

PUBLIC NOTICE

Intent to Impose and Use a Passenger Facility Charge (PFC 15)

Notice is hereby given, in compliance with Federal Aviation Regulation Part 158.23(a), of the intent of the Duluth Airport Authority to continue to assess a Passenger Facility Charge at the Duluth International Airport after the current PFC authorization expires on an estimated date of June 1, 2025.

This continuing PFC authority is being requested at the current \$4.50 per enplaned revenue passenger, as permitted in the FAA Reauthorization Act passed last year. Revenues collected will be used to provide (reimburse) the local share on 11 project elements, which are described below. All projects have been adequately justified and are eligible for use of PFC revenues because they all meet the provisions of 14 CFR Part 158.

The following is basic information relevant to this PFC 15 authorization request:

- 1) Additional Impose and Use Authority requested: \$ 1,689,131
- 2) The PFC level will be \$4.50 per revenue passenger
- 3) The proposed Charge Effective Date is: June 1, 2025
- 4) Estimated Charge Expiration Date is: January 1, 2029

All comments and or requests for additional information regarding this PFC 15 application can be directed to: Kathy Leon, Sr. Staff Accountant, 218-625-7770, kleon@duluthairport.com. All comments need to be submitted by the end of the business day, Thursday, January 16, 2025. Comments will be responded to in writing within 10 business days.

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23-15-C-00-DLH

Proposed Projects:

- 1) **Reconstruct Runway 3/21 medium intensity runway lights** – The existing lighting is at the end of its useful life and has been requiring excessive maintenance. Also, it has been hard for DAA maintenance to find replacement parts for the aged equipment and when found is very expensive. The project consisted of upgrading runway lights to LED and the replacement of the airfield signage system for Runway 3/21.

Total Project Cost	AIP Share	PFC Share	State Share
\$983,270	\$884,944	\$50,829	\$47,497

- 2) **Acquire SRE Multi-Use Chassis and plow with 4600 CRDL cradling towed airport broom** – A M-B Companies, MB2 multi-unit chassis and plow with 4600 CRDL Cradling Towed Airport Broom was acquired with this grant. The equipment is eligible and justified utilizing the FAA's equipment calculator in AC 5200-30D to meet the minimum clearing requirements for priority 1 pavement as outlined in the airport's approved Snow and Ice Control Plan. The equipment was determined to be eligible following a memo submitted to the ADO in March of 2022.

Total Project Cost	AIP Share	PFC Share	State Share
\$1,057,560	\$951,804	\$52,878	\$52,878

- 3) **Acquire SRE Front Mount Snowblower** – A M-B Companies, MB4 high speed rotary blower was acquired with this grant. The equipment is eligible and justified utilizing the FAA's equipment calculator in AC 5200-30D to meet the minimum clearing requirements for priority 1 pavement as outlined in the airport's approved Snow and Ice Control Plan. The equipment was determined to be eligible following a memo submitted to the ADO July of 2022 and is intended to replace equipment that is beyond its useful life.

Total Project Cost	AIP Share	PFC Share	State Share
\$763,269	\$686,942	\$38,163	\$38,163

- 4) **Taxiway A Reconstruction – Phase 2 and Phase 4 Construction, and Phase 3 Design** – The existing Taxiway A has been in place since 1974, and pavement condition is in fair to poor condition requiring pavement reconstruction.
 - a) **Phase 2 Construction** – This project included 1,300 feet reconstruction of Taxiway A to the north of the Monaco Apron and the Tower Apron. The Phase 2 project will also include the reconstruction and realignment of Taxiway A4 which joins Runway 9/27 with Taxiway A. Taxiway A4 will be reconstructed and realigned to meet current FAA

design standards which includes having a right-angle intersection on to the runway. Additionally, the new location of Taxiway A4 will remove direct access to the runway from a parking apron, as it is currently configured. This area of pavement was last reconstructed in 1985 and prior to reconstruction, the 2021 PCI report for the airport identified a PCI rating of 36.

- b) **Phase 4 Construction** – This project included the construction of approximately 115,000 sq. ft. of concrete apron in between the Monaco Apron and the Midfield Ramp Aprons. The apron was constructed to allow for a by-pass taxiway during Phase 2 and Phase 3 of the Taxiway A reconstruction Program. The Phase 4 project included aircraft parking spaces, the installation of a Taxiway Design Group 3 taxilane to accommodate Aircraft Design Group III aircraft, and a vehicle service road will traverse the ramp. The Critical Aircraft is defined as an ADG III and TDG 3 aircraft.
- c) **Phase 3 Design** – This project scope includes the design of approximately 1,150 linear feet of concrete taxiway, 75 feet in width, with bituminous shoulders that will be designed to be Taxiway Design Group 5. The Taxiway Design Group 5 will be along existing Taxiway A and Taxiway C in between Taxiway A and Runway 9/27. There will be approximately 1,200 linear feet of concrete taxiway, 50 feet in width, with bituminous shoulders that will be designed to be Taxiway Design Group 3. The Taxiway Design Group 3 will be along Taxiway C to the south of Taxiway A and the reconstruction and realignment of Taxiway C3. See the attached project sketch for a graphic that represents the aforementioned project limits. The Taxiway A pavement included in the Phase 3 Design area was last reconstructed between 1974 and 1985 and the 2021 PCI report identified a PCI rating between 36 and 41; the Taxiway C pavement included in the Phase 3 design area was last reconstructed in 1960 and the 2021 PCI report identified a PCI rating of 39-48.

Total Project Cost	AIP Share	PFC Share	State Share	MCCA Share (Air National Guard)
\$14,597,863	\$12,387,451	\$688,192	\$688,192	\$834,029

- 5) **PFC 15 Administration** – Inherent in applying for and subsequently imposing and using PFC's the DAA must involve staff for PFC application support, collect and handle the disbursements of PFC revenues, maintain accounting records for all PFC transactions and provide quarterly reports.

Total Project Cost	PFC Share
\$16,641	\$16,641

- 6) **Airside Pavement Maintenance** – Airside pavement maintenance in 2022 covered sections of Taxiway A2, A3, C4, and D. This work was separate from areas in Projects 4 and 8 of this PFC application. It involved removing 1 inch of pavement and replacing it with 2 inches of bituminous pavement, repairing surfaces that were around 50 years old. About 2,100 linear feet of pavement were maintained.

Total Project Cost	AIP Share	PFC Share	State Share
\$150,000	-	\$28,088	\$121,912

- 7) **Midfield Ramp Reconstruction Phase 1 and Phase 2** – At the Duluth International Airport (DLH) is located adjacent to the Snow Removal Equipment Maintenance Facility, and east of the Cirrus area. The Midfield Ramp is approximately 324,900 square feet and is intended to serve as parking for large transient aircraft, such as military cargo aircraft or commercial service aircraft that diverted from other airports, also known as irregular operations (IROPS). Midfield Ramp Reconstruction. Some of the Midfield Ramp pavement has been rated some of the worst on the airfield. The most recent pavement inspection completed in 2018 showed a portion of the pavement as failed and another portion in very poor or fair condition. The midfield ramp is available for public use aircraft parking. According to the 2021 PCI report, both areas below were last reconstructed in 1955 and had a PCI rating of 12.

- i) Phase 1 is the northeast corner of the Midfield Ramp (39,600 square feet)
- ii) Phase 2 is the directly west of the SRE building and south of the Phase 1 project area (24,100 square feet)

Total Project Cost	AIP Share	PFC Share	State Share
\$2,007,600	-	\$591,198	\$1,416,402

- 8) **Taxiway C North Pavement Rehabilitation** – The existing bituminous pavement condition has been rated very poor and full funding will not be available until 2027. According to the PCI report, Taxiway C was last reconstructed in. The purpose is to mill and repave failing sections of Taxiway C, north of Runway 9/27, including runway connectors. The project consisted of milling and repaving the existing width (50') and design of the taxiway pavement, which included approximately 3,500 linear feet. This taxiway was beyond its useful life and the work provided a stopgap until a full reconstruction takes place in the future. The last reconstructed date of the Taxiway C north area was in 1960, and the 2021 PCI report identified a PCI rating of 26.

Total Project Cost	AIP Share	PFC Share	State Share
\$500,000	-	\$150,000	\$350,000

9) **PFC 12 Close Out Report Administration** – Preparation of PFC #12 close out report.

Total Project Cost	AIP Share	PFC Share	State Share
\$6,800	-	\$6,800	-

10) **Video Surveillance System Replacement and Upgrade** – Two (2) new servers were purchased to replace three (3) old servers that were beyond their useful life. This purchase increases critical security needs within the secured terminal area while providing a redundant system in the event one server went out of service – preventive maintenance was also not allowing to keep the servers running efficiently. A new Video Management System (VMS) was purchased to replace the outdated VMS system that became unreliable and posed a security risk. The original servers were acquired with an OTA grant from the Transportation Security Administration (TSA) when the terminal was constructed in 2009. A letter from the TSA, dated 5/16/2024, was sent to Jake Martin (MSP ADO) in support of the project and that it meets all applicable regulations.

Total Project Cost	AIP Share	PFC Share	Local Share (non-eligible)
\$91,382	-	\$59,916	\$31,466

11) **Deice Trailer and Applicator** – DLH has seen an increase in ice storms that are becoming harder to manage using heated sand alone. The snow will melt on the airport pavement and freeze quickly creating a sheet of ice unsafe for operations. The airport acquired a liquid pavement deicing applicator and tank to assist in removing the ice from the pavement in a timelier manner and to meet their Airport Certification Manual (ACM) Snow and Ice Control Plan (SICP) requirements. The Airport operates two (2) sanders, and they are eligible for four (4) hopper and spreaders pieces of equipment, making the equipment eligible and justified.

Total Project Cost	AIP Share	PFC Share	Local Share
\$128,524	\$115,671	\$6,426	\$6,426

Total Project Cost (Projects 1 thru 11): \$20,302,909

Total PFC (Projects 1 thru 12): \$1,689,131