

PUBLIC NOTICE

Section 158.24 of the PFC regulation states that, prior to submitting an application to the FAA for authority to impose a PFC, the public agency shall provide written notice the public of its intention to apply for PFC collection. In that regard, as the public agency hereby notifies the public that comment will be accepted regarding such application until January 29, 2020 at 5:00pm. Comments may be sent to:

Ms. Amanda Woodin, CPFO, A.A.E.
Interim Airport Director
Kalamazoo/Battle Creek International Airport
5235 Portage Road
Kalamazoo, MI 49002
Email: amwood@kalcounty.com

The proposed PFC collection commencement date for the application: July 1, 2020
The estimated charge expiration date for the application: November 30, 2021
Estimated total PFC revenue to be collected: \$835,682

Part 135 Air Taxi/Commercial Operators filing FAA form 1800-31 for this airport, if any, should be excluded from the requirements to collect the PFC. The reason for exclusion of PFC collection is the operators in this class have less than 1% of the airport's total annual enplanements. The Kalamazoo/Battle Creek International Airport does not communicate with these operators and does not have a collection, reporting or accounting procedure with them. The Non-scheduled, On-demand Air Carriers filing FAA Form 1800-31 and the estimated number of passengers enplaned for CY2017 by them are listed as follows:

The Non-scheduled, On-demand Air Carriers filing FAA Form 1800-31 for CY2017 are listed as follows:

Aero Jet Services LLC (J7EA)	6 Enplanements
ATCO Total Enplanements	6 Enplanements
Total Annual Site Enplanements	146,314 Enplanements
6 Enplanements divided by 146,314 Enplanements = 0.0041%	

The 2018 FAA Draft ACAIS lists 152,845 enplanements for CY2018.

The draft Non-scheduled, On-demand Air Carriers filing FAA form 1800-31 for CY2018 are listed as follows:

Aero Jet Services LLC (J7EA)	6 Enplanements
Netjets Aviation, Inc (DXTA)	30 Enplanements

Sunset Aviation, LLC (7SSA)	1 Enplanement
Ultimate Jetcharters, LLC (DTHA)	532 Enplanements

569 Enplanements divided by 152,845 Enplanements = 0.3723%

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

Impose and Use Projects:

Project 8-001: Replace Aircraft Rescue and Fire Fighting (ARFF) Truck & Dispose of Aircraft Rescue and Firefighting (ARFF) Truck

- **Description:** Replace Aircraft Rescue and Fire Fighting (ARFF) Truck #3 & Dispose of Aircraft Rescue and Firefighting (ARFF) Truck Truck #2
- **Justification:** The Kalamazoo/Battle Creek International Airport (AZO) is an Index B airport under Part 139 regulations. AZO has two Aircraft Rescue and Fire Fighting (ARFF) Vehicles in its fleet: A 1994 Oshkosh T1500 (Rescue 3) and a 2001 Oshkosh TI-1500 (Rescue 2). Both have exceeded their useful lives. FAA Advisory Circular 150/5220-10E shows a minimum useful life of 10-12 years. AZO rescue vehicles are 25 and 18 years old, respectively. AZO is planning to replace these vehicles with a new vehicle using Passenger Facility Charge revenues. Airport Certification inspections have included recommendations to purchase a replacement vehicle since 2016 (attached).

Rescue 3 was purchased with 1993 Airport Improvement Program Grant funding (Grant #3-26-0052-1493). Rescue 2 was purchased with 2001 Airport Improvement Program Grant funding (Grant #3-26-0052-2401).

Over the past three years, annual costs to maintain Rescue 3 have averaged \$41,700 per year. (\$65,200 in 2019, \$3,000 in 2018, and \$56,900 in 2017). We have also found that parts are becoming scarce for this vehicle, at times complicating necessary repairs. In particular, we have replaced the same part on this vehicle twice in three years, with a cost of approximately \$55,000 each time.

Rescue 2 repairs have averaged over \$9,200 per year in repairs recently. 2018 repairs totaled \$9,154, and year-to-date 2019 repair expenses are \$9,434. It is anticipated that parts will soon become scarce for this vehicle, given our experiences with Rescue 3.

These type of maintenance costs are not sustainable in the airport's operating budget. The airport will dispose of both Rescue 2 and Rescue 3, and secure one vehicle that meets Part 139 Index B.

Disposal will occur in accordance with the current AIP order 5100.38D.

- **Financial Plan:** \$750,000 in pay-as-you-go PFC funds. The proposed funding level for this project is \$4.50.

Project 8-002: Runway 17/35 Extension Studies

- **Description:** Conduct Environmental Study (Environmental Assessment (EA) Project Definition Report for Runway Incursion Mitigation (RIM) fix and Runway 17/35 extension, including Reimbursable Agreement (AJW-FN-CSA-18-GL-002075 preliminary engineering). This project is included in AIP grant #3-26-0052-4619 as follows:

- *Runway 17/35 Extension and RIM Runway Protection Zone Analysis*- This project includes analysis of impacts on the airport and surrounding areas with regard to the proposed Runway Protection Zone changes. RPZ changes are associated with the geometric changes proposed to Runway 17/35.
- *Runway 17/35 Extension and RIM Environmental Assessment*- This project includes identification, documentation and analysis of alternatives associated with the Runway 17/35 extension and RIM project. This analysis will be performed in conformance with NEPA and FAA standards.
- *Runway 17/35 Extension and RIM Project Definition Report*- This project includes development of engineering level preliminary design of airfield facilities to assist the Environmental Assessment project.
- *Preliminary Engineering Reimbursable*- This project consists of the reimbursable agreement with the FAA for preliminary design for the relocation of FAA owned facilities associated with the Runway 17/35 extension and RIM project.
- **Justification:** These studies are required to evaluate the need for and impact of the extension of Runway 17/35. The runway is the only runway available for commercial activities.
- **Financial Plan:** \$85,682 in pay-as-you-go PFC funds (reimbursing local share), \$1,542,274 in FY2019 AIP funds (AIP grant #3-26-0052-4619), and \$85,681 in MDOT – Aero funds make up a total project cost of \$1,713,637. The proposed funding level for this project is \$4.50.