

**WESTCHESTER COUNTY  
WESTCHESTER COUNTY AIRPORT  
PASSENGER FACILITY CHARGE APPLICATION**

**October 17, 2025**

**Notice of Opportunity for Public Comment**

**Intent to File Application to “Impose” a Passenger Facility Charge and to “Use”  
PFC Revenue at the Westchester County Airport**

Westchester County intends to file an application to the Federal Aviation Administration (FAA) to “Impose” a Passenger Facility Charge (PFC) and to “Use” PFC Revenue at the Westchester County Airport. Pursuant to Section 158.24 of Title 14 CFR Part 158, “Passenger Facility Charges”, Westchester County is hereby providing public notice of its intent to file an application.

Comments may be filed with Ms. April Gasparri, Director of Aviation, Westchester County Airport at the address listed below or by email to [Airportweb@westchestercountyny.gov](mailto:Airportweb@westchestercountyny.gov) on or prior to November 17, 2025. Comments received by that date will be considered by the County and will be forwarded with the application to the FAA. Project descriptions, justification, and summary of project costs are provided with this notice.

Westchester County Airport Administration  
240 Airport Road Suite 202  
White Plains, NY 10604

Under the new PFC program, the total estimated net PFC revenue to be collected will be \$10,993,809 with an estimated PFC charge effective date of February 1, 2026, and an estimated charge expiration date of February 1, 2028. The application to “Impose and Use” will allow collection of PFCs at Westchester County Airport to continue at the \$4.50 level. The project descriptions, justification, PFC level and project costs are provided with this notice on the following pages.

## **PROJECT DESCRIPTIONS AND JUSTIFICATIONS**

### **Project No. 1 – Snow Equipment Removal (SRE) Storage Facility - Design**

PFC Level: \$4.50

Estimated Total Project Cost: \$804,510

Estimated Total PFC Eligible Bond Capital and Financing Costs: \$156,720

AIP Funding: \$613,696

State Funding: \$34,094

Start Date: June 1, 2022

Completion Date: December 31, 2026

Description: The project, which is anticipated to be performed under an Airport Improvement Program (AIP) grant, involves the design of an approximately 13,140 square foot building to house Airport Snow Removal Equipment. The building will be an approximately 146' long x 90' wide x 27' high steel structure with a brick cavity exterior wall. The building will contain ten (10) vehicle bays for storage, maintenance and a vehicle wash station. An adjoining approximately 35,594 square feet of bituminous pavement will be constructed to facilitate the movement and staging of snow removal equipment. A 5' x 48' concrete equipment pad will be constructed on the north end of the proposed building to accommodate four (4) 500 gallon propane tanks. PFC funds will be used to reimburse Westchester County for the sponsor's share of project costs, including bond financing costs.

Justification: Westchester County Airport is a certificated airport under Title 14 CFR Part 139 and consequently, must comply with the requirements in §139.313 for preparing, maintaining and carrying out a snow and ice control plan for the removal of ice and snow on airfield pavements. FAA Advisory Circular 150/5220-20A, Airport Snow and Ice Control Equipment specifies the minimum size, number and types of snow removal equipment recommended for use on commercial service airports. For operational readiness and reliability the FAA recommends that all snow removal equipment be stored in a dry location. The proposed SRE Building is needed to provide additional storage space in order to accommodate the Airport's recommended snow removal equipment fleet.

### **Project No. 2 – Runway 16-34 Improvements - Design**

PFC Level: \$4.50

Estimated Total Project Cost: \$636,196

Estimated Total PFC Eligible Bond Capital and Financing Costs: \$31,810

AIP Funding: \$572,576

State Funding: \$31,810

Estimated Start Date: June 1, 2023

Estimated Completion Date: December 31, 2026

Description: The project, which is anticipated to be performed under an Airport Improvement Program (AIP) grant, includes the design for the widening of Runway 16-34 from 150' to 200' by adding 25' wide bituminous concrete shoulders to both sides of the existing runway along with associated drainage improvements. The blast pads at both runway ends will be widened to match the edge of the new shoulder pavement and rehabilitated by milling approximately five inches of existing bituminous concrete pavement and replacing it with five inches of new bituminous concrete material. The project will also include replacement of the existing Runway 16-34 High Intensity Runway Edge Lighting (HIRL) system, including installation of new PVC electrical conduit, new L-824C 5KV lighting cable, counterpoise cable, L-867 light bases, L-862 elevated light fixtures, transformers, constant current regulator and lighting control system. Existing runway centerline and touchdown zone lights will be replaced with new runway centerline and touchdown zone light fixtures. In addition, a total of approximately thirty-one (31) internally illuminated taxiway guidance signs will be replaced including, sign foundations, PVC electrical conduit, wiring, and transformers. PFC revenues will be used to reimburse Westchester County for the sponsor's share of project costs, including bond financing costs.

Justification: FAA Advisory Circular 150/5300-13B, Airport Design, establishes minimum design standards for airfield pavements. The Runway Design Standards Matrix in the Advisory Circular recommends the construction of pavement shoulders to support aircraft and emergency vehicles which may deviate from the runway pavement, provide blast protection and facilitate drainage for runways with Airplane Design Group (ADG) – III as the critical aircraft. The current HPN Airport Layout Plan (ALP) classifies Runway 16-34 as a D-III runway, which requires paved runway shoulders. There are presently no paved shoulders on Runway 16-34. The existing Runway 16-34 lighting system is over 20 years old and beyond its useful life. The edge lighting system condition reduces the reliability and safety of the required systems that assure safe aeronautical operations.

### **Project No. 3 – Runway 16-34 Centerline & Touchdown Zone Lighting; Taxiway H Removal; and Portion of Runway Shoulder Construction**

PFC Level: \$4.50

Estimated Total Project Cost: \$3,072,601

Estimated Total PFC Eligible Bond Capital and Financing Costs: \$157,871

AIP Funding: \$2,761,323

State Funding: \$153,407

Estimated Start Date: April 1, 2026

Estimated Completion Date: December 31, 2026

Description: This project, which is anticipated to be completed under an Airport Improvement Program (AIP) grant, includes the elimination and removal of Taxiway H, installation of new runway centerline and touchdown zone lighting, and the construction of approximately 329 feet of paved shoulder on Runway 16-34.

The Taxiway H work includes removal of approximately 4,000 square yards of bituminous concrete pavement, backfilling the area with topsoil and seeding. It also includes removal of the Taxiway H edge lighting system including 21 elevated taxiway edge lights and light bases, demolition of conduit and cable, and the removal of three taxiway guidance signs and foundations. A total of 309 centerline and touchdown zone lighting fixtures will be replaced on Runway 16-34 including fixtures, transformers, 5KV lighting cable and PVC conduit. Approximately 329 feet of bituminous concrete paved shoulders will be constructed along the edge of the runway including, excavation and placement of subbase material and bituminous concrete material. PFC revenues will be used to reimburse the County of Westchester for the sponsor's share of the project costs, including bond financing costs.

Justification: FAA Advisory Circular 150/5300-13B, Airport Design was updated in 2022 and included several changes to airport design standards for taxiway geometry and location. The design of taxiway systems was affected through a series of guidelines intended to decrease the risk of runway incursions. Taxiway H connects Taxiway K to both Runway 16-34 and Runway 11-29. Taxiway H connects at the main intersection of the two runways and has been classified by the FAA as a "Hot Spot". In order to eliminate the Hot Spot, Taxiway H will be eliminated. The existing Runway 16-34 lighting system is over 20 years old and beyond its useful life. The edge lighting system condition reduces the reliability and safety of the required systems that assure safe aeronautical operations.

#### **Project No. 4 – Runway 16-34 Paved Shoulder Construction**

PFC Level: \$4.50

Estimated Total Project Cost: \$13,696,535

Estimated Total PFC Eligible Bond Capital and Financing Costs: \$1,405,421

AIP/IIJA Funding: \$12,291,114

State Funding: \$0

Estimated Start Date: April 1, 2026

Estimated Completion Date: December 31, 2026

Description: The project, which is anticipated to be performed under an Airport Improvement Program (AIP) grant, includes the widening of Runway 16-34 from 150' to 200' by adding 25' wide bituminous concrete shoulders to both sides of the existing runway along with associated drainage improvements. The blast pads at both runway ends will be widened to match the edge of the new shoulder pavement and rehabilitated by milling approximately five inches of existing bituminous concrete pavement and replacing it with five inches of new bituminous concrete material.

Justification: FAA Advisory Circular 150/5300-13B, Airport Design, establishes minimum design standards for airfield pavements. The Runway Design Standards Matrix in the Advisory Circular recommends the construction of pavement shoulders to support aircraft and emergency vehicles which may deviate from the runway pavement, provide blast protection and facilitate drainage for runways with Airplane Design Group (ADG) – III as the critical aircraft. The current HPN

Airport Layout Plan (ALP) classifies Runway 16-34 as a D-III runway, which requires paved runway shoulders. There are presently no paved shoulders on Runway 16-34.

### **Project No. 5 – Rehabilitation Aircraft Rescue and Fire Fighting (ARFF) Vehicle**

PFC Level: \$4.50

Estimated Total Project Cost: \$746,722

Estimated Total PFC Eligible Bond Capital and Financing Costs: \$45,423

AIP Funding: \$664,389

State Funding: \$36,910

Estimated Start Date: August 25, 2023

Estimated Completion Date: December 31, 2025

Description: This project, which is to be performed under an Airport Improvement Program (AIP) grant, involves the refurbishment/remanufacture of a 2003 Oshkosh 1500 Aircraft Rescue and Fire Fighting (ARFF) Vehicle to restore the vehicle to the original equipment manufacturers (OEM) specifications. The work includes the replacement and remanufacture of all vehicle components including chassis, engine(s), transmission, vehicle mechanical and electrical systems and fire suppression system elements. PFC revenues will be used to reimburse Westchester County for the sponsor share of project costs, including bond financing costs.

Justification: Westchester County Airport is a certificated airport under Title 14 CFR Part 139 and consequently, must comply with the requirements in §139.319, which requires certificated airports to maintain firefighting capability at the airport during air carrier operations to meet the specified aircraft rescue and firefighting index. Refurbishment/remanufacture of the vehicle is necessary to maintain the Airport's current firefighting capabilities as an Index C airport.

### **Project No. 6 – Acquire Snow Removal Equipment**

PFC Level: \$4.50

Estimated Total Project Cost: \$4,453,863

Estimated Total PFC Eligible Bond Capital and Financing Costs: \$270,928

AIP Funding: \$3,962,781

State Funding: \$220,154

Estimated Start Date: August 25, 2023

Estimated Completion Date: June 30, 2026

Description: This project, which is to be performed under an Airport Improvement Program (AIP) grant, involves the refurbishment/remanufacture of seven (7) pieces of snow removal equipment, to restore the vehicles to the original equipment manufacturers (OEM) specifications. The work includes the replacement and remanufacture of all vehicle components including chassis, engine(s), transmission, vehicle mechanical and electrical systems, and blower, plow and broom attachments. The snow removal equipment includes two (2) rotary snow

blowers, two (2) high speed displacement plows, and three (3) front mounted runway brooms. PFC revenues will be used to reimburse Westchester County for the sponsor share of project costs, including bond financing costs.

Justification: Westchester County Airport as a certificated airport under Title 14 CFR Part 139Also, must comply with the requirements in §139.313 for preparing, maintaining and carrying out a snow and ice control plan for the removal of ice and snow on airfield pavements. FAA Advisory Circular 150/5220-20A, Airport Snow and Ice Control Equipment specifies the minimum size, number and type of snow removal equipment required for commercial service airports. The age of the current equipment ranges from 17-25 years old and is need of refurbishment. The equipment included under this project is required to meet the minimum requirements specified in the FAA Advisory Circular.

### **Project No. 7 – Terminal HVAC Upgrades (Design & Construction)**

PFC Level: \$4.50

Estimated Total Project Cost: \$2,878,676

Estimated Total PFC Eligible Bond Capital and Financing Costs: \$2,878,676

AIP/IIJA Funding: \$0

State Funding: \$0

Estimated Start Date: January 1, 2025

Estimated Completion Date: December 31, 2026

Description: The work to be performed under this project includes design and construction for the removal and replacement of two (2) Passenger Terminal Building HVAC units servicing the Baggage Claim Area, Departure Lounge, Boarding Ramps and a portion of the Main Concourse. The two existing HVAC units located in the In-Bound Baggage Room will be removed along with associated ductwork, hot and cold water supply/return piping, electrical wiring and controls. The units will be replaced by a new single HVAC unit mounted on an exterior concrete pad. The new HVAC unit will have a heating capacity of 1,101 MBH and a cooling capacity of 938 MBH. The work will also include new ductwork, new hot and cold water supply and return piping, and new electrical wiring and controls. The project will be 100% funded using local funds. PFC revenues will be used to reimburse Westchester County for the total project cost including bond financing costs.

Justification: The existing HVAC units have reached the end of their useful life. The operational efficiency of the units has degraded and the units have lost their ability to maintain building temperatures during peak heating/cooling periods.

### **Project No. 8 – Terminal Emergency Generator**

PFC Level: \$4.50

Estimated Total Project Cost: \$3,793,612

Estimated Total PFC Eligible Bond Capital and Financing Costs: \$3,793,612

AIP/IIJA Funding: \$0  
State Funding: \$0  
Estimated Start Date: January 1, 2025  
Estimated Completion Date: December 31, 2026

Description: This project includes the design and installation of a renewable fuel fired emergency generator to support the entire Passenger Terminal Building electrical load. An approximately 1500 KVA generator will be installed on a new concrete pad located adjacent to the loading dock at the south end of the Passenger Terminal. The work will include installation of a new automatic transfer switch and updating of the Terminal electrical service entrance equipment and circuitry. The project will be 100% funded using local funds. PFC revenues will be used to reimburse Westchester County for the total project cost including bond financing costs.

Justification: The Passenger Terminal currently shares an emergency generator with the airport's parking garage. The size of the existing emergency generator is insufficient to support both the parking garage and the Terminal Building. Consequently, during power outages, the airport loses the ability to utilize two (2) of the Terminal's passenger loading bridges which severely impacts air carrier operations. Installation of the new emergency generator will improve operational capabilities and maintenance of commercial operations during a power loss at the Passenger Terminal Building.

### **Project No. 9 – Terminal Baggage Handling System Upgrade**

PFC Level: \$4.50  
Estimated Total Project Cost: \$2,253,348  
Estimated Total PFC Eligible Bond Capital and Financing Costs: \$2,253,348  
AIP/IIJA Funding: \$0  
State Funding: \$0  
Estimated Start Date: January 1, 2024  
Estimated Completion Date: December 31, 2026

Description: This project entails modifications to the Terminal Baggage Handling System (BHS) and upgrade of the BHS controls hardware and software. More specifically, the project involves disassembly and removal of the CL-09 plow merge assembly and upstream CL-08 ninety degree turn on the baggage conveyor and replacing them with a new CL-08 45 degree turn and a new CL-09 plow merge with a 45 degree forward exiting merge. Also, reconfiguring the carousel side guards and impact rail as required and relocating the carousel electric motor disconnect switches. In addition, the BHS controls system will be upgraded to a full Ethernet/IP communication system along with the controls components and software. The project will be 100% funded using local funds and PFC revenues will be used to reimburse Westchester County for the total project cost including bond financing costs.

Justification: The Terminal Baggage Handling System began operations in August 2016. The age of the BHS equipment and dated software has created reliability issues with the processing and

handling of baggage. The proposed BHS upgrades will provide for more consistent transfer of baggage on the conveyor belt and reduce wear and tear on system components. The controls system hardware and software upgrades will replace systems which have reached the end of their useful life and are soon to be discontinued from production, making replacement parts or software support difficult to obtain.