land Acquisition (fee simple) - Runway 24 RPZ	Control of RPZ areas (and maintaining them clear) of incompatible objects and activities is required per FAA AC 150/5300-13. This project includes acquisition of fee simple control of that portion of the RPZ not already within airport property.
17	Land Release at Intersection of Chambers Road and Schweizer Road	Release of this site no longer required for aviation use because of its frontage on Colonial Drive, would provide additional area for additional non-aviation business to locate at the airport.
18	Construct Parallel Taxiway "A" & Taxiway "L"	Airfield capacity and efficiency would be improved by decreasing the amount of backtaxiing prior to takeoff or after landing to reach a connector taxiway form the runway.
19	Design Runway 24 and Taxiway "A" Extensions Including Chambers Road and Sing Sing Creek Relocations and Associated Permitting	According to the MPU, a primary runway length of 8,500 feet would allow for unrestricted takeoffs to all destinations by the critical aircraft. A primary runway length of 8,000 feet would limit the amount of fuel and/or passenger payload penalties that would have to be incurred by the airlines. In order to maintain a standard Runway Safety Area (RSA) beyond the end of an extended Runway 24, relocation of portions of Chambers Road and Sing Sing Creek is necessary.
20	Construct Runway 24 and Taxiway "A" Extensions Including Chambers Road and Sing Sing Creek Relocations and Associated Permitting	Improved takeoff capability for the critical aircraft; and RSA is conformance with design criteria.