



3824 Moberg Dr. NW
Suite 101
Bemidji, Minnesota
56601

Bemidji Regional Airport Passenger Facility Charge (PFC) Program

Notice of Intent to Submit an Application to the Federal Aviation Administration to Impose and Use a PFC at the Bemidji Regional Airport

The Bemidji Regional Airport Authority (Airport) is hereby providing public notice of its intent to submit an application for authority to impose and use a Passenger Facility charge (PFC). The Airport is issuing this notice as part of the application process under 14 CFR § 158.24 and is providing you with the following information:

- Proposed PFC Charge Level for this application: \$4.50
- Proposed charge effective date: February 1, 2021
- Estimated charge expiration date: July 1, 2022
- Total PFC revenue: \$192,899

PFC project descriptions, justifications, amounts, and a financial summary table are included as an Attachment to this notice. An opportunity for public comment on this notice is provided. The public comment period will open on Monday, September 28, 2020. Comments should be submitted no later than November 4, 2020 to Bemidji Regional Airport Authority Executive Director Karen Weller as follows:

Bemidji Regional Airport
3824 Moberg Drive NW – Suite 101
Bemidji, Minnesota 56601
(218) 444-2438 or
Karen.weller@bemidjiairport.org

PUBLIC NOTICE ATTACHMENTS

PFC Project Descriptions

Project 1 - Update Airport Master Plan

PFC Level = \$4.50

Description: This project provides for an update to the current Airport Master Plan. The updated Airport Master Plan includes all existing conditions and infrastructure, as well as all planned future conditions and infrastructure. The Master Plan takes the forecasted needs for the airport and depicts how they will be implemented.

Justification: The forecasted needs for an airport changes over time. The Airport Master Plan update incorporates all the newly forecasted needs and conditions not previously accounted for and places them into a document with planning on how these needs will be addressed. The Airport Master Plan ensures all FAA requirements are met.

AIP 30

Date: June 2014

Total Project Cost:	\$522,634.73
FAA AIP Share (95%):	\$496,502.99
State Share (2.5%):	\$13,065.87
(PFC) Local Share:	\$13,065.87
Remaining Local Share:	\$0.00

Project 2: Conduct Environmental Study

PFC Level = \$4.50

Description: This project involves conducting an environmental study on the proposed hangar area development.

Justification: An Environmental Assessment is necessary in order to gain approval for development and construction of new hangars located on the airport property. This Environmental Assessment must be completed prior to project design and construction to ensure the site location complies with all relevant requirements and is accepted by the governing agency.

AIP 30

Date: April 2014 - August 2014

Total Project Cost:	\$47,933.25
FAA AIP Share (95%):	\$45,536.59
State Share (2.5%):	\$1,198.33
(PFC) Local Share:	\$1,198.33
Remaining Local Share:	\$0.00

Project 3 - Construct Taxilane S

PFC Level = \$4.50

Description: This project provides design and construction for a new taxilane branching off of the existing parallel Taxiway B. Taxilane S leads to the proposed hangar development area which has been environmentally cleared.

Justification: The design and construction of Taxilane S is necessary to provide access from the proposed hangar development area to the existing parallel taxiway. Without this taxilane, if a hangar was constructed in the new development area, they would have no access to the taxiway nor the runway. The construction of Taxilane S would allow hangars to be built in the new development area and give them access to the runways and taxiways.

AIP 31

Date: May 2012 to September 2015

Total Project Cost:	\$149,258.87
FAA AIP Share (95%):	\$141,795.93
State Share (2.5%):	\$3,731.47
(PFC) Local Share (2.5%):	\$3,731.47
Remaining Local Share:	\$0.00

Project 4 – Crack Seal Runway 13-31

PFC Level = \$4.50

Description: This project consisted of crack sealing runway 13-31.

Justification: The purpose of crack sealing runway 13-31 is to improve the condition of the current pavement and to extend the longevity of the pavement. Crack sealing is important and will extend the life span of the existing pavement.

AIP 31

Date: March 2015 to September 2016

Total Project Cost:	\$11,029.20
FAA AIP Share (85%):	\$9,374.82
State Share (2.0%):	\$220.58
(PFC) Local Share:	\$246.71
Remaining Local Share:	\$1,187.09

Project 5 – Rehabilitate General Aviation Apron

PFC Level = \$4.50

Description: This project consisted of rehabilitating the existing general aviation apron by crack sealing and seal coating the bituminous apron.

Justification: The purpose of crack sealing and seal coating the existing general aviation apron is to extend the life span of the bituminous pavement and to also improve the condition of the pavement.

AIP 31

Date: March 2015 to September 2016

Total Project Cost:	\$79,680.91
FAA AIP Share (23%):	\$18,326.61
State Share (27%):	\$21,513.85
(PFC) Local Share:	\$482.28
Remaining Local Share:	39,358.17

Project 6 – Crack Seal and Seal Coat Taxiway A

PFC Level = \$4.50

Description: This project consisted of crack sealing and seal coating Taxiway A.

Justification: The purpose of seal coating and crack sealing Taxiway A is to extend the life span of the existing pavement and to increase the current pavement condition.

AIP 31

Date: March 2015 to September 2016

Total Project Cost:	\$84,116.41
FAA AIP Share (85% & 94%):	\$77,390.92
State Share (2.0% & 2.47%):	\$2,037.58
(PFC) Local Share:	\$2,036.60
Remaining Local Share:	\$2,651.31

Project 7 – Crack Seal and Seal Coat Taxiway B

PFC Level = \$4.50

Description: This project consisted of crack sealing and seal coating Taxiway B.

Justification: The purposed of seal coating and crack sealing Taxiway B is to extend the life span of the existing pavement and to increase the current pavement condition.

AIP 31

Date: March 2015 to September 2016

Total Project Cost:	\$73,265.11
FAA AIP Share (85% & 94%):	\$67,280.70
State Share (2.0% & 2.47%):	\$1,774.26
(PFC) Local Share:	\$1,770.54
Remaining Local Share:	\$2,439.61

Project 8 – Crack Seal and Seal Coat North GA Apron

PFC Level = \$4.50

Description: This project consisted of crack sealing and seal coating the north end of the existing GA Apron

Justification: The purpose of this project is to crack seal and seal coat the north existing GA Apron and improve the current pavement condition. Crack sealing is important and will extend the life span of the existing pavement.

AIP 31

Date: March 2015 to September 2016

Total Project Cost:	\$34,814.86
FAA AIP Share (85% & 94%):	\$31,290.46
State Share (2.0% & 2.47%):	\$832.53
(PFC) Local Share:	\$823.43
Remaining Local Share:	\$1,868.44

Project 9 – Crack Seal and Seal Coat Taxilane T

PFC Level = \$4.50

Description: This project consisted of crack sealing and seal coating Taxilane T.

Justification: The purpose of crack sealing and seal coating Taxilane T is to increase the life span of the bituminous pavement and to improve the current pavement condition of Taxilane T.

AIP 31

Date: March 2015 to September 2016

Total Construction Cost: \$22,338.46

FAA AIP Share (85% & 94%): \$19,715.71

State Share (2.0% & 2.47%): \$532.35

(PFC) Local Share: \$518.84

Remaining Local Share: \$1,571.56

Project 10 – Crack Seal and Seal Coat Taxiway C

PFC Level = \$4.50

Description: This project consisted of crack sealing and seal coating a connector taxiway (Taxiway C).

Justification: The purpose of crack sealing and seal coating Taxiway C is to increase the life span of the bituminous pavement and to improve the current pavement condition of both taxiways.

AIP 31

Date: March 2015 to September 2016

Total Construction Cost: \$22,681.71

FAA AIP Share (85% & 94%): \$20,096.18

State Share (2.0% & 2.47%): \$543.88

(PFC) Local Share: \$528.85

Remaining Local Share: \$1,512.80

Project 11 – Crack Seal and Seal Coat Taxiway D

PFC Level = \$4.50

Description: This project consisted of crack sealing and seal coating a connector taxiway (Taxiway D).

Justification: The purpose of crack sealing and seal coating Taxiway D is to increase the life span of the bituminous pavement and to improve the current pavement condition of both taxiways.

AIP 31

Date: March 2015 to September 2016

Total Construction Cost:	\$22,035.92
FAA AIP Share (85% & 94%):	\$19,521.18
State Share (2.0% & 2.47%):	\$529.58
(PFC) Local Share:	\$513.72
Remaining Local Share:	\$1,471.44

Project 12 – Crack Seal Parking Lots A, B, C, Compass Pad and Access Road

PFC Level = \$4.50

Description: This project consisted of crack sealing parking lots A, B, C, Compass Pad, as well as the Access Road.

Justification: The purpose of crack sealing Parking Lots A, B, C, and the Access Road is to extend the life span of the existing pavement and improve the current pavement quality.

AIP 31

Date: March 2015 to September 2016

Total Construction Cost:	\$6,129.18
FAA AIP Share (85%):	\$5,209.80
State Share (2.0%):	\$122.58
(PFC) Local Share:	\$137.10
Remaining Local Share:	\$659.70

Project 13 – Construct SRE Building

PFC Level = \$4.50

Description: This project provides for the design and construction of a new snow removal equipment (SRE) building, as well as an environmental CATEX. The SRE building will be used to store all the snow removal equipment for the airport and will be located near the existing maintenance building.

Justification: This project is beneficial to the airport because it allows for the proper storage of all the snow removal equipment and centralizes the equipment in one area on airport property. There is currently no space remaining in the existing SRE building to allow for the proper storage of additional snow removal equipment, therefore a bigger SRE building was needed. The CATEX portion of the project was completed to satisfy environmental documentation and to gain approval for the project.

AIP 31 - 32

Date: March 2015 to August 2015

Total Project Cost:	\$2,179,028.08
Total AIP Eligible Cost:	\$2,138,131.97
FAA AIP Share (84.37% & 95%):	\$1,820,398.29
State Share (2.5% & 7.98%):	\$162,139.30
(PFC) Local Share:	\$47,905.30
Remaining Local Share:	\$148,585.19

Project 14 – Conduct Environmental Study

PFC Level = \$4.50

Description: This project provides for an environmental assessment (EA) to be completed on an area designated by the name Planning Area #3 on the most recent version of the Airport Layout Plan and is located at the north end of the airport.

Justification: The aviation forecast for the airport is constantly increasing, which in return results in the need for additional infrastructure to accommodate the increasing aircraft traffic. Planning Area #3 is an area which will aid in the addition of infrastructure to meet this demand. The environmental assessment is the first step in developing this project and is needed to gain acceptance of the required environmental documentation.

AIP 32

Date: May 2016 to August 2017

Total Project Cost:	\$45,172.00
FAA AIP Share (95%):	\$42,913.40
State Share (2.5%):	\$1,129.30
(PFC) Local Share:	\$1,129.30
Remaining Local Share:	\$0.00

Project 15 – Acquire ARFF Safety Equipment

PFC Level = \$4.50

Description: This project includes the procurement of 6 ARFF protective clothing fire suits meeting current National Fire Protection Agency (NFPA) standards.

Justification: The purchase of these fire suits is essential to provide safety equipment to airport firefighting staff. This purchase was justified in a letter dated November 18, 2015 from the Airport Certification Safety Inspector stating “The airport should plan to replace aging ARFF protective clothing suits to meet current NFPA standards”.

AIP 32

Date: October 2016

Total Project Cost:	\$15,448.50
FAA AIP Share (95%):	\$14,676.08
State Share (2.5%):	\$386.21
(PFC) Local Share:	\$386.21
Remaining Local Share:	\$0.00

Project 16 – Construct Taxiway J/K

PFC Level = \$4.50

Description: This project consists of the design and construction of a new taxiway branching off of the north west end of Runway 7-25 as well as adding the required markings, lighting, and tie-ins. This new taxiway provide access to the proposed hangar area shown on the most recent Airport Layout Plan.

Justification: The addition of Taxiway J/K is essential and began the development of the western hangar area as shown on the most recent Airport Layout Plan. Now that the area is accessible by aircraft, the additional infrastructure such as aprons, taxilanes, and hangars can be constructed.

AIP 33

Date: July 2017 to October 2017

Total Project Cost:	\$817,372.56
FAA AIP Share (94.9%):	\$775,686.56
State Share (2.6%):	\$21,251.69
(PFC) Local Share:	\$20,412.80
Remaining Local Share:	\$21.51

Project 17 – Rehabilitate Terminal Building

PFC Level = \$4.50

Description: The security enhancements consist of updating the terminal security equipment to increase the overall safety of passengers, pilots, and employees.

Justification: The benefit of the terminal security updates provides a safer airport for all users, which will increase trust and revenue over time.

AIP 33

Date: July 2017 to October 2017

Total Project Cost:	\$225,888.00
FAA AIP Share (94.9%):	\$214,367.71
State Share (2.6%):	\$5,873.09
(PFC) Local Share (2.5%):	\$5,641.26
Remaining Local Share:	\$5.94

Project 18 – Rehabilitate Apron Pavement

PFC Level = \$4.50

Description: This project involves removal and replacement of intermittent concrete panels and mooring eye tie downs north west of the FBO and terminal buildings. At the completion of the panel construction, joints were sealed to prevent water from penetrating through to the subgrade.

Justification: This project preserved capacity by maintaining the apron in a serviceable condition, and enhanced safety by removing foreign object debris (FOD). Concrete panels requiring repair have deteriorated to the point that most were cracked and spalling at the surface and showed indications of settlement. Joint sealing mitigated saturated subgrade, which exacerbates vertical movement of the panels due to frost action.

AIP 34 (Grant closeout pending as of May 2020)

Date: May 2019 to August 2019

Total Project Cost:	\$1,049,153.80
FAA AIP Share (95%):	\$996,696.11
State Share (2.5%):	\$26,228.85
(PFC) Local Share (2.5%):	\$26,228.84
Remaining Local Share:	\$0.00

Project 19 – Crack Seal Runway 7-25

PFC Level = \$4.50

Description: This project involves performing crack sealing operations on the existing bituminous Runway 7-25.

Justification: This project will preserve the existing condition of the bituminous runway. By sealing all the cracks located on the runway it not only increases the life span on the pavement, but it also decreases the chance of foreign object debris forming from the existing joints. Crack sealing is the most cost effective way to increase the life span of the bituminous pavement.

AIP 34 (Grant closeout pending as of May 2020)

Date: June 2019 to July 2019

Total Project Cost:	\$15,881.78
FAA AIP Share (95%):	\$15,087.69
State Share (2.5%):	\$397.05
(PFC) Local Share (2.5%):	\$397.04
Remaining local Share:	\$0.00

Project 20 – Crack Seal Runway 13-31

PFC Level = \$4.50

Description: This project involves performing crack sealing operations on the existing bituminous Runway 13-31.

Justification: This project will preserve the existing condition of the bituminous runway. By sealing all the cracks located on the runway it not only increases the life span on the pavement, but it also decreases the chance of foreign object debris forming from the existing joints. Crack sealing is the most cost-effective way to increase the life span of the bituminous pavement.

AIP 34 (Grant closeout pending as of May 2020)

Date: 2020

Total Project Cost:	\$15,881.78
FAA AIP Share (95%):	\$15,087.69
State Share (2.5%):	\$397.05
(PFC) Local Share (2.5%):	\$397.04
Remaining Local Share:	\$0.00

Project 21 – Crack Seal Taxiway A

PFC Level = \$4.50

Description: This project involves performing crack sealing operations on the existing bituminous Taxiway A.

Justification: This project will preserve the existing condition of the bituminous taxiway. By sealing all the cracks located on the runway it not only increases the life span on the pavement, but it also decreases the chance of foreign object debris forming from the existing joints. Crack sealing is the most cost-effective way to increase the life span of the bituminous pavement.

AIP 34 (Grant closeout pending as of May 2020)

Date: 2020

Total Project Cost:	\$7,940.89
FAA AIP Share (95%)	\$7,543.85
State Share (2.5%)	\$198.52
(PFC) Local Share (2.5%)	\$198.52
Remaining Local Share:	\$0.00

Project 22 – Crack Seal Taxiway B

PFC Level = \$4.50

Description: This project involves performing crack sealing operations on the existing bituminous Taxiway B.

Justification: This project will preserve the existing condition of the bituminous taxiway. By sealing all the cracks located on the runway it not only increases the life span on the pavement, but it also decreases the chance of foreign object debris forming from the existing joints. Crack sealing is the most cost-effective way to increase the life span of the bituminous pavement.

AIP 34 (Grant closeout pending as of May 2020)

Date: 2020

Total Project Cost:	\$7,940.89
FAA AIP Share (95%):	\$7,543.85
State Share (2.5%):	\$198.52
(PFC) Local Share (2.5%):	\$198.52
Remaining Local Share:	\$0.00

Project 23 – Acquire ARFF Truck

PFC Level = \$4.50

Description: This project involves the procurement of a new ARFF truck for use by the airport staff responding to a firefighting situation.

Justification: The purchase of the new ARFF truck is essential for safety on airport property. The airport is required to have a rapid response firefighting vehicle to respond to any emergency on airport property. The existing ARFF truck has reached the end of its useful life.

AIP 34 (Grant closeout pending as of May 2020)

Date: 2020

Total Project Cost:	\$691,936.09
FAA AIP Share (95%)	\$657,339.29
State Share (2.5%)	\$17,298.40
(PFC) Local Share (2.5%)	\$17,298.40
Remaining Local Share:	\$0.00

Project 24 – Construct Apron Expansion

PFC Level = \$4.50

Description: This project involves the design, testing, and construction of a concrete apron located along the north west end of the airport, as shown on the most recent Airport Layout Plan. The apron was constructed north of the existing Taxiway J/K and consisted of 15' by 15' square concrete panels. Approximately 7,705 S.Y. of concrete panels were constructed. The panels were connected by tie bars or dowels and all of the joints were sealed to mitigate water penetration to the subgrade.

Justification: This project was essential to supply additional aircraft parking on airport property. It also began airport development located at the north end of the airport, as shown on the most recent Airport Layout Plan. The apron will supply aircraft parking and staging for the future hangar development areas.

AIP 35 (Grant closeout pending as of May 2020)

Date: July 2019 to June 2020

Total Project Cost:	\$1,661,472.21
FAA AIP Share (95%):	\$1,578,398.60
State Share (2.5%):	\$41,536.81
(PFC) Local Share (2.5%):	\$41,536.80
Remaining Local Share:	\$0.00

Project 25 – Acquire Snow Removal Equipment – Type Magnum 250 PS T4B & Blower

PFC Level = \$4.50

Description: This project involves the purchase of new snow removal equipment (SRE) for the airport. The equipment purchased was a new SRE tractor to replace an existing tractor that does not have enough power to run the current snow blower at the airport.

Justification: This purchase is necessary to allow for the proper moving and handling of snow on the airport property. The new tractor will increase efficiency of the snow removal process and will be more reliable than the existing tractor.

AIP 35 (Grant closeout pending as of May 2020)

Date: Fall 2019 to Summer 2020

Total Project Cost:	\$224,110.11
FAA AIP Share (95%):	\$212,904.60
State Share (2.5%):	\$5,602.76
Local Share (2.5%):	\$5,602.75
Remaining Local Share:	\$0.00

Project 26 – Remove Obstructions

PFC Level = \$4.50

Description: This project involves the removal and reporting of obstructions penetrating FAA imaginary surfaces. The obstructions were determined on the most recent update of the Airport Master Plan. The obstruction analysis report will be put together and the obstructions will be removed by airport staff.

Justification: This project is essential in providing safety for approaching and departing air traffic. These objects pose a hazard to aircraft by protruding through the existing airport imaginary surfaces and safety zones. The removal of these obstructions is also required to comply with the FAA inspections and safety measures.

AIP 35 (Grant closeout pending as of May 2020)

Date: May 2019 to Spring 2021

Total Project Cost:	\$20,475.00
FAA AIP Share (95%):	\$19,451.24
State Share (2.5%):	\$511.88
Local Share (2.5%):	\$511.88
Remaining Local Share:	\$0.00

Financial Summary

Bemidji PFC Proposed Projects								
PFC Project No.	Project Description	AIP Nos.	Total Cost	Federal Share of AIP-Eligible Cost	State Share of AIP-Eligible Cost	Airport Share of AIP-Eligible Cost (PFC)	Remaining Local Share	Comments (Funding Split of AIP Eligible Cost)
1	Update Airport Master Plan	30	\$522,635	\$496,503	\$13,066	\$13,066	\$0	95% Federal, 2.5% State, 2.5% Local
2	Conduct Environmental Study	30	\$47,933	\$45,537	\$1,199	\$1,198	\$0	95% Federal, 2.5% State, 2.5% Local
3	Construct Taxiway S	31	\$149,259	\$141,796	\$3,732	\$3,731	\$0	95% Federal, 2.5% State, 2.5% Local
4	Crack Seal Runway 13-31	31	\$11,029	\$9,375	\$220	\$247	\$1,187	85% Federal, 2.0% State, 13% Local
5	Rehabilitate General Aviation Apron	31	\$79,681	\$18,327	\$21,514	\$482	\$39,358	23% Federal, 27% State, 50% Local
6	Crack Seal and Seal Coat Taxiway A	31	\$84,116	\$77,391	\$2,037	\$2,037	\$2,651	85% & 94% Federal, 2.0% & 2.47% State, 3.53% & 13 % Local
7	Crack Seal and Seal Coat Taxiway B	31	\$73,265	\$67,281	\$1,773	\$1,771	\$2,440	85% & 94% Federal, 2.0% & 2.47% State, 3.53% & 13 % Local
8	Crack Seal and Seal Coat North GA Apron	31	\$34,814	\$31,290	\$833	\$823	\$1,868	85% & 94% Federal, 2.0% & 2.47% State, 3.53% & 13 % Local
9	Crack Seal and Seal Coat Taxiway T	31	\$22,339	\$19,716	\$532	\$519	\$1,572	85% & 94% Federal, 2.0% & 2.47% State, 3.53% & 13 % Local
10	Crack Seal and Seal Coat Taxiway C	31	\$22,682	\$20,096	\$544	\$529	\$1,513	85% & 94% Federal, 2.0% & 2.47% State, 3.53% & 13 % Local
11	Crack Seal and Seal Coat Taxiway D	31	\$22,036	\$19,521	\$529	\$514	\$1,471	85% & 94% Federal, 2.0% & 2.47% State, 3.53% & 13 % Local
12	Crack Seal Parking Lots A, B, C, Compass Pad, and Access Road	31	\$6,129	\$5,210	\$123	\$137	\$660	85% Federal, 2.0% State, 13% Local
13	Construct SRE Building	31-32	\$2,179,028	\$1,820,398	\$162,139	\$47,905	\$148,586	84.37%, & 95% Federal, 2.5% & 7.98% State, 2.5% & 7.65% Local
14	Conduct Environmental Study	32	\$45,172	\$42,913	\$1,130	\$1,129	\$0	95% Federal, 2.5% State, 2.5% Local
15	Acquire ARFF Safety Equipment	32	\$15,449	\$14,676	\$387	\$386	\$0	95% Federal, 2.5% State, 2.5% Local
16	Construct Taxiway J/K	33	\$817,373	\$775,687	\$21,252	\$20,413	\$21	94.9% Federal, 2.6% State, 2.5% Local
17	Rehabilitate Terminal Building	33	\$225,888	\$214,368	\$5,873	\$5,641	\$6	94.9% Federal, 2.6% State, 2.5% Local
18	Rehabilitate Apron Pavement	34	\$1,049,154	\$996,696	\$26,229	\$26,229	\$0	95% Federal, 2.5% State, 2.5% Local
19	Crack Seal Runway 7-25	34	\$15,882	\$15,088	\$397	\$397	\$0	95% Federal, 2.5% State, 2.5% Local
20	Crack Seal Runway 13-31	34	\$15,882	\$15,088	\$397	\$397	\$0	95% Federal, 2.5% State, 2.5% Local
21	Crack Seal Taxiway A	34	\$7,941	\$7,544	\$198	\$199	\$0	95% Federal, 2.5% State, 2.5% Local
22	Crack Seal Taxiway B	34	\$7,941	\$7,544	\$198	\$199	\$0	95% Federal, 2.5% State, 2.5% Local
23	Acquire ARFF Truck	34	\$691,936	\$657,339	\$17,299	\$17,298	\$0	95% Federal, 2.5% State, 2.5% Local
24	Construct Apron Expansion	35	\$1,661,472	\$1,578,399	\$41,537	\$41,537	\$0	95% Federal, 2.5% State, 2.5% Local
25	Acquire Snow Removal Equipment - Type Magnum 250 PS T4B & Blower	35	\$224,110	\$212,905	\$5,603	\$5,603	\$0	95% Federal, 2.5% State, 2.5% Local
26	Remove Obstructions	35	\$20,475	\$19,451	\$512	\$512	\$0	95% Federal, 2.5% State, 2.5% Local
Total			\$8,053,621	\$7,330,137	\$329,252	\$192,899		