PUBLIC NOTICE

Passenger Facility Charge Application
Rochester International Airport (RST)
City of Rochester, Minnesota

February 21, 2020

Pursuant to CFR 158.24, the City of Rochester, owner and operator of the Rochester International Airport ("Airport"), hereby provides public notice ("Public Notice") of the intention to file a new Passenger Facility Charge ("PFC") Application with the Federal Aviation Administration ("FAA") to fund, in whole, or, in part, certain eligible improvements at the Airport.

As required by Part 158.24(b)(1) the following information is included in the Attachment to this Public Notice:

1) Descriptions of the projects
2) A brief justification of the need for the projects
3) The PFC level for each project
4) The estimated total PFC revenue for each project
5) The proposed charge effective date for the application
6) The estimated charge expiration date for the application
7) The estimated total PFC revenue that will be used to finance the projects
8) The name of and contact information for the person within the public agency to whom comments should be sent.

As required in 14 CFR Part 158.24, the Rochester International Airport will be accepting public comments on the proposed action contained in the attached document for thirty (30) days after the February 21, 2020 posting/issuance of this public notice.

The Airport is proposing to continue collection of a $4.50 PFC at the Rochester International Airport for projects indicated in the Attachment, with a collection period beginning at the end of the existing application (estimated to be 11/01/2022 or sooner depending on date of fully collecting existing authorized PFC amount) and anticipated to end around 05/01/2025.

Application	**Proposed PFC Level**	**Collection Period**	**Status**	**Proposed Collection Amount**
20-07-C-00-RST	$4.50	11/01/2022 to 05/01/2025	Proposed	$1,938,663

Any comments/questions on the proposed action in this public notice or requests for further information should be addressed to:

Kurt Claussen
Deputy Airport Director
Rochester International Airport
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Rochester, MN 55902
507.282.2328 x 3901
Kurt Claussen at kclaussen@flyrst.com

ATTACHMENT
PFC Project Descriptions

Project 1 Rehabilitate Taxiways (Taxiways A8, B, B1, B2, B3 & B4)

DESCRIPTION: This project included the rehabilitation of the bituminous pavements on Taxiways A8, B, B1, B2, B3 and B4. Work included bituminous milling, overlay, crack sealing, full-depth panel replacement, partial depth repair, joint sealing and pavement marking.

JUSTIFICATION: The rehabilitation of the taxiways preserved the safety at the Airport. The rehabilitation of the pavements was necessary to preserve the pavement life and reduce the likelihood of aircraft damage due to FOD.

FAA AIP 3-27-0084-29-10
MnDOT A5501-180

Date: July 2010

Total Project Cost:	$604,490
Total FAA AIP Eligible Project Cost:	$604,490
FAA AIP Cost (95%):	$574,266
PFC Share (5%):	$30,224
Total Non-AIP/Other Funding:	$0

The Airport will collect a PFC of $4.50 for this project.

Project 2 Rehabilitate Apron (Terminal Apron)

DESCRIPTION: This project included the rehabilitation of approximately 1,568 square yards of the concrete terminal apron and concrete panels located between the ARFF building and Taxiway D. This work involved full-depth panel replacement, partial depth repair as well as crack and joint sealing and pavement marking.

JUSTIFICATION: The rehabilitation of the terminal apron preserved the safety at the Airport. The rehabilitation the pavements were necessary to preserve the pavement life and reduce the likelihood of aircraft damage due to FOD.

FAA AIP 3-27-0084-29-10
MnDOT A5501-180

Date: July 2010

Total Project Cost:	$673,732
Total FAA AIP Eligible Project Cost:	$673,732
FAA AIP Cost (95%):	$640,045
PFC Share (5%):	$33,687
Total Non-AIP/Other Funding:	$0

The Airport will collect a PFC of $4.50 for this project.

Project 3 Construct Aircraft Deicing Facility (Airport Pumping Station)

DESCRIPTION: This project involved the construction of an aircraft deicing containment facility located east of the passenger terminal. The constructed facility consists of a new deicing pad on the concrete apron, isolated drainage infrastructure, an isolated impervious under drain collection system and a new pump station with system controls and metering. The facility pumps captured glycol from deicing operations to a holding tank, where it can be collected and disposed of.

JUSTIFICATION: This project preserved the capacity of the Airport by allowing deicing operations to continue by meeting evolving environmental regulations. The facility eliminated the deicing and anti-icing discharges from aircraft deicing operations that previously entered the storm water stream.

FAA AIP 3-27-0084-30-11
MnDOT A5501-190

Date: March 2011

Total Project Cost:	$428,180
Total FAA AIP Eligible Project Cost:	$428,180
FAA AIP Cost (95%):	$406,771
PFC Share (5%):	$21,409
Total Non-AIP/Other Funding:	$0

The Airport will collect a PFC of $4.50 for this project.

Project 4 Improve Runway Safety Area

DESCRIPTION: This project included modifications to two existing PAPI power control units to move them outside the runway safety area to meet FAA requirements.

JUSTIFICATION: The relocation of the PAPI power control units enhanced safety by providing FAA compliant runway safety areas.

FAA AIP 3-27-0084-31-11
MnDOT A5501-197

Date: August 2011

Total Project Cost:	$42,105
Total FAA AIP Eligible Project Cost:	$42,105
FAA AIP Cost (95%):	$40,000
PFC Share (5%):	$2,105
Total Non-AIP/Other Funding:	$0

The Airport will collect a PFC of $4.50 for this project.

Project 5 Install Runway Signage

DESCRIPTION: This project involved the installation of six airfield guidance signs.

JUSTIFICATION: The addition of airfield guidance signs enhanced safety by providing greater wayfinding capability to pilots navigating the airfield.

FAA AIP 3-27-0084-31-11
MnDOT A5501-197

Date: August 2011

Total Project Cost:	$32,577
Total FAA AIP Eligible Project Cost:	$32,577
FAA AIP Cost (95%):	$30,948
PFC Share (5%):	$1,629
Total Non-AIP/Other Funding:	$0

The Airport will collect a PFC of $4.50 for this project.

Project 6 Conduct Miscellaneous Study

DESCRIPTION: This project included the development of a financial analysis planning document to look at a replacement passenger terminal facility.

JUSTIFICATION: The passenger terminal facility planning document enhanced capacity by looking at potential future options to accommodate growth at the airport.

FAA AIP 3-27-0084-31-11
MnDOT A5501-197

Date: August 2011

Total Project Cost:	$52,632
Total FAA AIP Eligible Project Cost:	$52,632
FAA AIP Cost (95%):	$50,000
PFC Share (5%):	$2,632
Total Non-AIP/Other Funding:	$0

The Airport will collect a PFC of $4.50 for this project.

Project 7 Acquire Equipment (Chemical/Sanding Truck)

DESCRIPTION: This project involved the purchase of a chemical/sanding truck for use during airport snow removal operations. This vehicle was purchased to supplement the existing snow removal equipment fleet by placing sand and deicing chemicals on the runway and taxiway surfaces to improve aircraft braking action.

JUSTIFICATION: The purchase of this chemical/sanding truck was necessary to preserve the safety of the airport as it was replacing old equipment from the existing snow removal equipment fleet.

FAA AIP N/A
MnDOT A5501-199

Date: July 2012

Total Project Cost:	$236,619
Total FAA AIP Eligible Project Cost:	$236,619
FAA AIP Cost (0%):	$0
PFC Share (33%):	$78,873
Total Non-AIP/Other Funding (67%):	$157,746

The Airport will collect a PFC of $4.50 for this project.

Project 8 Rehabilitate Runway (Runway 2/20)

DESCRIPTION: This project included costs for design, engineering, construction and testing to rehabilitate concrete Runway 2/20.

JUSTIFICATION: The rehabilitation of the runway pavement preserved safety by repairing problem areas that had the potential to damage aircraft by creating FOD.

FAA AIP 3-27-0084-32-12
MnDOT A5501-202

Date: August 2012

Total Project Cost:	$1,289,098
Total FAA AIP Eligible Project Cost:	$1,289,098
FAA AIP Cost (90%):	$1,160,188
PFC Share (10%):	$128,910
Total Non-AIP/Other Funding:	$0

The Airport will collect a PFC of $4.50 for this project.

Project 9 Rehabilitate Taxiways (Taxiway A1 & F)

DESCRIPTION: This project included costs for design, engineering, construction and testing to rehabilitate concrete Taxiway F and Taxiway A1. The rehabilitation work on Taxiway F also included the repair and reconstruction of the culvert under the taxiway.

JUSTIFICATION: The rehabilitation of the taxiway pavements preserved safety by repairing problem areas that had the potential to damage aircraft by creating FOD.

FAA AIP 3-27-0084-32-12
MnDOT A5501-202

Date: August 2012

Total Project Cost:	$449,840
Total FAA AIP Eligible Project Cost:	$449,840
FAA AIP Cost (90%):	$404,856
PFC Share (10%):	$44,984
Total Non-AIP/Other Funding:	$0

The Airport will collect a PFC of $4.50 for this project.

Project 10 Conduct Environmental Study (EA for New Terminal)

DESCRIPTION: This project involved an Environmental Assessment for a proposed replacement passenger terminal facility.

JUSTIFICATION: The environmental assessment enhanced capacity by planning for future expansion of the airport's facilities.

FAA AIP 3-27-0084-32-12
MnDOT A5501-202

Date: August 2012

Total Project Cost:	$185,106
Total FAA AIP Eligible Project Cost:	$185,106
FAA AIP Cost (90%):	$166,595
PFC Share (10%):	$18,511
Total Non-AIP/Other Funding:	$0

The Airport will collect a PFC of $4.50 for this project.

Project 11 Conduct Financial Analysis BCA (New Terminal Location)

DESCRIPTION: This project resulted in the development of a financial analysis planning document for a replacement passenger terminal facility.

JUSTIFICATION: The financial analysis planning document enhanced capacity by planning for future expansion of the airport's facilities.

FAA AIP 3-27-0084-32-12
MnDOT A5501-202

Date: August 2012

Total Project Cost:	$68,010
Total FAA AIP Eligible Project Cost:	$68,010
FAA AIP Cost (90%):	$61,209
PFC Share (10%):	$6,801
Total Non-AIP/Other Funding:	$0

The Airport will collect a PFC of $4.50 for this project.

Project 12 Conduct Terminal Area Study (New Terminal Location)

DESCRIPTION: This project resulted in the development of a terminal area study for a replacement passenger terminal facility.

JUSTIFICATION: The terminal area study enhanced capacity by planning for future expansion of the airport's facilities.

FAA AIP 3-27-0084-32-12
MnDOT A5501-202

Date: August 2012

Total Project Cost:	$126,029
Total FAA AIP Eligible Project Cost:	$126,029
FAA AIP Cost (90%):	$113,426
PFC Share (10%):	$12,603
Total Non-AIP/Other Funding:	$0

The Airport will collect a PFC of $4.50 for this project.

Project 13 Design (Deicing Containment Facility)

DESCRIPTION: This project included costs for design engineering for a deicing containment facility.

JUSTIFICATION: The design of a deicing containment facility was to preserve capacity of the airport.

FAA AIP 3-27-0084-33-13
MnDOT A5501-211

Date: August 2013

Total Project Cost:	$194,221
Total FAA AIP Eligible Project Cost:	$194,221
FAA AIP Cost (90%):	$174,799
PFC Share (10%):	$19,422
Total Non-AIP/Other Funding:	$0

The Airport will collect a PFC of $4.50 for this project.

Project 14 Design Runway 13/31 Rehabilitation (Runway 13/31 ARC IV Upgrades)

DESCRIPTION: This project included costs for design engineering to add paved shoulders to Runway 13/31 to bring it up to ARC IV standards.

JUSTIFICATION: The design to bring Runway 13/31 up to ARC IV standards was to preserve the safety of the airport.

FAA AIP 3-27-0084-33-13
MnDOT A5501-211

Date: August 2013

Total Project Cost:	$136,591
Total FAA AIP Eligible Project Cost:	$136,591
FAA AIP Cost (90%):	$122,932
PFC Share (10%):	$13,659
Total Non-AIP/Other Funding:	$0

The Airport will collect a PFC of $4.50 for this project.

Project 15 Acquire Equipment (CFME)

DESCRIPTION: This project included the purchase of Continuous Friction Measuring Equipment (CFME). The CFME is mounted to the back of a fleet vehicle and is used to monitor the condition of the runways during icing conditions.

JUSTIFICATION: The CFME greatly enhances the safety of the airport by allowing airport operations to accurately report the field conditions to pilots during icy weather.

FAA AIP N/A
MnDOT A5501-213

Date: August 2014

Total Project Cost:	$49,875
Total FAA AIP Eligible Project Cost:	$49,875
FAA AIP Cost (0%):	$0
PFC Share (20%):	$9,975
Total Non-AIP/Other Funding (80%):	$39,900

The Airport will collect a PFC of $4.50 for this project.

Project 16 Acquire Equipment (Airfield Broom Truck)

DESCRIPTION: This project included the purchase of an airfield broom truck. The airfield broom truck was added to the fleet of snow removal equipment as it cleans the pavement surfaces more effectively than plow trucks.

JUSTIFICATION: The airfield broom truck preserves the safety of the airport by removing fine contaminants from the paved surfaces, allowing for quicker clearing of the surfaces.

FAA AIP N/A
MnDOT A5501-213

Date: August 2014

Total Project Cost:	$610,734
Total FAA AIP Eligible Project Cost:	$610,734
FAA AIP Cost (0%):	$0
PFC Share (20%):	$122,147
Total Non-AIP/Other Funding (80%):	$488,587

The Airport will collect a PFC of $4.50 for this project.

Project 17 Rehabilitate Apron (SRE Apron)

DESCRIPTION: This project included the rehabilitation of the SRE apron and the addition of drain tile to improve sub-surface drainage.

JUSTIFICATION: This project preserved the safety of the airport by repairing pavements to limit FOD on the airport.

FAA AIP 3-27-0084-034-14
MnDOT A5501-217

Date: September 2014

Total Project Cost:	$923,037
Total FAA AIP Eligible Project Cost:	$923,037
FAA AIP Cost (83.0%):	$765,985
PFC Share (12.4%):	$114,497
Total Non-AIP/Other Funding (4.6%):	$42,555

The Airport will collect a PFC of $4.50 for this project.

Project 18 Rehabilitate Runway Lighting

DESCRIPTION: This project included the rehabilitation of the runway lighting system.

JUSTIFICATION: The project preserved the safety of the airport by providing a more reliable runway lighting system.

FAA AIP 3-27-0084-034-14
MnDOT A5501-217

Date: September 2014

Total Project Cost:	$40,039
Total FAA AIP Eligible Project Cost:	$40,039
FAA AIP Cost (90%):	$36,035
PFC Share (5%):	$2,002
Total Non-AIP/Other Funding (5%):	$2,002

The Airport will collect a PFC of $4.50 for this project.

Project 19 Design Terminal Modifications

DESCRIPTION: This project involved conceptual design for modifications to the passenger terminal building and proposed CBP facility.

JUSTIFICATION: This project preserved the security of the airport by designing improvements to the CBP and passenger terminal.

FAA AIP 3-27-0084-034-14
MnDOT A5501-217

Date: September 2014

Total Project Cost:	$185,596
Total FAA AIP Eligible Project Cost:	$185,596
FAA AIP Cost (90%):	$167,036
PFC Share (5%):	$9,280
Total Non-AIP/Other Funding (5%):	$9,280

The Airport will collect a PFC of $4.50 for this project.

Project 20 Conduct Wildlife Hazard Assessment

DESCRIPTION: This project involved a wildlife hazard assessment for RST.

JUSTIFICATION: The wildlife hazard assessment preserved the safety of the airport by monitoring, reporting and recommending improvements to limit the potential for bird and other wildlife interference with aviation.

FAA AIP 3-27-0084-034-14
MnDOT A5501-217

Date: September 2014

Total Project Cost:	$35,787
Total FAA AIP Eligible Project Cost:	$35,787
FAA AIP Cost (90%):	$32,208
PFC Share (5%):	$1,789
Total Non-AIP/Other Funding (5%):	$1,789

The Airport will collect a PFC of $4.50 for this project.

Project 21 Acquire ARFF – Phase 1 (HRET Vehicle)

DESCRIPTION: This project involved the acquisition of an Airport Rescue and Fire Fighting vehicle.

JUSTIFICATION: This project preserved the safety of the airport by adding a state-of-the-art emergency response vehicle to the existing fleet.

FAA AIP 3-27-0084-034-14
MnDOT A5501-217

Date: September 2014

Total Project Cost:	$867,138
Total FAA AIP Eligible Project Cost:	$867,138
FAA AIP Cost (83.9%):	$727,261
PFC Share (6.0%):	$52,232
Total Non-AIP/Other Funding (10.1%):	$87,645

The Airport will collect a PFC of $4.50 for this project.

Project 22 Rehabilitate Taxiway (Taxiway A Connectors)

DESCRIPTION: This project included the rehabilitation of the Taxiway A connectors (A1, A3, A6, A7 & A8) and involved partial and full depth concrete panel repair and joint repair.

JUSTIFICATION: The rehabilitation of the Taxiway A connectors preserved the safety of the airport by patching and repairing areas of showing severe signs of concrete distress to reduce FOD.

FAA AIP 3-27-0084-035-15
MnDOT A5501-221

Date: September 2015

Total Project Cost:	$871,594
Total FAA AIP Eligible Project Cost:	$871,594
FAA AIP Cost (90%):	$784,434
PFC Share (5%):	$43,580
Total Non-AIP/Other Funding (5%):	$43,580

The Airport will collect a PFC of $4.50 for this project.

Project 23 Acquire ARFF – Phase 2 (ARFF Equipment)

DESCRIPTION: This project included phase 2 – ARFF equipment acquisition including forcible entry tools, protective clothing and emergency lift bags.

JUSTIFICATION: The ARFF equipment project preserved the safety of the airport by allowing Airport Rescue and Fire Fighting crews to have the necessary equipment for emergency response.

FAA AIP 3-27-0084-035-15
MnDOT A5501-221

Date: September 2015

Total Project Cost:	$68,505
Total FAA AIP Eligible Project Cost:	$68,505
FAA AIP Cost (90%):	$61,654
PFC Share (5%):	$3,426
Total Non-AIP/Other Funding (5%):	$3,425

The Airport will collect a PFC of $4.50 for this project.

Project 24 Schematic Design/Bid (CBP Facility and Terminal Modernization)

DESCRIPTION: This project included the schematic design and bidding for the CBP Facility and Terminal Modernization project.

JUSTIFICATION: The schematic design and bidding for the CBP facility helped to preserve the security of the airport by making improvements to the customs processing capabilities of RST.

FAA AIP 3-27-0084-035-15
MnDOT A5501-221

Date: September 2015

Total Project Cost:	$951,546
Total FAA AIP Eligible Project Cost:	$699,583
FAA AIP Cost (66.2%):	$629,625
PFC Share (7.3%):	$69,958
Total Non-AIP/Other Funding (26.5%):	$251,963

The Airport will collect a PFC of $4.50 for this project.

Project 25 Construct CBP Facility and Terminal Modernization

DESCRIPTION: This project involved the construction of a new CBP facility in the main passenger terminal at RST as well as modernization of the existing terminal building. Upgrades to the TSA checkpoint, restrooms and public areas were included in this project.

JUSTIFICATION: Improvements made as part of the construction of the CBP facility and modernization of the passenger terminal preserved the security of the airport by making improvements to both the international and domestic passenger processing capabilities of RST.

FAA AIP 3-27-0084-036-16
MnDOT A5501-225

Date: September 2016

Total Project Cost:	$12,565,319
Total FAA AIP Eligible Project Cost:	$8,429,795
FAA AIP Cost (60.4%):	$7,586,816
PFC Share (6.7%):	$842,979
Total Non-AIP/Other Funding (32.9%):	$4,135,524

The Airport will collect a PFC of $4.50 for this project.

Project 26 Update Airport Master Plan Study

DESCRIPTION: This project involved an update to RST's master plan which included an update to the ALP and Exhibit A.

JUSTIFICATION: The RST master plan update was conducted to enhance the capacity of the airport by planning for future airport improvement projects.

FAA AIP 3-27-0084-37-17
MnDOT A5501-226

Date: September 2017

Total Project Cost:	$707,948
Total FAA AIP Eligible Project Cost:	$707,948
FAA AIP Cost (90%):	$636,748
PFC Share (5%):	$35,375
Total Non-AIP/Other Funding (5%):	$35,375

The Airport will collect a PFC of $4.50 for this project.

Project 27 Improve Access Road

DESCRIPTION: This project involved improvements to an airport access road that were conducted to minimize unintended vehicular access to airfield pavements.

JUSTIFICATION: Improvements to the access road were implemented to enhance safety by removing pavement that allowed for unintended access to the AOA.

FAA AIP 3-27-0084-37-17
MnDOT A5501-226

Date: September 2017

Total Project Cost:	$71,943
Total FAA AIP Eligible Project Cost:	$71,943
FAA AIP Cost (90%):	$64,749
PFC Share (5%):	$3,597
Total Non-AIP/Other Funding (5%):	$3,597

The Airport will collect a PFC of $4.50 for this project.

Project 28 PFC Consultation

DESCRIPTION: This project included the preparation of an extension to RST's current PFC application as well as a new PFC application in accordance with application provisions of 14 CFR Part 158. The new PFC included thirty airport improvement projects and included identification of improvement projects to be included in new PFC application, development of airport improvement project descriptions and justifications, research and information gathering regarding final project costs and eligibility, development of Notice to Air Carriers and coordination and participation in Air Carrier consultation meetings.

JUSTIFICATION: The RST PFC consultation and subsequent application submittal is necessary for RST to continue to collect passenger facility charges for airport improvement projects.

FAA AIP: N/A
MnDOT: N/A

Date: April 2018

Total Project Cost:	$28,847
Total FAA AIP Eligible Project Cost:	$28,847
FAA AIP Cost:	$0
PFC Share (100%):	$28,847
Total Non-AIP/Other Funding:	$0

The Airport will collect a PFC of $4.50 for this project.

Project 29 Construct Passenger Boarding Bridge

DESCRIPTION: This project involves the addition a new passenger boarding bridge and elevated walkway at Gate 5. Additional apron lighting, fencing relocation, minor pavement patching and utility work is included in this project.

JUSTIFICATION: The addition of a new passenger boarding bridge and gate has a direct impact on the long-term economic sustainability of RST by supporting the rapid increase in airline passenger growth driven by Mayo Clinic and Minnesota's statewide Destination Medical Center economic initiative. The existing demand of commercial aircraft overnighting in RST currently exceeds the capacity provided by existing terminal boarding bridges. Due to its proximity to the Twin Cities, RST plays an important role within the state system, supporting domestic and international air traffic. Large corporate general aviation jet aircraft utilize RST when transporting international dignitaries seeking medical treatment within the Mayo Clinic. One boarding bridge is dedicated for CBP / FIS use, and is not available for use by commercial aircraft when occupied. RST frequently receives diversion aircraft needing to deplane at the airport terminal. If all boarding bridge positions are occupied, passengers are not able to deplane. This project enhances airport capacity by allowing commercial passengers to load / unload aircraft by boarding bridge.

FAA AIP 3-27-0084-38-19
MnDOT A5501-229

Date: August 2019

Total Project Cost:	$2,741,300
Total FAA AIP Eligible Project Cost:	$2,741,300
FAA AIP Cost (90%):	$2,467,170
PFC Share (5%):	$137,065
Total Non-AIP/Other Funding (5%):	$137,065

The Airport will collect a PFC of $4.50 for this project.

Project 30 Design Runway 2/20 Reconstruction

DESCRIPTION: This project included the preliminary and final design for the reconstruction of the middle 3,750 feet of secondary Runway 2/20. Design for the addition of paved runway shoulders and an underdrain network for Runway 2/20 south of primary Runway 13/31 is also included in this scope of work. To determine airport stormwater conveyance, a comprehensive drainage study is being conducted and will influence the drainage design for this and future airport development projects.

JUSTIFICATION: The design for the middle 3,750 feet of Runway 2/20 is necessary as the existing pavement condition is estimated to be between 38 and 33 on the Pavement Condition Index (PCI) scale, as determined by Applied Research Associates, Inc. in their 2017 Pavement Condition Report for RST. This equates to a "poor" pavement condition rating and as such requires extensive reconstruction as the pavement has reached the end of its useful life. Large portions of Runway 2/20 are exhibiting signs of moderate and severe pavement distresses including Durability Cracking (D-cracking), pop-outs and panel failure. Partial and full-depth joint repair has been attempted in the past at RST, however, this has been a stopgap measure to prevent foreign object debris (FOD) damage to aircraft. This project will preserve the safety of Runway 2/20.

FAA AIP 3-27-0084-38-19
MnDOT A5501-229

Date: August 2019

Total Project Cost:	$929,318
Total FAA AIP Eligible Project Cost:	$929,318

FAA AIP Cost (90%):	$836,386
PFC Share (5%):	$46,466
Total Non-AIP/Other Funding (5%):	$46,466

The Airport will collect a PFC of $4.50 for this project.