

IMPOSE AND USE FINAL AGENCY DECISION:

FINAL AGENCY DECISION

**Cedar Rapids Airport Commission
Cedar Rapids, IA**

Application number 23-07-C-00-CID to impose a passenger facility charge (PFC) at the The Eastern Iowa Airport (CID) for use at CID.

In accordance with §158.29 of Title 14, Code of Federal Regulations¹, Part 158), this Final Agency Decision includes all appropriate determinations to approve or disapprove, in whole or in part, imposition of a PFC at CID and use of PFC revenue on 15 projects at CID.

Procedural History (Dates)

Air carrier consultation meeting: June 19, 2023

Public notice posted: June 19, 2023

Federal Aviation Administration (FAA) application receipt: September 8, 2023

FAA finding that application is substantially complete: September 29, 2023

PFC Level, Amount, and Charge Effective Date

Level of PFC:	\$4.50
Total approved net PFC revenue in this decision:	\$ 50,666,967
Earliest charge effective date:	September 1, 2025

September 1, 2025, is the "earliest" charge effective date and is based upon the estimated charge expiration date for the previously approved collections in application 15-06-C-00-CID. If the Cedar Rapids Airport Commission changes the charge expiration date for the previous application, the charge effective date for this application will also change, so that the Cedar Rapids Airport Commission can continue to collect the authorized amount of PFC revenue without a cessation in collections. Section 158.43(c) contains information regarding notification to air carriers and foreign air carriers of the charge effective date and changes to the charge expiration date. In establishing its charge effective date, the public agency must comply with §158.43(b)(3), which states, in part, that the charge effective date will be the first day of a month which is at

¹ Elsewhere in this document 14 CFR Part 158 may be referred to in abbreviated form as "Section 158.xx" or "§ 158.xx".

least 30 days from the date the public agency notifies the carriers of approval to impose the PFC.

Duration of Authority to Impose a PFC

The Cedar Rapids Airport Commission is authorized to impose a PFC at CID until the date on which the total net PFC revenue collected plus interest thereon equals the allowable cost of the approved projects or the charge expiration date is reached, whichever comes first. Based on information submitted by the Cedar Rapids Airport Commission, the FAA estimates the charge expiration date for this decision to be January 1, 2042. Should the amount of PFC revenue collected for this application ever exceed the allowable costs for all approved projects in this application, the public agency's authority to impose a PFC for this application ceases². If the public agency's authority to impose a PFC ceases, the public agency must, without delay, submit a plan acceptable to the FAA describing the use of accumulated PFC revenue to insure that it complies with applicable law. If the plan is not acceptable to the FAA, the PFCs may offset the (loss of) Airport Improvement Program (AIP) grant funds. See § 158.39(d).

Cumulative PFC Authority Including Current Decision

DECISION SUMMARY TABLE

Application Number	Approved for Collection	Approved for Use
94-01-C-00-CID	\$ 6,330,000	\$ 6,330,000
94-01-C-01-CID	\$ 544,479	\$ 544,479
99-02-C-00-CID	\$ 4,210,583	\$ 4,210,583
99-02-C-01-CID	\$ -0-	\$ -0-
99-02-C-02-CID	\$ 631,323	\$ 631,323
04-03-C-00-CID	\$ 4,182,615	\$ 4,182,615
04-03-C-01-CID	\$ 136,988	\$ 136,988
06-04-C-00-CID	\$ 8,554,708	\$ 2,454,708
06-04-C-01-CID	\$ (1,417,000)	\$ (1,417,000)
06-04-C-02-CID*	\$ 1,739,155	\$ -0-
06-04-C-03-CID	\$ 2,912,410	\$ 13,680

² See Title 14 CFR § 158.63(a) (The public agency must provide quarterly reports to air carriers collecting PFCs for the public agency with a copy to the appropriate FAA Airports Office.), § 158.67(c) (The public agency shall annually provide for an audit of its PFC account.), and § 158.39(a) (If excess PFC revenue has been collected, the public agency must use the excess funds for approved PFC projects or to retire outstanding PFC – financed bonds.).

09-05-C-00-CID	\$10,144,584	\$17,983,739
09-05-C-01-CID	\$ (1,630,712)	\$ (1,630,712)
09-05-C-02-CID**	\$ -0-	\$ 2,898,730
09-06-C-00-CID	\$24,526,672	\$24,526,672
23-07-C-00-CID	\$50,666,967	\$50,666,967
<hr/>		
Totals	\$131,532,772	\$131,532,772

Project Approval Determinations

For each project approved in this Final Agency Decision and for the application as a whole, the FAA, based on its expertise with the PFC program and airport development, exercises its judgment, and finds that the application and record thereof, contained substantial evidence to support the following determinations:

- The amount and duration of the PFC will not result in revenue that exceeds the amount necessary to finance the specific projects.
- Each approved project meets at least one of the objectives set forth in §158.15(a); is eligible in accordance with §158.15(b) (as set forth in the individual project determinations); and is adequately justified in accordance with §158.15(c) and paragraph 4-8 of FAA Order 5500.1, Passenger Facility Charge (August 9, 2001).
- For those surface transportation or terminal projects approved for collection at a PFC level above \$3, the requirements of §158.17(a)(3) have been met. For each such project approved in this Final Agency Decision, the FAA has determined that the public agency has made adequate provisions for financing the airside needs at the airport including runways, taxiways, aprons, and aircraft gates.
- All project-related requirements pertaining to the airport layout plan and airspace studies have been met. Environmental requirements (§158.29(b)(1)(iv)) are discussed under a separate heading below.
- The collection process, including a request by the public agency not to require a class or classes of carrier to collect PFC, is reasonable, not arbitrary, nondiscriminatory, and otherwise in compliance with the law.
- The public agency has not been found to be in violation of §9304(e) or §9307 of the Airport Noise and Capacity Act (ANCA) of 1990 (since codified at 49 U.S.C. 47524 and 47526).

Projects Approved for Authority to Impose the PFC at CID and Use the PFC Revenue at CID at a \$4.50 Level

<u>Description:</u>	<u>Approved Amount</u>
#1. Planning Projects; Airport GIS & eALP; Airfield Pavement Management Program; Update PCN	
Pay as you go	\$41,753
Bond capital	\$0
Financing and Interest	<u>\$0</u>
Total	\$41,753

This project provides for the development of an Airport Geographic Information System (AGIS)& electronic Airport Layout Plan (eALP) improved and expedited the planning of airfield improvement projects. The Airfield Pavement Management Program (PMP) Update and Pavement Classification Number (PCN) Reporting project updates the PMP that was developed in 2001 and previously updated in 2005 and 2011. The PCN and PMP database will be used in planning future maintenance and rehabilitation of the airfield pavement.

Determination:

Approved for collection and use.

PFC objective: This project updates critical airfield data and reporting reflecting airfield construction and rehabilitation. Thus, this project meets the PFC objective of preserve safety.

Basis for eligibility Appendix N, Table N-9(a) of FAA Order 5100.380, AIP Handbook, September 30, 2014, and Paragraph 4-6 (a)(3), Paragraph 4-6(d) and Paragraph 4-7(b) of FAA Order 5500.1,

Adequate justification: The development and use of the AIGS and eALP not only enhances the planning and development of the airport but also expedites the process. The PMP and PCN were last completed in 2011 and need to be updated to reflect airfield construction and rehabilitation that has been accomplished in order to preserve safety at the airport. Therefore, based on the documentation provided by the Cedar Rapids Airport commission and the FAA's review of the project, the FAA concludes that this project is adequately justified for those components above.

Estimated total project cost: \$ \$724,849.

Proposed sources of financing: PFC revenue (\$41,753 – the amount requested by the Cedar Rapids Airport Commission) and *Grant #3-19-0012-040-*

2010, Development AGIS & eALP, Grant Funds in Project \$583,916 (discretionary funds), Grant #3-19-0012-057-2019, Update PMP& PCN, Grant Funds in Project \$99,180 (discretionary funds)

**Approved
Description:**

#2. Terminal Renovations; Terminal Building Stair Replacement to Public Parking Lot; and Replace (2) Two Baggage Claim Carousels.

**Approved
Amount**

Pay as you go	\$896,152
Bond capital	\$0
Financing and Interest	<u>\$0</u>
Total	\$896,152

This project will provide renovations to 1) terminal building exterior stairs to the public parking lot, 2) replace 2 baggage claim carousels that have reached the end of their useful life and are in need of replacement in order to enhance safety for the traveling public.

Determination:

Approved for collection and use.

PFC objective: This project will renovate the exterior stairs from the terminal and short term public parking lots, and replaces 2 baggage claim carousels that have reached the end of their useful lives. Thus, this project meets the PFC objective of preserve safety.

Basis for eligibility: Appendix N, Table N-9(a) of FAA Order 5100.380, AIP Handbook, September 30, 2014, and Paragraph 4-6 (a)(3), Paragraph 4-6(d) and Paragraph 4-7(b) of FAA Order 5500.1, Passenger Facility Charge

Adequate justification: The replacement of the exterior stairs between the Terminal building and public parking lot is necessary to preserve the safety of the traveling public during winter weather events. The replacement of the baggage claim carousels with enhance the efficiencies of the Airport by reducing the disruption of service to the traveling public. Therefore, based on the documentation provided by the Cedar Rapids Airport commission and the FAA's review of the project, the FAA concludes that this project is adequately justified for those components above.

Estimated total project cost: \$896,152

Proposed sources of financing: PFC revenue (\$896,152 - the amount requested by the Cedar Rapids Airport Commission).

Approved Description:	Approved Amount
#3. Terminal Building Modernization Phase III	
Pay as you go	\$18,400,644
Bond capital	\$0
Financing and Interest	\$0
Total	\$18,400,644

This project will provide for renovation and expansion of public use areas of the terminal building. These renovations include, relocation and expansion of the security check point, expansion of Holdroom B, addition of 2 new loading bridges and relocation of another, replacement of the terminal roof, and re-clad of the terminal. This project also replaces the terminal mechanical systems, cooling and heating systems, lighting, window, and paging systems, installation of a solar photovoltaic system, emergency generator system, and installation of an exit breach security door. The current terminal building is outdated and in need of renovation and expansion to enhance capacity at the airport.

Determination:

Approved for collection and use.

PFC objective: This project renovates and expands the public use areas of the existing terminal building. Thus, this project meets the PFC objective of enhance capacity.

Basis for eligibility Appendix N, Table N-9(a) of FAA Order 5100.380, AIP Handbook, September 30, 2014, and Paragraph 4-6 (a)(3), Paragraph 4-6(d) and Paragraph 4-7(b) of FAA Order 5500.1,

Adequate justification: The existing terminal facility is insufficient to meet passenger demand at the airport. Average passenger growth of 7.8% through 2019 has led to congestion at holdrooms and security checkpoints. Renovations and expansions of the security checkpoint, Holdroom B, and the addition of 2 new loading bridges will help to alleviate this congestion and allow for enhanced capacity at the Airport. This project will also enhance the energy efficiency at the airport by installing a solar photovoltaic system and replacing the terminal mechanical systems and heating and cooling systems. Therefore, based on the documentation provided by the Cedar Rapids Airport Commission and the FAA's

review of the project, the FAA concludes that this project is adequately justified for those components above.

Estimated total project cost: \$33,406,106.

Proposed sources of financing: PFC revenue (\$18,400,644– the amount requested by the Cedar Rapids Airport Commission) and *Grant # 3-19-0012-049-2017 Expand Terminal Building*, grant funds in project 7,642,558 (996,855 discretionary funds, \$6,645,703 entitlement funds), *Grant # 3-19-0012-051-2017, Energy Efficiency Equipment/Infrastructure*, Grant Funds in Project: \$583,895 (discretionary funds), *Grant # 3-19-0012-052-2018, Expand terminal Building*, Grant Funds in Project: \$3,737,945 (\$487,558 discretionary funds, \$3,250,387 entitlement funds), State Grants totaling \$836,236, and local funds totaling \$2,204,824.

Approved Description:	Approved Amount
#4. Terminal Building Modernization Phase IV	
Pay as you go	\$19,296,180
Bond capital	\$0
Financing and Interest	<u>\$0</u>
Total	\$19,296,180

This project will provide for the phase four of the expansion and renovation of the of the terminal building. This phase will expand holdroom C including four new gates with holding bridges, construction of terminal pre-security, installation of PBB at existing gates, installation of the passenger elevator, installation of geothermal HVAC systems, installation of a Solar Photovoltaic system on the holdroom roof, and the installation of a fixed emergency generator. . The current terminal building is outdated and in need of renovation and expansion to enhance capacity at the airport.

Determination:

Approved for collection and use.

PFC objective: This project renovates and expands the holdrooms including adding additional gates of the existing terminal building. Thus, this project meets the PFC objective of enhance capacity.

Basis for eligibility Appendix N, Table N-9(a) of FAA Order 5100.380, AIP Handbook, September 30, 2014, and Paragraph 4-6 (a)(3), Paragraph 4-6(d) and Paragraph 4-7(b) of FAA Order 5500.1,

Adequate justification: Due to upgraded aircraft from legacy air carries (American, Delta, and United) the holdroom C became congested during peak travel times. In addition, passenger enplanements saw a 5.3% increase year over year in FY2023 from FY2022. These enplanements are projected to increase another 12.2% in FY2024. This project will expand holdroom C by approximately 63,000 square feet and add four new grates with loading bridges to help alleviate this congestion. This project also adds several enhancements in energy efficiency including the installation of a solar photovoltaic system and construction of a new geothermal HVAC system to holdroom C. Therefore, based on the documentation provided by the Cedar Rapids Airport Commission and the FAA's review of the project, the FAA concludes that this project is adequately justified for those components above.

Estimated total project cost: \$68,062,342

Proposed sources of financing: PFC revenue (\$19,296,180– the amount requested by the Cedar Rapids Airport Commission) and *Grant # 3-19-0012-074-* 2023 Expand Terminal Building, grant funds in project 20,415,272 ATP, and State Grants totaling \$28,350,890.

Approved Description:	Approved Amount
#5. Reconstruct Terminal Circulation Road Phase I & Cell Phone Waiting Lot	
Pay as you go	\$3,958,790
Bond capital	\$0
Financing and Interest	<u>\$0</u>
Total	\$3,958,790

This project will provide for phase of one three to reconstruct the terminal circulation road. This phase reconstructs the middle section of the access road providing access to the terminal building with exists to the cell phone parking lot, public parking lots, ground transportation parking lot, and the front curb of the terminal building allowing the drop-off and pick-up of passengers at the Airport. This project also provides for the construction of a sidewalk as well as reconstruction of the cellphone lot, storm sewers, lighting, and pavement markings.

Determination:

Approved for collection and use.

PFC objective: This project reconstructs the terminal entrance and constructs a new terminal sidewalk for the safe passage of Airport passengers thus meets the PFC objective for enhances safety.

Basis for eligibility Appendix N, Table N-9(a) of FAA Order 5100.380, AIP Handbook, September 30, 2014, and Paragraph 4-6 (a)(3), Paragraph 4-6(d) and Paragraph 4-7(b) of FAA Order 5500.1,

Adequate justification: The current terminal circulation road built in 1985 is at the end of its useful life and in need of reconstruction. The cell phone lot, built in 1990, was also at the end of its useful life and in need of reconstruction. Additionally, the construction of a terminal sidewalk improves passenger safety as travelers arriving at the airport via the bus service will no longer walk on the access roadway.

Therefore, based on the documentation provided by the Cedar Rapids Airport Commission and the FAA's review of the project, the FAA concludes that this project is adequately justified for those components above.

Estimated total project cost: \$3,958,790

Proposed sources of financing: PFC revenue \$3,958,790– the amount requested by the Cedar Rapids Airport Commission

<u>Approved Description:</u>	<u>Approved Amount</u>
#6. Expand Terminal Apron and Rehabilitate NW T-Hangar Taxilane	
Pay as you go	\$99,803
Bond capital	\$0
Financing and Interest	<u>\$0</u>
Total	\$99,803

This project provides for the expansion of the terminal apron northeast of Taxiway A-5. It also provides for the rehabilitation of the taxilane adjacent to the northwest t-hangars to repair failing pavement.

Determination:

Approved for collection and use.

PFC objective: This project expands the terminal apron and provides for the rehabilitation of failing pavement on the NW t-hangar taxilane, thus meets the PFC objective for preserve safety.

Basis for eligibility Appendix N, Table N-9(a) of FAA Order 5100.380, AIP Handbook, September 30, 2014, and Paragraph 4-6 (a)(3), Paragraph 4-6(d) and Paragraph 4-7(b) of FAA Order 5500.1,

Adequate justification: The expansion of the terminal apron will accommodate aircraft traffic on the taxilane as well as for the Holdroom B expansion on the

northeast side of the apron allowing Gate B traffic easier maneuverability. In addition, the rehabilitation of the northwest hangar taxilane is necessary to repair the pavement that is failing in order to provide the general aviation aircraft access to and from their hangar to the airfield. Therefore, based on the documentation provided by the Cedar Rapids Airport Commission and the FAA's review of the project, the FAA concludes that this project is adequately justified for those components above.

Estimated total project cost: \$1,001,022

Proposed sources of financing: PFC revenue \$99,803– the amount requested by the Cedar Rapids Airport Commission, grant # 3-19-0012-050-2016 totaling \$898,219 (entitlement funds) and local funds totalling \$3,000.

Approved Description:	Approved Amount
#7. Reconstruct RWY 13/31, Rehabilitate 9/27; Rehabilitate TWY	
Pay as you go	\$904,240
Bond capital	\$0
Financing and Interest	\$0
Total	\$904,240

This project provides for the reconstruction of Runway 13/31 (3,100 feet x 150 feet North of Runway 9/27). It will also provide for the construction of the Runway 13 blast pad as well as the seal coating of asphalt shoulders of Runway 9/27, Runway 13/31, and Taxiway A-A4, E, E1, E2, and C. Lastly this project provides for the relocation of the Runway 31 Precision Approach Pathway Indicators.

Determination:

Approved for collection and use.

PFC objective: This project reconstructs runway 13/31 pavement that was at the end of its useful life and seal coats the asphalt shoulders of Runway 9/27, Runway 13/31, Taxiway A-A4, E, E1, E2 and C pavement that was failing, thus meets the PFC objective for preserve safety.

Basis for eligibility Appendix N, Table N-9(a) of FAA Order 5100.380, AIP Handbook, September 30, 2014, and Paragraph 4-6 (a)(3), Paragraph 4-6(d) and Paragraph 4-7(b) of FAA Order 5500.1,

Adequate justification: The reconstruction of Runway 13/31 was necessary due to deterioration and rubberization of the concrete, causing safety concerns.

A PMR report recommended major rehabilitation on the airfield pavement. Additionally, the sealcoat of the shoulder pavements was necessary to preserve the safety at the airport and decrease the maintenance on the pavement. Therefore, based on the documentation provided by the Cedar Rapids Airport Commission and the FAA's review of the project, the FAA concludes that this project is adequately justified for those components above.

Estimated total project cost: \$8,904,874

Proposed sources of financing: PFC revenue \$904,240– the amount requested by the Cedar Rapids Airport Commission, grant # 3-19-0012-054-2019, totaling \$8,000,634 (\$3,592,258 entitlement funds and 4,408,376 discretionary funds).

Approved Description:	Approved Amount
#8. Construct West Cargo Apron	
Pay as you go	\$957,282
Bond capital	\$0
Financing and Interest	<u>\$0</u>
Total	\$957,282

This project provides for the construction of a new west cargo apron and taxiway connector in order to meet cargo demand at the airport.

Determination:

Approved for collection and use.

PFC objective: This project constructs a new west cargo apron that will centralize the air cargo operations from the east cargo apron. The current cargo apron was insufficient in size and in need of expansion to meet demand, thus meets the PFC objective of enhance capacity.

Basis for eligibility Appendix N, Table N-9(a) of FAA Order 5100.380, AIP Handbook, September 30, 2014, and Paragraph 4-6 (a)(3), Paragraph 4-6(d) and Paragraph 4-7(b) of FAA Order 5500.1,

Adequate justification: The existing East cargo apron for the airport was insufficient in size to meet the rising demand at the airport. Additionally, in order to provide for the the much needed expansion of the terminal, the apron needed to be centralized to all air cargo in one location. Construction of the West cargo apron allows for the increase in air traffic demand. Therefore, based on the documentation provided by the Cedar Rapids Airport Commission and the FAA's

review of the project, the FAA concludes that this project is adequately justified for those components above.

Estimated total project cost: \$9,974,671

Proposed sources of financing: PFC revenue \$957,282– the amount requested by the Cedar Rapids Airport Commission, grant # 3-19-0012-055-2018, totaling \$ 8,615,541 (discretionary funds), \$368,619 State Funds, and \$33,229 Local Funds.

Approved Description:	Approved Amount
#9. Reconstruct TWY A-400 Ft, Design of A4	
Pay as you go	\$66,798
Bond capital	\$0
Financing and Interest	<u>\$0</u>
Total	\$66,798

This project provides for the design fees associated with the reconstruction and relocation of taxiway A4, Taxiway A5, as well as the South and East Terminal apron expansion.

Determination:

Approved for collection and use.

PFC objective: The reconstruction and relocation of the Taxiway A4 and A5, and the South and East Terminal apron expansions helped to enhance safety at the airport by allowing aircraft to now taxi around the terminal expansion and eliminate direct access from the apron to Runway 9/27. It also eliminated the FAA designated “hot spot 3”, thus meets the PFC objective of enhance safety.

Basis for eligibility Appendix N, Table N-9(a) of FAA Order 5100.380, AIP Handbook, September 30, 2014, and Paragraph 4-6 (a)(3), Paragraph 4-6(d) and Paragraph 4-7(b) of FAA Order 5500.1,

Adequate justification: This reconstruction and relocation was needed to alleviate the FAA designated “hot spot 3” which allowed for too closely spaced taxi maneuvers. The reconstruction also eliminated the direct access from the apron to Runway 9/27. The expansion of the South and East terminal aprons allowed for improved taxiing movability around the future terminal expansions. Therefore, based on the documentation provided by the Cedar Rapids Airport Commission and the FAA’s review of the project, the FAA concludes that this project is adequately justified for those components above.

Estimated total project cost: \$ \$667,972

Proposed sources of financing: PFC revenue \$ 66,798– the amount requested by the Cedar Rapids Airport Commission, grant # 3-19-0012-061-2020, totaling \$ 601,174 (discretionary funds)

Approved Description:	Approved Amount
#10. Construct Taxiway Expansion	
Pay as you go	\$803,496
Bond capital	\$0
Financing and Interest	\$0
Total	\$803,496

This project will expand Taxiway E to serve for future aviation development including future hangars, aviation maintenance, training facilities, as well as provide access to a future centralized deicing facility.

Determination:

Approved for collection and use.

PFC objective: The expansion of Taxiway E will allow for future aviation development which will include additional hangars, aviation maintenance, and provide access to a centralized deicing facility. Thus, this project meets the PFC objective of enhance capacity.

Basis for eligibility Appendix N, Table N-9(a) of FAA Order 5100.380, AIP Handbook, September 30, 2014, and Paragraph 4-6 (a)(3), Paragraph 4-6(d) and Paragraph 4-7(b) of FAA Order 5500.1,

Adequate justification: An extension of Taxiway E is needed in order to allow for future development of aviation facilities at the airport. This will include additional hangars to increase capacity, aviation maintenance, as well as a future centralized deicing facility. This will also reduce the amount of deicing chemicals the airport currently must capture from the stormwater and dispose of at the sewer processing facility.

Therefore, based on the documentation provided by the Cedar Rapids Airport Commission and the FAA's review of the project, the FAA concludes that this project is adequately justified for those components above.

Estimated total project cost: \$8,034,960

Proposed sources of financing: PFC revenue \$ 803,496– the amount requested by the Cedar Rapids Airport Commission, future grant # 3-19-0012-077-2024, totaling \$ 7,231,464 (Entitlement \$231,464, discretionary funds \$ 7,000,000)

Approved Description:	Approved Amount
#11. Install LED Taxiway Lighting, TWY A, C, D	
Pay as you go	\$138,696
Bond capital	\$0
Financing and Interest	<u>\$0</u>
Total	\$138,696

This project provides for the installation of energy efficient LED Taxiway Lighting for Taxiway A, Taxiway C, and Taxiway D.

Determination:

Approved for collection and use.

PFC objective: The installation of highly energy-efficient lighting on Taxiway A, Taxiway C, and Taxiway D will ensure the airfield is safer and lighting more efficient and longer lasting. These lights replace the existing lighting that was at the end of their useful life. Thus, this project meets the PFC objective of enhance safety.

Basis for eligibility Appendix N, Table N-9(a) of FAA Order 5100.380, AIP Handbook, September 30, 2014, and Paragraph 4-6 (a)(3), Paragraph 4-6(d) and Paragraph 4-7(b) of FAA Order 5500.1,

Adequate justification: The installation of LED lighting on Taxiway A, Taxiway C, and Taxiway D will ensure the airfield is safer and lighting more efficient and longer lasting as these lights are a highly energy efficient technology. These lights replace the existing lighting that was at the end of their useful life. This project complements The Easter Iowa Airports sustainability efforts. Therefore, based on the documentation provided by the Cedar Rapids Airport Commission and the FAA's review of the project, the FAA concludes that this project is adequately justified for those components above.

Estimated total project cost: \$138,696

Proposed sources of financing: PFC revenue \$138,696– the amount requested by the Cedar Rapids Airport Commission

Approved Description:	Approved Amount
#12. Purchase Airfield and Snow Removal Equipment (SRE)	
Pay as you go	\$3,889,013
Bond capital	\$0
Financing and Interest	<u>\$0</u>
Total	\$3,889,013

This project provides for the purchase of new airfield and snow removal equipment including: 1) 2016 Elgin Crosswind Vacuum Sweeper mounted on a 2017 Freightliner M2 Chassis, 2) two Oshkosh HT2923 Tractors with Oshkosh XT Tow Brooms, 3) 2017 Oshkosh H Snowblower, 4) 2018 CAT 950GC Wheel Loader 5) 2019 John Deere 744L Wheel Loader and 6) 2019 Oshkosh HT2723 Tractor with Oshkosh XT Tow Broom, Wausau BMP Plow & Hitch, & Spare Wafer Broom Core.

Determination:

Approved for collection and use.

PFC objective: The purchase of new airfield and snow removal equipment will help to preserve the safety at the airfield by increasing the efficiency and timeliness of snow and ice removal at the airport. The snow removal equipment will also reduce the runway vehicle occupancy time. Thus, this project meets the PFC objective of preserve safety.

Basis for eligibility Appendix N, Table N-9(a) of FAA Order 5100.380, AIP Handbook, September 30, 2014, and Paragraph 4-6 (a)(3), Paragraph 4-6(d) and Paragraph 4-7(b) of FAA Order 5500.1,

Adequate justification: The purchase of new airfield and snow removal equipment will help to preserve the safety at the airfield by increasing the efficiency and timeliness of snow and ice removal at the airport. The purchase of this equipment is necessary as the previous equipment has outlived its useful life and the new snow removal equipment is listed in The Eastern Iowa Airports FAA

approved Snow and Ice Control Plan. Therefore, based on the documentation provided by the Cedar Rapids Airport Commission and the FAA's review of the project, the FAA concludes that this project is adequately justified for those components above.

Estimated total project cost: \$3,889,013

Proposed sources of financing: PFC revenue \$3,889,013– the amount requested by the Cedar Rapids Airport Commission

Approved Description:	<u>Amount</u>
#13. Purchase Passenger Stair Truck	
Pay as you go	\$68,000
Bond capital	\$0
Financing and Interest	<u>\$0</u>
Total	\$68,000

This project provides for a refurbished Wollard TLPH Passenger Stairs mounted on a 2012 F250 Ford Truck, replacing a refurbished Wollard TLPH Passenger Stairs mounted on a 1976 Ford F350 Truck that was beyond its useful life.

Determination:

Approved for collection and use.

PFC objective: The purchase of the replacement passenger stair truck preserves the Airport's capability to provide scheduled commercial airlines reliable, consistent and safe passenger enplaning and deplaning during ground boarding and off-loading operations. Thus, this project meets the PFC objective of preserve safety.

Basis for eligibility Appendix N, Table N-9(a) of FAA Order 5100.380, AIP Handbook, September 30, 2014, and Paragraph 4-6 (a)(3), Paragraph 4-6(d) and Paragraph 4-7(b) of FAA Order 5500.1,

Adequate justification: The purchase of the passenger stair truck to preserve safety of the passengers at the airport is necessary because the previous 30 year old equipment was at the end of its useful life and in need of replacement. Therefore, based on the documentation provided by the Cedar Rapids Airport Commission and the FAA's review of the project, the FAA concludes that this project is adequately justified for those components above.

Estimated total project cost: \$68,000

Proposed sources of financing: PFC revenue \$68,000– the amount requested by the Cedar Rapids Airport Commission

Approved Description:	Approved Amount
#14. PFC Application Development	
Pay as you go	\$75,000
Bond capital	\$0
Financing and Interest	<u>\$0</u>
Total	\$75,000

This project provides for the expenses related to the development and preparation of the PFC application 23-07-C-00-CID.

Determination:

Approved for collection and use.

PFC objective: This project meets the PFC objective of the enhancement of safety and capacity and preserve safety and capacity, as it supports the other project within this application, for which the most common objectives as described in their respective project information filing are enhancement of safety and capacity.

Basis for eligibility Code of Federal Regulations, Title 14: Aeronautics and Space §158.13 – Use of PFC revenue.

Adequate justification: Funding PFC consulting services with PFC revenues helps the Cedar Rapids Airport Commission to keep operating costs down, increases the Cedar Rapids Airport Commission’s overall funding capacity, and enables CID to keep airline costs as low as possible.

Estimated total project cost: \$75,000

Proposed sources of financing: PFC revenue \$75,000– the amount requested by the Cedar Rapids Airport Commission

Approved

Approved

<u>Description:</u>	<u>Amount</u>
#15. PFC Program Administration	
Pay as you go	\$1,071,120
Bond capital	\$0
Financing and Interest	<u>\$0</u>
Total	\$1,071,120

This project provides for the expenses related to the ongoing management of the CID PFC program including preparation of the appropriated monthly and quarterly record keeping, administration, and review related to the PFC application 23-07-C-00-CID

Determination:

Approved for collection and use.

PFC objective: This project meets the PFC objective of the enhancement of safety and capacity and preserve safety and capacity, as it supports the other project within this application, for which the most common objectives as described in their respective project information filing are enhancement of safety and capacity.

Basis for eligibility Code of Federal Regulations, Title 14: Aeronautics and Space §158.13 – Use of PFC revenue.

Adequate justification: Funding PFC allowable costs including the reasonable and necessary cost of carrying out an approved project with PFC revenues helps the Cedar Rapids Airport Commission to keep operating costs down, increases the Cedar Rapids Airport Commission's overall funding capacity, and enables CID to keep airline costs as low as possible. Therefore, based on the documentation provided by the Cedar Rapids Airport Commission and the FAA's review of the project, the FAA concludes that this project is adequately justified for those components above.

Estimated total project cost: \$1,071,120

Proposed sources of financing: PFC revenue \$1,071,120– the amount requested by the Cedar Rapids Airport Commission

Environmental Requirements

The projects approved in this application for concurrent authority to impose and use the PFC were examined under the guidelines contained in FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions

for Airport Actions. These projects have been determined to be categorically excluded from the requirement for formal environmental review. There appear to be no extraordinary circumstances requiring further review.

Request Not to Require a Class or Classes of Carriers to Collect PFC's.

The Cedar Rapids Airport Commission requests that the following class of air carriers be excluded from the requirement to collect PFC's: *Non-Scheduled/On-Demand Air Carriers (ATCOs) filing FAA Form 1800-31.*

Determination: Approved. Based on information contained in the Cedar Rapids Airport Commission's application, the FAA has determined that the proposed class accounts for less than 1 percent of CID's total annual enplanements. The Cedar Rapids Airport Commission should confirm, on an annual basis using prior year enplanement data, that the approved class does not exceed 1 percent of the total enplanements at CID

Compliance with the Airport Noise and Capacity Act of 1990 (ANCA)

The FAA is not aware of any proposal at CID that would be found to be in violation of the ANCA. The FAA herein provides notice to the Cedar Rapids Airport Commission that a restriction on the operation of aircraft at CID must comply with all applicable provisions of the ANCA and that failure to comply with the ANCA and Part 161 makes the Cedar Rapids Airport Commission subject to provisions of Subpart F of that Part. Subpart F, "Failure to Comply With This Part," describes the procedures to terminate eligibility for AIP funds and authority to collect PFC revenues.

Compliance with Subsection 47107(b) Governing Use of Airport Revenue

As of the date of this approval the Cedar Rapids Airport Commission has not been found to be in violation of 49 U.S.C. 47107(b) or in violation of grant assurances made under 49 U.S.C. 47107(b).

Air Carrier Consultation and Public Notice Comments

The following air carriers submitted disagreements during the air carrier consultation process for this application: United Airlines. United Airlines submitted a letter dated July 18, 2023 certifying a conditional objection to Project 6 requesting that 'Rehabilitate the NW T-Hangar Taxilane's portion of the project to be removed from the PFC Application No. 7, stating the project benefits general aviation aircraft rather than the airport's patrons subject to the PFC charge. Cedar Rapids Airport Commission proceeded based on the premise that General Aviation (GA) aircraft operations are included in the airfield total landed

weight, which is utilized when calculating landing fees charged to commercial airlines. Consequently, maintaining or an increase in GA aircraft operations decreases the landing fee rate charged to commercial airlines. Lower operational costs helps preserve and enhance commercial airline service capacity and competition at the Airport.

The Cedar Rapids Airport Commission did not receive any individual comments as a result of the public notice inviting comment on this application.

Legal Authority

This decision is made under the authority of 49 U.S.C. 46110 and 40117, as amended. This decision constitutes a final order to approve, in whole or in part, the Cedar Rapids Airport Commission's application to impose a PFC at CID and use PFC revenue on 15 projects at CID. Any party to this proceeding having a substantial interest may appeal this decision to the courts of appeals for the United States or the United States Court of Appeals for the District of Columbia upon petition, filed within 60 days after issuance of this decision.

JAMES A JOHNSON

Digitally signed by JAMES A

JOHNSON

Date: 2023.12.14 13:19:32 -06'00'

Concur

 Manager, ACE Region
 Airports Division

 Date

Nonconcur

 Manager, ACE Region
 Airports Division

 Date