



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

November 5, 2025

Bishop International Airport, Flint, Michigan, is providing opportunity for public comment until **December 15, 2025** related to the proposed Passenger Facility Charge (PFC) Application Number 26-05-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 July 1, 2026 and continue to January 1, 2028. The total revenue to be collected is \$2,187,212. The total collected amount is to be imposed and used prior to January 1, 2028.

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 2024, this class of air carriers reported 0 enplanements out of a total of 285,088.

Any comments regarding this proposed action are to be addressed prior to **December 16, 2025** to:

Ms. Dionne Griffin, CPA
Chief Financial Officer
3425 West Bristol Road
Flint, Michigan 48507

810-235-6560

dgriffin@bishopairport.org

Attachment A
Bishop International Airport Authority
Passenger Facility Charge
Application 26-05-C-00-FNT
Projects

PFC Charge Level

Proposed PFC charge level for this application:	\$4.50
Total PFC Revenue:	\$2,187,212

PFC Effective Date and Expiration Date:

Proposed charge effective date:	July 1, 2026
Estimated charge expiration date:	January 1, 2028

PFC Project Descriptions, Justifications and PFC Costs

1. Snow Removal Equipment - Runway Broom & Rotary Plow Attachment

Project Description: Purchase a runway broom truck that will replace a 2005 Oshkosh broom truck that is nearing the end of its useful life.

Justification: A new broom truck is required to replace an aging piece of equipment purchased in 2005 that is nearing the end of its useful life in order to maintain the safety of the runways, taxiways, and aprons/ramps during the upcoming winter months.

PFC Funding: \$933,135. The total cost of the project is \$933,135, which is funded 100% with local funds. The PFC will reimburse the Airport for the local share of the project. This project is expected to be substantially complete by the fourth quarter of 2025 as the equipment was delivered on October 21, 2025.

2. Terminal Gutters & Roof Rehabilitation Phase I

Project Description: The first phase of the project is to replace the gutters, flat roof membranes, and insulation on a portion of the terminal building. Project will replace failing roof materials and increase insulation efficiency. Included in this project are three gutter systems that run the entire length of the building on the north side (landside) and flat roofs over both the ticketing hall and baggage claim hall.

Justification: Existing materials have exceeded their useful life resulting in multiple roof penetrations and leaks throughout the Terminal. Preventative maintenance and routine patching have helped reduce impacts of aging infrastructure, but resulting in increased continuous maintenance expense.

PFC Funding: \$ 493,200. Total project costs were \$4,642,978. The total eligible cost of the project was \$4,085,820, funded with FAA AIP grant 3-26-0032-6923 with \$3,500,000 of federal funds, \$92,620 of state funds and \$493,200 with local funds eligible funds with the

remainder of the ineligible costs funded locally. The PFC will reimburse the Airport for the eligible local share of the project. This project was substantially complete November 30, 2024.

3. Aircraft Rescue Fire Fighting Building

Project Description: To construct a new Aircraft Rescue and Fire Fighting Facility that complies with FAA Advisory Circular 150 5210-15A that replaces an existing building.

Justification: The conclusion of the Aircraft Rescue and Fire Fighting Facility Study resulted in the finding of a significant number of deficiencies upon comparison of the study to the FAA Advisory Circular 150 5210-15A. Among those deficiencies included the Primary Bay, Reserve & maintenance bay, utility room, foam storage, door requirements, watch/alarm room, medical decon, gear wash/dry, first aid storage, SCBA storage, office space, conference room, Janitor's closet, workshop and related storage, hose drying, day room/dining room/kitchen, dormitories, locker rooms, laundry room, training and computer training room, and exercise facilities. It was found that the facility should be approx. 9615 sq feet but the existing building was 5310 sq. ft. with an inefficient layout.

PFC Funding: \$ 459,904. Total costs for the project were \$9,798,888. The total eligible cost of the project was \$ 6,565,255 (represents 67% of the total cost of the building) which was funded by AIP 3-26-0032-7023 for \$5,784,017 with state funds of \$321,334. The PFC will reimburse the Airport for the local share of the project which was \$459,904. The remainder of the costs were ineligible but were funded with local funds. This project was substantially complete March 18, 2025.

4. Flight Information Display System

Project Description: Flight and Baggage Information Display System was constructed to ensure passenger information is readily available. A new system provides improved user interface with features and functions for both passengers and airline staff that enhances passengers' ability to quickly and easily obtain necessary gate, departure, arrival and baggage carousel information, improving the overall experience of the passenger. A new system will also seamlessly integrate with other airport systems such as baggage handling, security, and flight operations to provide passengers with the relevant information at the appropriate time and place.

Justification: The existing Flight and Baggage Information Display System in the airport terminal was installed in 2004 and utilized outdated technology. The system was nearing end-of-life support and was becoming increasingly difficult to find replacement parts to maintain the system leading to increased outages, increased downtime and difficulties resolving system issues properly.

Additionally, as the existing Flight and Baggage Information Display System was outdated, there was an increased risk of security intrusions and data breaches. A new system included a more secured operating system, that provides safeguards for critical airport information. This strategic upgrade aligned with the airport's commitment to safety, efficiency, and passenger satisfaction.

PFC Funding: \$ 112,320. The total eligible cost of the project was \$ 1,154,614 which was funded by AIP 3-26-0032-7124 for \$987,437 and with state funds of \$54,857. The PFC will

reimburse the Airport for the local share of the project. This project was substantially complete as of May 7, 2025.

5. Ticket Counters

Project Description: Construction of new ticket counters

Justification: Many of the existing ticket and gate counters were installed when the Terminal Building was originally constructed in 1992 resulting in inefficiencies following industry changes. In addition to providing more appropriate aesthetics, new, modern ticket and gate counters will be located to more appropriately coordinate with the screening and the movement of baggage and passengers. As opposed to the existing equipment, new ticket and gate counters will also provide for the appropriate function and storage of airline equipment to ensure that equipment is readily available for processing passengers and baggage. With the likely implementation of common-use self-service equipment in the future, the ticket and gate counters will be constructed to accommodate future improvements and growth that the existing ticket and gate counters are unable to do. The replacement of ticket and gate counters will be a strategic investment that not only improves current operations but also prepares the airport for future challenges and opportunities in the aviation industry.

PFC Funding: \$ 53,580. The total eligible cost of the project was \$ 556,223 funded by AIP 3-26-0032-7124 for \$476,188 and with state funds of \$26,455. The PFC will reimburse the Airport for the local share of the project. This project was substantially complete May 7, 2025.

6. Gate Counters

Project Description: Construction of new Gate Counters

Justification: Many of the existing ticket and gate counters were installed when the Terminal Building was originally constructed in 1992 resulting in inefficiencies following industry changes. In addition to providing more appropriate aesthetics, new, modern ticket and gate counters will be located to more appropriately coordinate with the screening and the movement of baggage and passengers. As opposed to the existing equipment, new ticket and gate counters will also provide for the appropriate function and storage of airline equipment to ensure that equipment is readily available for processing passengers and baggage. With the likely implementation of common-use self-service equipment in the future, the ticket and gate counters will be constructed to accommodate future improvements and growth that the existing ticket and gate counters are unable to do. The replacement of ticket and gate counters will be a strategic investment that not only improves current operations but also prepares the airport for future challenges and opportunities in the aviation industry.

PFC Funding: \$ 19,957. The total eligible cost of the project was \$ 399,144 which was funded by AIP 3-26-0032-7124 for \$359,230 and with state funds of \$19,957. The PFC will reimburse the Airport for the local share of the project. This project was substantially complete May 7, 2025.

7. Runway 36 Runway Safety Area Grading

Project Description: Fill in, grade, and seed the approach end of Runway 36 runway safety area

Justification:. The FAA conducted an on-site inspection for compliance with 14 CFR part 139 and found that the Airport need to improve a portion of the approach end of Runway 36 runway safety area due to hazardous depressions or other surface variations contrary to standards. The finding required the airport to regrade and/or fill surface variations as needed to meet grading standards in the RSA. During the Taxiway A Geometry project, soils removed from the shoulders were moved to the RSA to fill the area mentioned in the finding. The soils were then graded to meet the standards and subsequently seeded.

PFC Funding: \$115,116. The total eligible cost of the project was \$115,116. There was no federal or state participation in this project. The PFC will reimburse the Airport for the local share of the project. This project was substantially complete December 1, 2021.