

PUBLIC NOTICE

**MBS International Airport
Notice of Intent to File a PFC Application
May 20, 2026**

MBS International Airport (MBS) is planning to file an application with the Federal Aviation Administration (FAA) to impose and use a Passenger Facility Charge (PFC) to fund capital improvement projects. This notice is being issued to meet PFC application filing requirements set forth in 14 Code of Federal Regulations (CFR) § 158.24. The proposed charge is \$4.50 per enplaned passenger and is estimated to be effective September 1, 2026, with an estimated expiration occurring on December 1, 2031. The total revenue to be collected and used by MBS at the end of the collection period is \$2,522,350. The following provides information about the projects to be included in the application:

PROJECT SUMMARY & FINANCIAL PLAN

#	Project Info	Start Date	Complete Date	Total Cost	Federal Funds	State Funds	Local (Other)	Local Funds (PFC)	Federal Grant #
1	Airport PFC Admin Cost Reimbursement This project administered the PFC program between January 1, 2018 and December 31, 2020. It includes the reporting of monthly revenue, interest, and disbursements to the FAA. Reporting of PFC revenue, interest, and disbursements is required per 14 CFR Part 158.	1/1/2018	12/31/2020	\$2,280	\$0	\$0	\$0	\$2,280	n/a
2	PFC Preparation Cost Reimbursement This project is the cost to prepare PFC application 19-08-C-00-MBS. Included in this cost was the consultation required with air carriers and the compilation of supporting documentation needed for submittal.	1/1/2018	12/31/2024	\$28,929	\$0	\$0	\$0	\$28,929	n/a
3	PFC Audit Cost Reimbursement This project prepared the annual PFC program audit. Preparation of an annual audit by an accredited auditor is required under 14 CFR Part 158. This project covered all audit-related expenses, including the hiring of an auditor, that occurred between February '19 and March '20.	2/15/2019	3/15/2020	\$6,000	\$0	\$0	\$0	\$6,000	n/a

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4	<p>ARFF Vehicle – Specs & Procurement This project will purchase a new ARFF vehicle to replace a 2007 Oshkosh Striker T1-1500 that has exceeded its useful life and will be disposed. The new vehicle would share the same capabilities of the 2007 Oshkosh Striker used to meet ARFF Index B requirements. The new ARFF vehicle will be a Class 4 vehicle equipped with a 1,500-gallon water/foam fire suppression system and 450 lbs of dry chemical. The vehicle will also have a winterization system permitting operations at -40°F, a monitoring and data acquisition system (MADAS), a roof turret, and a 375/750 GPM bumper turret and structural panel activation system to provide control when outside the cab. The estimated cost for this project is based on the purchase costs of 1,500-gallon ARFF vehicles that has similar capabilities by airports in Michigan and adjusted for inflation.</p>	5/1/2025	7/1/2026	\$1,300,000	\$0	\$0	\$0	\$1,300,000	n/a
5	<p>Runway 5/23 Rehab (Pavement) - Design This designed the pavement portion of the Runway 5/23 Rehabilitation Project. A mill and overlay of pavement occurred since routine maintenance was no longer effective in extending the useful life of the runway. PFC funds requested for this project will be used to reimburse the local share of federal grants awarded for the project.</p>	6/1/2018	1/31/2019	\$365,487	\$328,939	\$18,274	\$0	\$18,274	5217
6	<p>Runway 5/23 Rehab (Pavement) - Construction This project constructed the pavement portion of the rehabilitation of Runway 5/23. A mill and overlay of pavement occurred since routine maintenance was no longer effective in extending the useful life of the runway. PFC funds requested for this project will be used to reimburse the local share of federal grants awarded for the project.</p>	2/1/2019	10/31/2019	\$6,930,578	\$6,237,520	\$346,529	\$0	\$346,529	5318

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#	Project Info	Start Date	Complete Date	Total Cost	Federal Funds	State Funds	Local (Other)	Local Funds (PFC)	Federal Grant #
7	<p>Runway 5/23 Rehab (Lighting) - Design This project designed the lighting for the rehabilitation of Runway 5/23. This work focused on rehabilitating edge lighting and signage associated with Runway 5/23. This was needed because lighting infrastructure elements such as wire, duct banks, and conduit had deteriorated to a condition that routine maintenance was no longer effective in keeping the system operational.</p>	6/1/2018	1/31/2019	\$72,000	\$64,800	\$3,600	\$0	\$3,600	5217
8	<p>Runway 5/23 Rehab (Lighting) - Construction This project constructed the lighting of the rehabilitation of Runway 5/23. This work focused on rehabilitating edge lighting and signage associated with Runway 5/23. This was needed because lighting infrastructure elements such as wire, duct banks, and conduit had deteriorated to a condition that routine maintenance was no longer effective in keeping the system operational. PFC funds requested for this project will be used to reimburse the local share of federal grants awarded for the project.</p>	2/1/2019	10/31/2019	\$1,875,539	\$1,687,985	\$93,777	\$0	\$93,777	5318
9	<p>Runway 14/32 Crack Sealing & Surface Markings This project sealed cracks and repainted surface markings on Runway 14/32. Restriping of surface markings was needed due to frequent plowing that occurred during winter and fading that occurred due to daily sunlight exposure. The repainting of surface markings that occurred improved their visibility for better pilot recognition to enhanced airfield safety. This project also included crack sealing of runway asphalt to help keep water from entering and weakening the base or sub-base. This was needed to help prolong the life of the pavement.</p>	5/1/2018	5/31/2018	\$172,998	\$155,698	\$8,650	\$0	\$8,650	5217

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#	Project Info	Start Date	Complete Date	Total Cost	Federal Funds	State Funds	Local (Other)	Local Funds (PFC)	Federal Grant #
10	<p>SRE Building - Construction This project is the construction of a new building for SRE vehicles. This expansion is needed because the current facility is not able to house all the equipment needed to remove snow and ice from airfield surfaces. This is in part because of newer generation SRE are larger in size and require additional space for parking and maneuvering than legacy SRE in which the building was originally designed. PFC funds for this project will be used to reimburse the local share of a federal grant anticipated to be awarded for the project.</p>	1/1/2026	12/31/2028	\$8,500,000	Entitlements: \$1,167,559 AIG: \$5,802,441	\$318,750	\$892,500	\$318,750	TBD
11	<p>Runway 14/32 Rehab (Pavement) - Design This project is the design portion for the rehabilitation of Runway 14/32 pavement. This was needed because it had deteriorated to a condition in which routine maintenance was no longer effective. Prior to this project, the overall Pavement Condition Index (PCI) rating of the surface was 55, which was less than a rating of 70 in which airfield pavement surfaces should be maintained. PFC funds requested for this project will reimburse the local share of federal grants awarded for the project.</p>	3/1/2023	8/1/2023	\$369,952	\$332,958	\$18,497	\$0	\$18,497	3-26-0082-6122
12	<p>Runway 14/32 Rehabilitation (Pavement) - Construction This project is the construction portion for the rehabilitation of Runway 14/32 pavement. This was needed because it had deteriorated to a condition in which routine maintenance was no longer effective. Prior to this project, the overall Pavement Condition Index (PCI) rating of the surface was 55, which was less than a rating of 70 in which airfield pavement surfaces should be maintained. PFC funds requested for this project will reimburse the local share of federal grants awarded for the project.</p>	8/1/2023	11/1/2024	\$5,349,556	\$4,814,600	\$267,478	\$0	\$267,478	3-26-0083-63-2023

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#	Project Info	Start Date	Complete Date	Total Cost	Federal Funds	State Funds	Local (Other)	Local Funds (PFC)	Federal Grant #
13	<p>Runway 14/32 Rehabilitation (Lighting) - Design This project designed the edge lighting and signage for the rehabilitation of Runway 14/32. This was needed because lighting infrastructure elements such as wire, duct banks, and conduit had deteriorated to a condition that routine maintenance was no longer effective in keeping the system operational. Rehabilitation of the lighting system was found to be the most cost-effect method to improve its condition.</p>	3/1/2023	8/1/2023	\$41,952	\$37,758	\$2,097	\$0	\$2,097	3-26-0083-6122
14	<p>Runway 14/32 Rehabilitation (Lighting) - Construction This project is the construction portion of the rehabilitation of edge lighting and signage associated with Runway 14/32. This was needed because lighting infrastructure elements such as wire, duct banks, and conduit had deteriorated to a condition that routine maintenance was no longer effective in keeping the system operational. Rehabilitation of the lighting system was found to be the most cost-effect method to improve its condition.</p>	8/1/2023	11/1/2024	\$847,998	\$763,198	\$42,400	\$0	\$42,400	3-26-0083-63-2023
15	<p>SRE Friction Tester This project includes the specifications and procurement for the purchase of new friction tester vehicle. This vehicle will replace a 2007 Dynatest unit on a 2007 Chevrolet Silverado 3500 chassis that has exceeded its useful life. Before, during, and after snow removal operations, the friction tester is used continually to monitor and report braking actions. With the current friction tester unit and vehicle 17 years old, constant rigorous use has increased the chance that system components could fail. Purchase of a new friction tester allows MBS to continue to monitor and report braking actions.</p>	1/1/2027	12/31/2027	\$250,000	\$225,000	\$12,500	\$0	\$12,500	TBD

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#	Project Info	Start Date	Complete Date	Total Cost	Federal Funds	State Funds	Local (Other)	Local Funds (PFC)	Federal Grant #
16	<p>Install Runway Vertical/Visual Guidance System This project replaced the Runway End Identifier Lights (REILs) on Runway 14/32. Replacement of the REILs at each end of Runway 14/32 was needed to replace equipment that had aged and exceeded its useful life. The REILs at either end of Runway 14/32 were installed in 1990 and were requiring increased maintenance to keep in operation. In addition, replacement parts were becoming increasingly difficult to obtain since they were no longer being produced by the manufacturer. Installation of the new REILs improved the reliability of the equipment which is critical for use in conditions when visibility is limited.</p>	3/1/2023	11/1/2024	\$65,366	\$58,830	\$3,268	\$0	\$3,268	3-26-0083-063-2023
17	<p>SRE Building - Design This project designed a new building for SRE vehicles. This expansion is needed because the current facility is not able to house all the equipment needed to remove snow and ice from airfield surfaces. This is in part because of newer generation SRE are larger in size and require additional space for parking and maneuvering than legacy SRE in which the building was originally designed. PFC funds for this project will be used to reimburse the local share of a federal grant anticipated to be awarded for the project.</p>	6/1/2025	12/31/2025	\$869,909	\$677,659	\$17,833	\$156,584	\$17,833	3-26-0083-066-2025
18	<p>SRE – Rotary Plow This project will purchase a new rotary plow to replace an existing 2004 model that has required increased maintenance in recent years due to its age, reduced the reliability of the equipment. This has increased the potential of it being out of service when critically needed during winter weather events. Likewise, replacement parts have become difficult to obtain since they are no longer being produced by the manufacturer.</p>	2/19/2025	4/1/2026	\$860,000	\$817,000	\$21,500	\$0	\$21,500	3-26-0083-066-2025

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#	Project Info	Start Date	Complete Date	Total Cost	Federal Funds	State Funds	Local (Other)	Local Funds (PFC)	Federal Grant #
19	<p>SRE Front End Loader This project is the purchase of a new front-end loader that will replace a 2004 loader which has aged and exceeded its useful life. Increased maintenance has become necessary in recent years to keep the existing loader operational that has impacted its reliability when its use is needed for snow removal operations. Also, due to the age of the existing loader, some replacement parts are no longer being manufactured. This has contributed to the challenge that has been experienced recently in finding replacement parts.</p>	3/1/2025	5/1/2026	\$399,517	\$379,541	\$9,988	\$0	\$9,988	3-26-0083-066-2025
TOTAL				\$28,308,061	\$23,551,486	\$1,185,141	\$1,049,084	\$2,522,350	

Mr. James Canders can be contacted at (989) 695-5555 for any questions or comments regarding the projects contained in this notice. Comments about the projects to be considered in the FAA’s decision must be received by July 22, 2026 can be submitted to:

Mail:
Attn: PFC Application
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Freeland, MI, 48623

Email:
info@mbsairport.org