

PUBLIC NOTICE

MBS International Airport
Freeland, Michigan

Passenger Facility Charge (PFC) Application 19-08-C-00-MBS

INTRODUCTION: This Public Notice is issued as part of a Federal Aviation Administration (FAA) requirement for Passenger Facility Charge Applications as directed by changes to the PFC Program resulting from the Non-Hub Pilot Program and Related Streamlining Changes Final Rule that was published on March 23, 2005 and which went into effect on May 9, 2005. The MBS International Airport, (the public agency), must provide a notice and opportunity for public comment before submitting: (1) a PFC Application, (2) a notice of intent under the non-hub program, or (3) an amendment request to change the scope of a project or projects, increase the PFC level to be collected, or increase the PFC amount for a project by more than 25 percent. The public notice and comment period may be run concurrently with the air carrier consultation period. The notice must allow the public to file comments for at least 30 days, but no more than 45 days after the date of publication of the notice or posting on the public agency's Web site.

PFC COLLECTION REVIEW: The MBS International Airport Commission has used Passenger Facility Charge (PFC) revenue on Airport Improvement Program projects since February 1, 1997 and is authorized to impose and use a PFC until the date on which the total net PFC revenue plus interest equals the allowable cost of approved projects. The projects included in this application are completed projects, projects in process or planned projects using FAA AIP funds, local funding or PFC revenue reimbursement, therefore alternative projects have not been proposed. The MBS International Airport has requested FAA approval to exclude Part 135, Air Taxi/Commercial Operators filing FAA Form 1800-31 from the requirement to collect the PFC because operators in this class have less than 1% of the airport's total annual enplanements. MBS International Airport does not communicate with these operators and does not have a collection, reporting or accounting procedure with the. The level of collection for this PFC Application Number 08 is \$4.50, with the proposed charge effective date estimated to be April 21, 2021 and the estimated charge expiration date being July 1, 2030. The anticipated PFC revenue of this PFC Application Number 08 is \$4,457,822.00.

APPLICATION STATUS:

The PFC Application will be submitted upon expiration of the public notice and comment period. The public agency is required to submit evidence of compliance with the public notice and comment requirement in its PFC Application, notice of intent or amendment request.

APPLICATION CONTENTS:

The descriptions, justifications and detailed financial plans of projects being considered for funding by PFC's under this Application 08, including alternate projects, if any, are listed as follows:

IMPOSE AND USE PROJECTS:

1. Partial Parallel Taxiway and Apron Connector – Pavement Design and Construction.

Description: This project includes the pavement portion of constructing the northwest

portion of a parallel taxiway to Runway 14/32 and constructing a second access to the airline ramp at the new terminal building location. Justification: This project is eligible for both AIP and PFC construction programs. The project provides a second access point to and from the new terminal for any air carrier operation utilizing Runway 14/32. The 50' taxiway width is based on the critical aircraft for the MBS airport which is a CRJ-900. Financing Plan: \$2,594,625 in pay-as-you-go PFC funds, which is also the Total Project Cost. The proposed funding level for this project is \$4.50.

2. Partial Parallel Taxiway and Apron Connector – Lighting Design and Construction.

Description: This project includes the lighting portion of constructing the northwest portion of a parallel taxiway to Runway 14/32 and constructing a second access to the airline ramp at the new terminal building location. Justification: In conjunction with the pavement portion, this project is eligible for both AIP and PFC construction programs. The project provides a second access point to and from the new terminal for any air carrier operation utilizing Runway 14/32. The 50' taxiway width is based on the critical aircraft for the MBS airport which is a CRJ-900. Financing Plan: \$263,800 in pay-as-you-go PFC funds, which is also the Total Project Cost. The proposed funding level for this project is \$4.50.

3. SRE Multi-Tasking Equipment (MTE) Plow and Broom, Vehicle Number 1.

Description: This project consists of the purchase of an SRE Multi-Tasking Equipment Plow, Broom, Blower vehicle. Justification: This piece of equipment will replace one broom vehicle and one plow vehicle. One vehicle is a 1999 20' Oshkosh broom (SN: 10TBFPY24XS065403) that was purchased with funds from PFC application 1998-02-C-00-MBS, serial number 10TBFPY24XS065403. The other vehicle is a 1998 Ford truck with an underbody plow and material spreader (SN: 1FDYN90M7WVA30292) that was purchased with AIP Grant 3-26-0083-1997 funds. Financial Plan: \$708,417 in pay-as-you-go PFC funds, which is also the Total Project Cost. The proposed funding level for this project is \$4.50.

4. SRE Multi-Tasking Equipment (MTE) Plow and Broom, Vehicle Number 2.

Description: This project consists of the purchase of an SRE Multi-Tasking Equipment Plow, Broom, Blower vehicle. Justification: This piece of equipment will replace one broom vehicle and one plow vehicle. One vehicle is a 1998 Ford 12' plow with dump box (SN: 1FDYN90M9WVA30293) that was purchased with AIP Grant 3-26-0083-1997 funds. The other vehicle is a 1998 Stewart Stevenson 14' broom (SN: 1S9BR1628S3263004) that was purchased with AIP Grant 3-26-0083-1795 funds. Financial Plan: \$708,417 in pay-as-you-go PFC funds, which is also the Total Project Cost. The proposed funding level for this project is \$4.50.

5. Master Plan Update.

Description: This project includes updating the Master Plan and Airport Layout Plan as well as a signage study. Justification: The previous Master Plan and Airport Layout Plan for the Airport were completed and approved in 2005. With the completion of the New Terminal Development, the Master Plan and ALP require updating to reflect the existing conditions of the Airport as well as the future focus for development of the facilities. As a supplement the project will include an Airfield Signage Re-designation plan. This is necessary to determine a proper re-designation for the Airfield taxiways to reflect the existing airfield. Financial plan: \$36,836 in pay-as-you-go PFC funds, \$663,038 in existing AIP Grant 3-

26-0083-4914 funds and \$36,836 in State funds for a Total Project Cost of \$736,710. The proposed funding level for this project is \$4.50.

- 6. GA Apron Rehabilitation - Design and Construction.** Description: This project includes the rehabilitation of the general aviation apron as well as drainage improvements. Justification: The GA Apron Rehabilitation project was needed because the critical PCI would likely have been reached within three years and postponing the apron rehabilitation would result in a continued decline in pavement condition. Financial plan: \$37,710 in pay-as-you-go PFC funds, \$678,788 in existing AIP Grant 3-26-0083-5015 funds and \$37,711 in State funds for a Total Project Cost of \$754,209. The proposed funding level for this project is \$4.50.
- 7. Crack Seal & Pavement Marking Runway 05/23.** Description: This project includes crack sealing and isolated pavement repair on Runway 05/23. Justification: The purpose of this project was to ensure a safe pavement surface until the full rehabilitation of the runway can be completed. Financial Plan: \$27,114 in pay-as-you-go PFC funds, \$488,065 in existing AIP Grant 3-26-0083-5116 funds and \$27,115 in State funds for a Total Project Cost of \$542,295. The proposed funding level for this project is \$4.50.
- 8. Reimbursement of Airport PFC Administrative Expenses.** Description: Reimbursement of administrative expenses for the PFC program incurred from January 2010 through December 2017. Justification: Local funds used to cover the cost of PFC administrative expenses will now be reimbursed by PFC revenue. Financing Plan: \$6,376 in pay-as-you-go PFC funds, which is also the Total Project Cost. The proposed funding level for this project is \$4.50.
- 9. Reimbursement of PFC Preparation Expenses.** Description: Reimbursement of PFC preparation costs incurred from October 2009 through December 2017 for the preparation of other PFC applications. Justification: Local funds used to cover the cost to prepare past PFC applications will now be reimbursed by PFC revenue. Financing Plan: \$53,927 in pay-as-you-go PFC funds, which is also the Total Project Cost. The proposed funding level for this project is \$4.50.
- 10. PFC Program Audit Cost Reimbursement.** Description: This project is to reimburse the Sponsor for funds spent to perform audits for the PFC Program for years 2011, 2012, 2013, 2014, 2015 and 2016. Justification: Local funds were used for past PFC audits and will now be reimbursed by PFC revenue. Financing Plan: \$20,600 in pay-as-you-go PFC funds, which is also the Total Project Cost. The proposed funding level for this project is \$4.50.

CONTACT INFORMATION: The name of and contact information for the person within the public agency to whom comments should be sent is as follows:

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