



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 December 28th at 5:00pm. Comments may be sent to:

Ms. Blair Brindley
Deputy Director, Finance & Administration
Kalamazoo/Battle Creek International Airport
5235 Portage Road
Kalamazoo, MI 49002
Email: bdbrin@kalcounty.com

The proposed PFC collection commencement date for the application:	March 1, 2025
The estimated charge expiration date for the application:	September 1, 2028
Estimated total PFC revenue to be collected:	\$1,387,554



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 #11-001 – Airfield Markings- Apron

Project Description

Runway apron marking 40,189 sq ft of painting

Objective

This project is eligible pursuant to 158.15(a)(1) and will preserve safety at the airport and the national transportation.

Justification

The Sponsor remarked airfield pavement to make it more visible previously. Pavement marking becomes hard to see after three years due to heavy snow plowing operations and normal weathering. Apron location on airfield.

Total Project Cost

Total Project Cost:	\$15,000
PFC Funds:	\$15,000
Funding Level:	\$4.50



Project #11-002 – Airfield Markings - Runway

Project Description

Runway marking 252,790 sq ft of painting

Objective

This project is eligible pursuant to 158.15(a)(1) and will preserve safety at the airport and the national transportation.

Justification

The Sponsor remarked airfield pavement to make it more visible previously. Pavement marking becomes hard to see after three years due to heavy snow plowing operations and normal weathering. Airfield runway markings only.

Total Project Cost

Total Project Cost:	\$93,000
PFC Funds:	\$93,000
Funding Level:	\$4.50



Project #11-003 – Airfield Markings - Taxiway

Project Description

Runway apron marking 115,385 sq ft of painting

Objective

This project is eligible pursuant to 158.15(a)(1) and will preserve safety at the airport and the national transportation.

Justification

The Sponsor remarked airfield pavement to make it more visible previously. Pavement marking becomes hard to see after three years due to heavy snow plowing operations and normal weathering. Taxiway location on airfield.

Total Project Cost

Total Project Cost:	\$42,000
PFC Funds:	\$42,000
Funding Level:	\$4.50



Project #11-004 – Safety Management System

Project Description

Safety Management implementation plan and SMS manual. This will be a three part process: Implementation plan, SMS manual development, and implementation support services with a consultant.

Objective

This project is eligible pursuant to 158.15(a)(1) and will enhance safety at the airport and the national transportation.

Justification

An new SMS manual and implementation plan is required of Part 139 subpart E. We will work with a consultant to meet the standards set by AAS-300.

Total Project Cost

Total Project Cost:	\$ 75,000
PFC Funds:	\$ 75,000
Funding Level:	\$4.50



Project #11-005 – Jet Bridge Power Cart

Project Description

Five jet bridge power carts will be purchased for airline use. These air systems can be retrofitted to our current jet bridges. They are a kind of GSE (ground support equipment) and new units are vastly more energy efficient. Our bridges were initially paid by PFC in our bond (PFC application 08-06-C-00-AZO), however they have recently been paid off with CARES funding. The useful life of a jet bridge is 20 years. They're a benefit to the airline as well as help to reduce clutter on the terminal apron compared to the ones currently that sit on the ground.

Objective

This project is eligible pursuant to 158.15(a)(1) and will enhance safety at the airport and the national transportation.

Justification

These carts will be lower cost to operate and will increase safety on the apron. Currently the airlines have their own power carts that they manage and maintain. These must be stored/staged on the apron.

Total Project Cost

Total Project Cost:	\$1,000,000
PFC Funds:	\$1,000,000
Funding Level:	\$4.50



Project #11-006 – Runway 17 RIM Design

Project Description

Realign Taxiway (Runway 17 End and Taxiway C Intersection. Grant 3-26-0052-056-2024. Design engineering work to modify airfield geometry to eliminate runway incursion risk area identified in the RIM study conducted in 2018.

Objective

This project is eligible pursuant to 158.15(a)(1) and will enhance safety at the airport and the national transportation.

Justification

Required safety project cost as a part of the runway incursion mitigation (RIM) project. This will realign taxiway C from a forty five degree angle to a ninety degree angle; this will meet standards and reduce runway incursions.

Total Project Cost

Total Project Cost:	\$511,084
PFC Funds:	\$25,554
Funding Level:	\$4.50



Project #11-007 – Runway 17 Approach Clearing Design

Project Description

Realign Taxiway (Runway 17 End and Taxiway C Intersection. Grant 3-26-0052-056-2024. As part of the on-going protection of the runway approaches at AZO, it is anticipated 75 parcels within the Runway 17 approach will require easements to provide necessary rights to remove obstructions in that area, in addition to the few existing easements in the Runway 17 approach.

Objective

This project is eligible pursuant to 158.15(a)(1) and will preserve safety at the airport and the national transportation.

Justification

In support of runway 17 end project, this will preserve safety by planning for the removal trees. This will pay for design of removal of no more than 75 trees as required cost as a part of the runway incursion mitigation (RIM) project.

Total Project Cost

Total Project Cost:	\$272,331
PFC Funds:	\$13,617
Funding Level:	\$4.50



Project #11-008 – SHPO Adverse Effect Mitigation

Project Description

Realign Taxiway (Runway 17 End and Taxiway C Intersection. Grant 3-26-0052-056-2024. In reference to project #11-007; Work to complete the mitigation plan described in the Memorandum of Agreement (MOA) for historic impacts to the Bloomfield Subdivision Historic District associated with the Runway 17 tree clearing project. The Scope of Work will adhere to the mitigation items included in the executed MOA completed as part of a 2024 Environmental Assessment that included the removal of obstructions (trees) in the Bloomfield Subdivision. As part of the Section 106 process, the FAA and State Historic Preservation Office (SHPO) determined that the removal of trees in the Bloomfield Subdivision results in an Adverse Effect to resources eligible for the National Register of Historic Resources.

Objective

This project is eligible pursuant to 158.15(a)(1) and will preserve safety at the airport and the national transportation.

Justification

Required cost as a part of the runway incursion mitigation (RIM) project. This project was included under Obstruction removal, Project 11-007, but is separated out due to it having its own individual contracts/costs

Total Project Cost

Total Project Cost:	\$93,217
PFC Funds:	\$4,661
Funding Level:	\$4.50



Project #11-009 – SRE Rotary Plow

Project Description

To replace existing AZO's "Sno-Go 2", a 2001 Kodiak rotary plow with carrier vehicle. The truck is the airport's primary rotary plow unit for clearing snow on airfield surfaces, however, the unit is in poor condition and often out of service. Since 2020 the airport has spent over \$25,000 in transmission and engine repairs.

Objective

This project is eligible pursuant to 158.15(a)(1) and will preserve safety at the airport and the national transportation.

Justification

AIP grant number 3-26-0052-056-2024; Replacement will lower cost, increase efficiency, and increase safety during the winter. This project was included under Obstruction removal, Project 11-012, but is separated out due to it having its own individual contracts/costs

Total Project Cost

Total Project Cost:	\$700,000
PFC Funds:	\$34,246
Funding Level:	\$4.50



Project #11-010 – Runway 35 Extension Project Design

Project Description

Design engineering work to extend Runway 35 450 ft. south. Environmental permit; Realign Taxiway (Runway 17 End and Taxiway C Intersection. Grant 3-26-0052-056-2024. In reference to the runway 35 extension project design; Associated with the runway extension project will be the impact of approximately 1.0 acre of regulated wetlands. Impacts to regulated wetlands must be mitigated and require a Michigan Department of Environment, Great Lakes, & Energy (EGLE) Part 303 Wetlands Protection Permit (Part 303 Permit). This project includes work needed to complete the necessary Part 303 Permit for the Runway 17 RIM Solution. EA & Preliminary engineering; Work completed during the environmental assessment phase of the Runway 17/35 Runway Incursion Mitigation and Extension Project.

Objective

This project is eligible pursuant to 158.15(a)(1) and will enhance safety at the airport and the national transportation.

Justification

Increased runway safety and capacity with Runway 35 extension. Required as a part of the runway extension. Increased operational safety with elimination of RIM point and runway capacity with Runway 35 extension.

Total Project Cost

Total Project Cost:	\$1,311,359
PFC Funds:	\$65,479
Funding Level:	\$4.50



Project #11-011 – AJW-FN-CSA-24-GL-006237 - FAA RA #3 Glideslope, MALSR, Localizer, Runway 17 PAPI, RVR, SAWS Final Design

Project Description

FAA preliminary design/engineering review of the Instrument Landing System (ILS) modeling for the Kalamazoo/Battle Creek International Airport Runway 17-35 Extension project impacting the Runway 35 Glide Slope (GS) including associated Integrated Control and Monitor System (ICMS), Precision Approach Path Indicator (PAPI), and Medium-Intensity Approach Lighting System With Runway Alignment Indicator (MALSR) facilities.

Objective

This project is eligible pursuant to 158.15(a)(1) and will increase capacity at the airport and the national transportation.

Justification

Required for Runway 17/35 extension which provided greater runway length for both safety increased capacity.

Total Project Cost

Total Project Cost:	\$379,940
PFC Funds:	\$18,997
Funding Level:	\$4.50