PUBLIC NOTICE BY THE KENTON COUNTY AIRPORT BOARD OF CERTAIN ACTIONS RELATED TO ITS PASSENGER FACILITY CHARGE PROGRAM

In accordance with 14 C.F.R. Part 158, the Kenton County Airport Board (Board), owner and operator of the Cincinnati/Northern Kentucky International Airport, hereby provides public notice of its intent to submit to the Federal Aviation Administration (FAA) the Board's twentieth Passenger Facility Charge (PFC) Application (Application 20). Via Application 20, the Board is requesting the FAA's approval to collect and use PFCs in the amount and for the project hereinafter described.

APPLICATION 20:

Proposed Charge Effective Date:	**December 1, 2036**
Proposed Charge Expiration Date:	**March 1, 2038**
PFC Level Per Qualifying Enplanement:	**$4.50**
Total Application 17 Estimated PFC Collections:	**$18,341,553**

Application 20 Projects:

1. Concourse A & B Ramp Lighting Upgrade

Estimated PFC Funded Project Costs: $1,690,909

Description:

This project involved replacing lighting systems and supporting infrastructure at Concourses A and B Ramp Areas to enhance ground operation visibility, improve safety, increase lighting control, and reduce energy consumption. The new mast lighting provides illumination for the entire ramp area to ensure the safe ground handling of the aircraft in periods of darkness. The project included the installation of new 65-foot poles with accompanying bullhorn and 4-head LED fixtures, upgraded circuits, and an advanced lighting control system.

Justification:

Upgrading the ramp lighting significantly enhanced visibility and created a safer environment around the airplane movement area of the ramps. While temporary repairs to poles and bullhorns can secure them in the short term, ongoing workarounds reduced the infrastructure's effectiveness. A structural failure could be catastrophic: each fixture and bullhorn weighs over 60 lbs., and combined with a 65-foot pole, a fall could cause severe property damage or even fatalities.

A 2019 assessment confirmed that new poles, bullhorns, and wiring have a projected life expectancy of 55–75 years when properly maintained. Modern lighting fixtures last about 25 years, require fewer replacement parts, and consume only a fraction of the energy used by the current system, yielding an estimated nine-year project payback period.

2. ARFF Crash Truck

Estimated PFC Funded Project Costs: $959,239

Description:

This project involved the purchase of a new Aircraft Rescue and Firefighting (ARFF) vehicle to replace an Oshkosh T-3000 crash vehicle that was acquired by CVG Airport Authority in 2001 and retired in 2024. The new vehicle is an Oshkosh Stryker 3,000-gallon crash truck equipped with modern safety and operational technologies. This ARFF vehicle will also be loaded with F3 foam that does not contain PFOA or PFOS chemicals. CVG currently maintains two ARFF stations that each require a separate FAA Index C response.

Justification:

The current 2001 crash vehicle has experienced 58 days of downtime during the past calendar year, and replacement parts have become difficult or impossible to acquire.

The FAA has stated in FAA Order 5100.38D, Table 3-7, that the useful life of a crash vehicle is 15 years. NFPA 1901 states the front-line service of a vehicle shall not exceed 20 years. In both cases, the current 2001 Oshkosh T-3000 exceeds the suggested life span in the published standards. The purchase of the new Oshkosh Stryker 3000-gallon crash vehicle puts CVG in compliance with FAA Guidelines and NFPA1901 guidelines.

The costs associated with ARFF vehicles are eligible for AIP funding, and therefore PFC funding, per Table L-2(a) of FAA Order 5100.38D, Change 1.

3. Rotating Beacon Replacement and Relocation

Estimated PFC Funded Project Costs: $191,347

Description:

This project involved the installation of a new rotating beacon which replaced an outdated unit. Airport rotating beacons are essential visual navigation aids (NAVAIDs) that use flashing, colored lights to help pilots locate airports, especially at night or in low visibility. The rotating beacon was moved from the roof of the DoubleTree hotel to the existing terminal parking garage roof. A study prepared by C&S Engineers evaluated the optimal location for a new LED rotating beacon. After installation, operational control from the FAA ATC Tower remained the same. The new beacon location is approximately 900 feet east of the current location. The new rotating beacon meets the specifications set forth in AC 150/5345-12F, as it's a high intensity (L-802A) beacon. The beacon signals with white a green LED lamps at 24 flashes per minute.

Justification:

The original beacon could no longer be maintained due to the unavailability of replacement parts. The hotel (the former location of the beacon) is private property which hindered access. To ensure reliability and maintain control within airport grounds, the new beacon was relocated to airport property. The beacon is over 20 years old and is beyond its 15-year useful life as provided in Table 3-7 of FAA Order 5100.38D, Change 1.
Relocating the rotating beacon to a building owned by the airport ensures full operational control, minimizes installation impact, and does not impact existing passenger parking capacity. The selected site offers a low-disruption solution while supporting long-term reliability and maintainability.
The costs associated with the rotating beacon project are eligible for AIP funding, and therefore PFC funding, per Table K-2(c) of FAA Order 5100.38D, Change 1.

4. Exit Lane Meet & Greet

Estimated PFC Funded Project Costs: $2,131,720

Description:

This project involves the implementation of advanced exit lane technology and the rehabilitation of certain portions of the adjacent Meet and Greet area. Due to the construction of the exit lane technology the layout of the surrounding area including the meet and greet were changed. New walls were constructed as part of the project which required the ceiling tiles and terrazzo flooring to be replaced as well at HVAC reconstruction. The new exit lane technology is designed to detect improper flow and breaches via cameras and other movement-sensing technology. Signs are posted in the Meet and Greet area warning that unauthorized entry through the exit lane is prohibited. Similar signs are posted on the secure side (along with a recording) advising passengers that unauthorized reentry is prohibited.

Justification:

The previous passenger exit lane technology relied on an aging intrusion detection system prone to frequent false alarms, primarily caused by human error during passenger exit. The new system replaces this outdated infrastructure, significantly reducing operational disruptions and long-term expenses while enhancing overall security effectiveness.

The exit lane technology helps the Airport meet the requirement of CFR 49 Part 1542.201(b) by controlling entry to the secured area of the airport and providing for the detection of attempted entry into the secured area. The costs associated with the meet and greet areas (which includes the exit lane area at CVG) are eligible for AIP funding, and therefore PFC funding, per Table N-5(b) of FAA Order 5100.38D, Change 1.

5. SWTP – Clarifier Bottom Scraper System Replacement

Estimated PFC Funded Project Costs: $2,133,131

Description:

The Stormwater Treatment Plant (SWTP) system for the collection and treatment of spent aircraft deicing fluid was originally constructed in 2001 and modified in 2004 by adding the BIOLAC system. The BIOLAC system consists of three extended aeration activated sludge basins, three clarifiers and a blower building that houses two centrifugal blowers. The SWTP utilizes the blowers and multiple diffuser lines to supply air for each of the basins. This air provides the microorganisms oxygen that is lost through respiration and mixes the suspended solids that are formed by digestion when consuming spent aircraft deicing fluid. The wastewater then moves to a clarifier basin for the suspended solids to settle out before being released into the creek. This project replaced the diffuser system with a new fixed system and replaced the existing clarifier scraper system with a new chain and flight system. The new system was retrofitted into the existing clarifier structures, which avoided major structural modifications.

Justification:

The existing clarifier scraping system ("super scraper") at the Storm Water Treatment Plant has led to significant maintenance challenges and operational concerns. Its back-and-forth design is an outdated technology that is prone to overloading and difficult to repair or maintain when stressed, compared to more traditional configurations. During periods of high flow or heavy loading, concentrated solids from the aeration basins increase sludge thickness at the bottom of the clarifier, placing additional stress on the scraper mechanism and making it difficult to keep up with waste removal. Finally, repairs require a full drain-down of the clarifier, which limits the plant's ability to process stormwater and spent deicing fluid.

The costs associated with the Clarifier Bottom Scraper System Replacement project are eligible for AIP funding, and therefore PFC funding, per Table S-1(h) of FAA Order 5100.38D, Change 1.

6. Concourse B Apron Rehabilitation

Estimated PFC Funded Project Costs: $6,141,169

Description:

This project consisted of the design and construction of rehabilitating Apron B, adjacent taxi lanes G and R and the corresponding trench drains using a traditional design-bid-build delivery method, targeting a 10-year pavement lifespan. This project was funded with AIP funds utilizing grant 3-21-0010-103-2022, PFC's will fund sponsor share of the grant. This approach aligns with FAA guidance and incorporates insights from peer airports and subject matter experts to ensure regulatory compliance, cost-effectiveness, and long-term operational resilience. This project consisted of the reconstruction of approximately 8500 square feet of Portland Cement Concrete apron around concourse B. This was the original apron constructed with the terminal in 1992 & 1993. Additionally, these pavement repairs consisted of full depth repairs, full panel replacement, partial panel repair, spall repairs and asphalt replacement.

Justification:

Rehabilitating Apron B, adjacent taxi lanes G and R, and the trench drains was critical to sustaining safe and efficient airport operations. The 2019 Pavement Condition Index (PCI) rating of 65—which was projected to decline to 60 by 2022—signaled a shift from fair to marginal pavement condition. Continued deterioration would have increased the risk of damage to aircraft, disrupted operational reliability, reduced capacity, and driven up long-term maintenance costs. The trench drains were repaired in areas that had become maintenance issues and were causing FOD and allowing runoff to enter the pavement subgrade instead of the drainage system.

Without this rehabilitation there were significant safety risks to aircraft due to FOD and the airport risked shutting down a crucial part of its airfield which would have greatly increased the chance for cancelled flights congestion at Concourse A.

The costs associated with the Concourse B apron project are eligible for AIP funding, and therefore PFC funding, per Table I-4(d) of FAA Order 5100.38D, Change 1.

6. Concourse A Apron Reconstruction

Estimated PFC Funded Project Costs: $5,094,038

Description:

This project consisted of reconstructing the 1st phase of Concourse A Apron, sections of Taxiway S, and adjacent Taxilane R, 2N/2C/2S using a traditional design-bid-build delivery method, targeting a 30-year pavement lifespan. This project was funded with AIP funds utilizing grant 3-21-0010-114-2025, PFC's will be fund sponsor share. This approach aligns with FAA guidance and incorporates insights from peer airports and subject matter experts to ensure regulatory compliance, cost-effectiveness, and long-term operational resilience. This phase of the apron reconstruction project

consists of approximately 40,000 square yards of 18” Concrete on a 6” stabilized base and 6” crushed aggregate sub-base. The removal of an island, drainage structure, and taxiway lights. The repaving of the 6” asphalt shoulder and taxiway edge lights. These pavements were constructed in 1984.

Justification:

Reconstructing Apron A, Taxiway S and adjacent taxi lanes is critical to sustaining safe and efficient airport operations. The pavement has deteriorated to a Pavement Condition Index (PCI) rating ranging from Serious (11-25) on the east side of Concourse A and TL R and to Fair and Poor (41-70) in the central portion of Concourse A and TL 2N/2C/2S. The FAA recommends full reconstruction when the Pavement Management Program shows PCIs below 55, with rehabilitation and selective reconstruction for PCIs between 56-85. Concourse A surrounding pavement currently has many areas with drainage issues that need remediation due to safety concerns during winter seasons. Continued deterioration increases the risk of damage to aircraft, disrupts operational reliability, and drives up long-term maintenance costs.

Without this reconstruction the maintenance was at risk of causing significant safety risks to aircraft due to FOD and the airport risked shutting down a crucial part of its airfield which would have greatly increased the chance for cancelled flights and congestion at Concourse A.

The costs associated with the Concourse A apron project are eligible for AIP funding, and therefore PFC funding, per Table I-4(d) of FAA Order 5100.38D, Change 1.

PUBLIC REVIEW AND COMMENT:

Additional information related to the above-described projects is available for review by the public Monday through Friday from 8:30 a.m. to 4:30 p.m. in the Board’s administrative offices at

CVG Centre
77 Comair Blvd.
Erlanger, KY 41018.

Until May 25, 2026, comments related to the above-described PFC application may be submitted in writing to:

Mr. Jarrod Green
Sr. Manager of Capital Accounting
Kenton County Airport Board
P.O. Box 752000
Cincinnati, OH 45275-2000