



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

April 18, 2022

Bishop International Airport, Flint, Michigan, is providing opportunity for public comment until **May 19, 2022** related to the proposed Passenger Facility Charge (PFC) Application Number 22-03-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 April 1, 2023 and continue to April 1, 2025. The total revenue to be collected is \$2,361,847. 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 2020, this class of air carriers reported 0 enplanements out of a total of 175,638.

Any comments regarding this proposed action are to be addressed prior to **May 19, 2022** to:

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Chief Financial Officer  
3425 West Bristol Road  
Flint, Michigan 48507

810-235-6560

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**Attachment A**  
**Bishop International Airport Authority**  
**Passenger Facility Charge**  
**Application 22-03-C-00-FNT**  
**Projects**

**PFC Charge Level**

Proposed PFC charge level for this application:	\$4.50
Total PFC Revenue:	\$2,361,847

**PFC Effective Date and Expiration Date:**

Proposed charge effective date:	April 1, 2023
Estimated charge expiration date:	April 1, 2025

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

**1. Taxiway A Pavement Rehabilitation**

*Project Description:* Rehabilitate pavement on Taxiway A due to reflective cracking and other pavement distresses. Pavement exhibited PCI of 66 to 78 indicating the need for rehabilitation.

*Justification:* Allowing the pavements to continue to deteriorate would be a safety concern and also would get to a point of requiring a more costly reconstruction. The rehabilitation of the Taxiway extended the useful live while preserving safety.

*PFC Funding:* \$133,169. The total cost of the project was \$2,663,388, which was funded by AIP 3-26-0032-5313 grant for \$2,397,050 and State funds for \$133,169. The PFC will reimburse the Airport for the local share of the project. This project was substantially complete November 20, 2013.

**2. Taxiway A Lighting and Guidance Sign Rehabilitation**

*Project Description:* Rehabilitation of existing edge lighting, signage, and power cable for Taxiway A

*Justification:* The scope of this project also included rehabilitation of the existing edge lighting, signage and power cable for Taxiway A. The edge lights and guidance signs along Taxiway A and the connector taxiways were served by a single circuit. This circuit was fed from a 20 kW regulator in the existing airfield electrical vault, and was connected by homerun wiring that runs from the vault to the intersection of Runways 9-27 and 18-36. These edge lights and guidance signs were originally installed in 1998 and 1999, and have become a maintenance concern, requiring increased repairs in years leading up to the project. Also, north of Runway 9-27, the existing conduit between lights had failed in numerous locations, requiring additional maintenance and repair costs. Also, due to multiple splices and cable repairs over the years, the overall circuit had been observed to have meggar readings that were worsening over time. For these reasons, this project included replacement of the existing quartz Taxiway A edge

lights with more efficient LED fixtures, and the conduit between lights will be removed and replaced north of Runway 9-27. In addition, the Taxiway A circuit and homerun were replaced.

*PFC Funding:* \$ 11,877. The total cost of the project was \$237,536 which was funded by AIP 3-26-0032-5313 grant for \$213,782 and State funds for \$11,877. The PFC will reimburse the Airport for the local share of the project. This project was substantially complete November 20, 2013.

### **3. 2013 SRE – Broom Truck**

*Project Description:* Purchase of a new 2013 Broom Truck for the removal of snow on the runways, taxiways, and aprons. This equipment was received September 17, 2013.

*Justification:* The purchase of this equipment eliminated the need to change heads on other equipment thereby reducing maintenance costs and providing critical time savings during winter operations thereby preserving safety.

*PFC Funding:* \$ 21,918. The total cost of the project was \$ 438,362 which was funded by AIP 3-26-0032-5313 for \$ 394,526 and State funds for \$ 21,918. The PFC will reimburse the Airport for the local share of the project.

### **4. Runway 18/36 Pavement Rehabilitation**

*Project Description:* Rehabilitate Runway 18/36 due to reflective cracking and other pavement distresses and loss of its friction properties thereby preserving safety at the airport. This project was substantially completed on October 26, 2015.

*Justification:* PCI had dropped to mid 40's to low 50's in 2014, which was a drop from 90 in 2011 with the pavement and displayed an increase in raveling to the point of concern from a safety and FOD standpoint. Also, friction testing results during winter operations for this pavement indicated that the existing porous friction course had lost most of its friction properties which was a safety concern. The rehabilitation of this pavement was necessary to preserve safety as well as to extend the useful life of the runway to avoid a more costly reconstruction of the runway.

*PFC Funding:* \$ 236,533. The total cost of the project was \$ 4,730,662 which was funded by AIP 3-26-0032-5414 and 3-26-0032-5515 for \$ 4,257,596 and State funds for \$ 236,533. The PFC will reimburse the Airport for the local share of the project.

### **5. Runway 18/36 Lighting Rehabilitation**

*Project Description:* Rehabilitation of existing edge lighting and power cable for Runway 18/36; Runway guard lights were installed at the intersection of Runway 18/36 and Taxiway C.

*Justification:* Rehabilitation of the lighting and power cable were needed for multiple reasons from the age of the equipment and the difficulty in finding replacement parts to the declining meggar readings in circuits that according to Advisory Circular 150/5340-26B indicated that it was destined for rapid failure. This project was necessary in order to preserve the safety of runway. The runway guard lights were installed at the intersection of Runway 18/36 and

Taxiway C as this intersection was found to be a “hot spot” on the airfield by the FAA ATCT and the Local RSAT. These guard lights enhance safety.

*PFC Funding:* \$ 19,584. The total cost of the project was \$ 391,684 which was funded by AIP 3-26-0032-5515 for \$ 352,516 and State funds for \$ 19,584. The PFC will reimburse the Airport for the local share of the project. This project was substantially completed October 26, 2015.

## **6. Deicing System Improvements**

*Project Description:* Expansion of the capacity of the underground storage system for glycol-contaminated water and the construction of an area to accommodate glycol-contaminated snow from the main terminal apron.

*Justification:* The existing underground deicing system storage was not adequate to contain glycol-contaminated water and an area was necessary to store glycol-contaminated snow that when melted the resulting contaminated water would be captured in the expanded underground storage until it could be released to the county sanitary sewer.

*PFC Funding:* \$ 46,234. The total cost of this project was \$726,570 which was funded by AIP 3-26-0032-5414 for a total of \$ 644,529, and State funds for \$35,807. The PFC will reimburse the local share of this project. All project costs were eligible but AIP and State funding were limited to the maximum annual entitlements.

## **7. Obstruction Removal Phase I**

*Project Description:* Identify penetrations and future penetrations (trees) to FAR Part 77 Surfaces both on and off airport property and phase I of the removal of those penetrations identified on airport property within the approaches to Runway 9, 27, and 36.

*Justification:* Obstructions in the runway safety area are a safety concern. Removal of obstructions preserve safety at the Airport.

*PFC Funding:* \$ 25,691. The total cost of this project was \$ 513,812 which was funded by AIP 3-26-0032-5414, 5515, and 5617 for \$ 462,430 and State funds of \$ 25,691. The PFC will reimburse the Airport for the local share of this project. The removal of obstructions in phase I was completed January 17, 2018.

## **8. Purchase ARFF – Fire Truck**

*Project Description:* The Airport had two fire trucks, a 1995 Oshkosh T-1500 which was the backup vehicle and a 2003 Oshkosh Striker. The 1995 Oshkosh had reached its useful life and was disposed of and the 2003 Oshkosh Striker then became a backup to the new fire truck purchased with AIP funds. The Rosenbauer fire truck was received on July 30, 2015.

*Justification:* Having equipment that is nearing its useful life is a safety concern and the purchase of new equipment preserves safety at the Airport.

*PFC Funding:* \$ 28,152. The total cost of this project was \$ 563,052 which was funded by AIP 3-26-0032-5414 for \$ 506,746 and State funds of \$ 28,153. The PFC will reimburse the Airport for the local share of this equipment.

## **9. Taxiway C Rehabilitation and Construction of Taxiway Shoulders**

*Project Description:* A rehabilitation of pavements on Taxiway C and the construction of paved shoulders per standards in FAA Advisory Circular 150/5300-13A. This project was done in two phases and was completed in November 2017 and September 2019.

*Justification:* Rehabilitation of pavements on taxiway C were necessary as the PCI was declining which was a safety concern. In addition, geometry of portions of the taxiway required modification to the latest standards for Taxiway Design Group 5 aircraft per AC 150/5300-13A. A reconfiguration of taxiway C2 between the terminal apron and the taxiway was required in order to comply with the recommendations in 13A which states that taxiways should not allow for direct access directly from an apron to a runway. This project primarily preserved safety at the Airport but also enhanced safety with the reconfiguration of the access to the runway from the terminal apron.

*PFC Funding:* \$ 496,356. The total cost of this project was \$ 9,927,118 which was funded by AIP 3-26-0032-5617, 5818, and 5919 for \$ 8,934,406 and State funds of \$ 496,356. The PFC will reimburse the Airport for the local share of this project.

## **10. Taxiway C Rehabilitation - Lighting**

*Project Description:* Rehabilitation of the taxiway edge lighting circuit on Taxiway C as required to install the taxiway shoulders and bring the lighting and signage layout to current FAA standards; installation of runway incursion lighting at intersections of taxiway connectors at Runway 9/27.

*Justification:*

*PFC Funding:* \$ 53,856. The total cost of this project was \$ 1,077,115 which was funded by AIP 3-26-0032-5617 and 5818 for \$ 969,403 and State funds of \$ 53,856. The PFC will reimburse the Airport for the local share of this project.

## **11. Runway 9/27 Rehabilitation & Construction of Shoulders**

*Project Description:* Rehabilitation of Runway 9/27 pavements which is our primary runway due to reflective cracking and other pavement distresses to extend its useful life and avoid a more costly reconstruction of the runway. Construction of shoulders were required per FAA Advisory Circular 150/5300-13A Section 304.c.

*Justification:* The last rehabilitation was completed in 2002. Since that time, much of the pavement exhibited reflective cracking and other pavement distresses reaching a PCI of 48 in 2017 and poor pavement is a safety concern.

*PFC Funding:* \$ 356,075. The total cost of this project was \$ 7,121,496 which was funded by AIP 3-26-0032-6019 for \$ 6,409,346 and State funds of \$ 356,075. The PFC will reimburse the Airport for the local share of this project. This project was substantially complete September 30, 2020.

## **12. Runway 9/27 Rehabilitation - Lighting**

*Project Description:* Replace runway edge lighting, circuitry and power cable for the circuit that powers runway 9/27 as well as replace signage due to nearing their useful lives as well as those demolished as a result of the construction of shoulders in the Runway 9/27 Pavement Rehab project.

*Justification:* This project was necessitated by the Runway 9/27 pavement rehabilitation and also as they would be demolished as part of that project. The lighting and circuits were also nearing the end of their useful life. Also, the meggar readings of the circuits were below that which indicated that the circuits were destined for rapid failure in accordance with FAA Advisory Circular 150/5340-26B.

*PFC Funding:* \$ 86,448. The total cost of this project was \$ 1,728,957 which was funded by AIP 3-26-0032-6019 for \$ 1,556,061 and State funds of \$ 86,448. The PFC will reimburse the Airport for the local share of this project. This project was substantially complete December 18, 2020.

## **13. Primary Wind Cone**

*Project Description:* Construct a primary wind cone that visually provides surface wind direction information to pilots as required to be in compliance with 14 CFR part 139.323

*Justification:* The Authority was required to install the primary wind cone to be in compliance with 14 CFR Part 139.323A.

*PFC Funding:* \$ 195,954. The total cost of this project was \$ 195,954 which was funded by completely by the Airport. While this project would be considered AIP eligible the Airport's entitlements were utilized for other high priority projects. This project was substantially completed April 12, 2021.

## **14. Purchase of 2019 Snow Removal Equipment – Dedicated Snow blower**

*Project Description:* Purchase of a dedicated snow blower per recommendation by FAA Part 139 Inspector in May, 2018.

*Justification:* During the 2018 Part 139 inspection, the inspector noted that FNT's snow removal equipment is near or beyond their useful lives and recommended beginning the planning process for replacing equipment. The inspector also noted that FNT would benefit from a dedicated snow blower to facilitate the removal of snow banks as soon as practical from the movement areas without the need to convert existing equipment. Also, the purchase of this equipment got FNT to the allotted number in the SRE calculation worksheet.

*PFC Funding:* \$ 650,000. The total cost of this project was \$ 650,000 which was funded solely by the Airport.