



**NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT  
BISHOP INTERNATIONAL AIRPORT  
APPLICATION FOR PASSENGER FACILITY CHARGE**

February 12, 2014

Bishop International Airport, Flint, Michigan, is providing opportunity for public comment until **March 17, 2014** related to the proposed Passenger Facility Charge (PFC) Application Number 14-02-C-00-FNT. This written, public notice is provided in accordance with the requirements contained in Federal Aviation Regulations (CFR) Part 158, Passenger Facility Charges.

The Bishop International Airport plans to implement a PFC of \$4.50 per enplaned passenger. Collection is anticipated to begin on January 1, 2018 and continue to January 1, 2025. The total revenue to be collected is \$11,859,546. The total collected amount is to be imposed and used in this period.

The projects the Bishop International Airport proposes for funding from the Passenger Facility Charge are described on Attachment A to this notice.

In accordance with Part 158, the Bishop International Airport plans to exempt non-scheduled, on-demand air taxis from collecting a PFC. During calendar year 2012, this class of air carriers reported 17 enplanements out of a total of 409,401.

Any comments regarding this proposed action are to be addressed prior to **March 17, 2014** to:

Ms. Dionne Griffin, CPA  
Deputy Airport Director . Finance and Administration  
G-3425 West Bristol Road  
Flint, Michigan 48507

810-235-6560

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**Attachment A**  
**Bishop International Airport Authority**  
**Passenger Facility Charge**  
**Application 14-02-C-00-FNT**  
**Projects**

**PFC Charge Level**

Proposed PFC charge level for this application:	\$4.50
Total PFC Revenue:	\$11,859,546

**PFC Effective Date and Expiration Date:**

Proposed charge effective date:	January 1, 2018
Estimated charge expiration date:	January 1, 2025

**PFC Project Descriptions, Justifications and PFC Costs**

**1. Sand Storage Building**

*Project Description:* Construction of a four bay sand storage building to store and disperse dry sand for use on airfield areas during periods of snow or ice.

*Justification:* The Airport's maintenance building previously had a very limited area for covered storage of sand. The sand is used for keeping the airfield and airside service pavements safe during winter operations. A four-bay sand storage building provides space for sand unloading and storage, as well as a more efficient operation for loading these materials and accessing the airfield. The building provides for more efficient management and reliable access of sand when it is delivered to the airport, as the materials can be unloaded directly into the building without additional handling by Airport maintenance staff as was the previous condition. Therefore, this building contributes to increasing the safety of the airfield, lowers the cost of handling sand, and makes dry sand immediately available for use. Further, the sand can be purchased in more economical truck-load quantities and enough can be stored to be available through a major period of winter storms. FAR Part 139 inspection and Form 5280-6, Letter of Corrections dated January 11, 2008 included a recommendation to expand said storage facility.

*PFC Funding:* \$54,904. The total cost of the project was \$818,569, which was funded by AIP 3-26-0032-4408 grant for \$744,083 and State funds for \$19,581. The PFC will reimburse the Airport for the local share of the project. All project costs were AIP eligible, however, AIP and State funds were limited to the maximum annual entitlements.

## **2. Removal of Runway 5/23**

*Project Description:* Removal of runway 5/23

*Justification:* To enhance safety at the airport by removing an unused runway with an end alignment deemed too close to an adjacent runway end as recommended by the FAA Certification Inspector. The existing configuration of the main air carrier runway (Runway 9-27) and the general aviation runway (Runway 5-23) at Bishop International Airport had been deemed a potential safety hazard by the FAA Certification Inspector. There were NOTAMs in place at the Airport to help minimize pilot confusion due to the close proximity of the runway ends. However, these NOTAMs were not intended to be a permanent solution to this important safety issue. Runway 5-23 had neared its useful pavement life. Rather than invest in the reconstruction of this runway, and more importantly to address the safety issue noted above, this project included the physical removal of the Runway 5-23 pavement.

*PFC Funding:* \$ 10,271. The total cost of the project was \$410,849 which was funded by AIP 3-26-0032-4408 and 3-26-0032-4609 grants for \$390,307 and State funds for \$10,271. The PFC will reimburse the Airport for the local share of the project.

## **3. Taxiway B Construction**

*Project Description:* Constructed a new Taxiway B that allows for the direct access to the south end of the airfield from the terminal area.

*Justification:* This project enhanced safety at the Airport because it allows aircraft to cross Runway 9-27 at the end and not at the more dangerous high energy center section via Taxiway A. This is in compliance with Advisory Circular 150/5300-13A, which recommends against aircraft crossing mid-section and high energy sections of runways and recommends direct aircraft access from aprons onto runways.

*PFC Funding:* \$ 124,877. The total cost of the project was \$ 4,995,064 which was funded by AIP 3-26-0032-4408 and 3-26-0032-4609 for \$ 4,745,310 and State funds for \$124,877. The PFC will reimburse the Airport for the local share of the project.

## **4. Air Cargo Apron Rehab & Conversion to Deicing Pad**

*Project Description:* Rehabilitate the former air cargo ramp to be used as a consolidated deicing pad for commercial airlines at the Airport. In 2007, the Pavement Condition Index (PCI) values for these pavements ranged from 62 to 77. Distresses observed at that time included high severity joint seal damage, durability cracking, patching, low and medium severity joint and corner spalling, large quantities of medium severity block cracking, and low and medium severity longitudinal and transverse cracking.

*Justification:* The apron east of the terminal was once used as an air cargo ramp. Convenient and rapid access to the terminal and airfield as part of the de-icing process enhances safety. It was constructed of a mixture of low-duty and heavy-duty asphalt, as well as sections of concrete that were nearing the end of their service life. To accommodate this area as a consolidated deicing area for commercial airlines, the pavements were reconstructed. This included pavement replacement and rehabilitation, as well as drainage and electrical improvements. Additionally, the construction of this aircraft deicing area was necessitated by a directive from the State of Michigan Department of Environmental Quality

to eliminate the runoff of deicing fluid (glycol) into the streams and storm sewers adjacent to Airport property.

*PFC Funding:* \$155,275. The total cost of the project was \$ 6,060,899 which was funded by AIP 3-26-0032-4408, 3-26-0032-4709, and 3-26-0032-4809 for \$5,754,197 and State funds for \$ 151,426. The PFC will reimburse the Airport for the local share of the project. All project costs were AIP eligible, however, AIP and State funds were limited to the maximum annual entitlements.

## **5. Terminal Improvements**

*Project Description:* Terminal work comprised of the addition of one airline gate and renovation of adjoining hold room space, and renovation of interior passenger, building systems and concession areas. (Under separate project, passenger boarding bridges were purchased and installed.)

*Justification:* The original terminal building opened in 1993. Since that time the airport has experienced strong growth in passenger and airline activity that has far outpaced the nation. Excellent facilities, competent management, and strong leadership have combined to make Bishop International Airport an economic engine for Flint and the surrounding region.

To keep pace with its strong growth, the Airport Authority has undertaken several expansions and improvements to the terminal to add capacity and maintain a high level of service. The airside had reached its current capacity for gates and additional facilities were needed to continue growth of the Airport and permit new entrant airlines.

To remove capacity constraints and related passenger inconveniences, building interior and building support services were renovated. The improvements were necessary to implement full utilization of one new passenger boarding bridge and improve passenger concession growth needs.

*PFC Funding:* \$ 630,400. The total cost of the project was \$ 2,783,275 which was funded by AIP 3-26-0032-4910 for \$ 1,636,649 and State funds for \$43,070. Local funds of \$1,103,556 were expended on the project of which \$473,156 was for ineligible expenditures. The PFC will reimburse the Airport for the eligible portion of the local share of the project. The AIP and State funding were limited to the maximum annual entitlements,

## **6. Terminal Expansion**

*Project Description:* Phase II of the terminal improvement project encompassed expansion of the passenger screening area and TSA space in the connector area of the building. In addition, four gate areas / hold rooms were added. Under project 7 that follows, passenger boarding bridges were purchased and installed.

*Justification:* The original terminal building opened in 1993. Since that time, the Airport has experienced strong growth in passenger and airline activity that has far outpaced the nation. Excellent facilities, competent management, and strong leadership have combined to make Bishop International Airport an economic engine for Flint and the surrounding region.

To keep pace with its strong growth, the Airport Authority has undertaken several expansions and improvements to the terminal to add capacity and maintain a high level of service. The airside had reached its current capacity for gates and additional facilities were needed to continue growth of the Airport and allow for new entrant carriers.

Additional gates and related holdroom space were needed to accommodate existing and anticipated future passenger demand growth. Additional gates and areas were necessary to enhance the airport's competitive position for attracting air service and maintaining competition among carriers. The related TSA area expansion and improvements were necessary to accommodate the related passenger demand growth.

*PFC Funding:* \$9,017,621. The total cost of this project was \$17,022,978 which was funded by AIP 3-26-0032-5011 and 3-26-0032-5112 for a total of \$ 6,144,055, and State funds for \$244,119. Local funds that are ineligible for PFC and AIP were \$ 1,617,183 while local funds that are eligible for PFC and included in the application totaled \$ 9,017,621. The PFC will reimburse the eligible local share of this project. AIP and State funding were limited to the maximum annual entitlements.

## **7. Acquisition of Passenger Boarding Bridges**

*Project Description:* Phase I of the terminal project (~~improvements~~) included the replacement of two passenger boarding bridges with new bridges, and the addition of one new passenger boarding bridge. Phase II of the terminal project (~~expansion~~) included the addition of two new passenger boarding bridges. Total new boarding bridges were two replacements and three additions for a total of five new bridges. The work included the purchase and installation of the bridges.

*Justification:* The original terminal building opened in 1993. Since that time the airport has experienced strong growth in passenger and airline activity that has far outpaced the national average growth rate. Excellent facilities, competent management, and strong leadership have combined to make Bishop International Airport an economic engine for Flint and the surrounding region.

To keep pace with its strong growth, the Airport Authority has undertaken several expansions and improvements to the terminal to add capacity while maintaining a high level of service. The airside had reached its current capacity for gates and additional facilities were needed to continue growth of the Airport.

The Airport's two oldest passenger boarding bridges were mechanically unreliable. There was difficulty obtaining parts and keeping them operational. Replacing these two old bridges preserved airport capacity by providing bridges that were more reliable and available for use and more cost effective to own and operate. Further, the two old bridges could not be used with aircraft of multiple sizes, thus restricting airline fleet flexibility and incentive to serve the Airport, and diminishing customer convenience.

Another passenger hold room had no boarding bridge. Purchase and installation of a bridge for this room allowed it to become fully functional for passengers and air carriers. Purchase and installation of another two new passenger boarding bridges for the newly constructed terminal expansion area provided enhanced Airport terminal capacity. The new bridge installed at the hold room previously without a bridge, and the two new bridges installed in the newly constructed terminal expansion area provided airport capacity for increased air

carrier service, decreasing potential for gate utilization restrictions and conflicts among carriers, thus enhancing air carrier competition possibilities.

*PFC Funding:* \$1,786,098. The total cost of this project was \$ 3,611,411 which was funded by AIP 3-26-0032-4910 and 3-26-0032-5011 for \$1,778,510 and State funds of \$ 46,803. The PFC will reimburse the Airport for the local share of this project. All project costs were AIP eligible, however, AIP and State funds were limited to the maximum annual entitlements.

## **8. Terminal Apron Rehabilitation**

*Project Description:* In 2011, the terminal apron had a Pavement Condition Index (PCI) value of 76. Observed distresses included high-severity joint seal damage, low and medium severity joint and corner spalls, medium and high severity map cracking, low severity mid-panel cracking, and drainage structure deterioration. Therefore, the terminal apron rehabilitation project included full panel replacements, spall repairs, drainage structure repairs, and resealing of all concrete joints adjacent and surrounding the terminal building.

*Justification:* The current air carrier aircraft apron was built in the early 1990s when the existing terminal was constructed. These pavements have been maintained over the past 16-18 years, including minor rehabilitation efforts. However, the pavements were reaching their service life and many areas of the apron were exhibiting signs of failure. Therefore, to allow continued use of the terminal, this pavement was replaced or repaired as necessary, thereby preserving safety and maintaining terminal area capacity.

*PFC Funding:* \$80,099. The total cost of this project was \$ 1,601,963 which was funded by AIP 3-26-0032-5212 for \$ 1,441,766 and State funds of \$ 80,098. The PFC will reimburse the Airport for the local share of this project.