



Public Notice of Intent to Impose and Use Passenger Facility Charge (PFC)

Rochester International Airport is providing notice of its intent to file an application to impose Passenger Facility Charges (PFC) and to use PFC revenue for projects at Rochester International Airport. The proposed charge effective date is July 1, 2026, and the estimated charge expiration date is April 1, 2043. PFC project descriptions, justifications, implementation dates, charge levels, and funding amounts for each project are provided below. A financial summary of table for the proposed PFC projects is also included.

Comments on the proposed PFC application may be submitted to Deputy Airport Director Kurt Claussen by e-mail (Kclaussen@flyrst.com) or by U.S. mail (Rochester International Airport, Attn: Kurt Claussen, Deputy Airport Director, 7600 Helgerson Dr, Rochester, MN) on or before April 20, 2026.

Project 26-1-1 CATII Phase I Construction

DESCRIPTION: The Rochester International Airport (RST) upgraded its Instrument Landing System (ILS) for Runway 31. The upgrades allow the airport to provide a CAT II instrument approach procedure. The project included: installation of an Approach Lighting System with Sequenced Flashing Lights, configuration 2 (ALSF-2); replacement of the Runway 31 Instrument Landing System (ILS); and associated improvements.

The project included the Construction for Phase I for the Runway 31 Approach Improvements project. Major components Included:

- Schedule 1 – Runway 31 ILS Improvements
- Schedule 2 – Runway13 MALSR Modification
- Schedule 3 – Runway 13/31 Midpoint RVR Sensor Installation
- Alternate Bid Schedule 1 – ALSF-II Installation
- Alternate Bid Schedule 2 – RPU Conduit Installation

JUSTIFICATION: The CAT II provides for all weather coverage without reduced minimums, which enhances safety for passenger traffic and air cargo using RST. The project is eligible under the Airport Improvement Program. See Benefit Cost Analysis.

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

PFC Revenue Used : \$11,088
PFC Charge Effective Date : July 1, 2026

PFC Charge Expiration Date: April 1, 2043
PFC Amount Collected: \$ 11,088

Project 26-1-2 CATII Phase II Final Design & Construction Administration

DESCRIPTION: The Rochester International Airport (RST) upgraded its Instrument Landing System (ILS) for Runway 31. The upgrades allow the airport to provide a CAT II instrument approach procedure. The project included: installation of an Approach Lighting System with Sequenced Flashing Lights, configuration 2 (ALSF-2); replacement of the Runway 31 Instrument Landing System (ILS); and associated improvements. The project included the Final Design & Construction Administration for Phase II for the Runway 31 Approach Improvements project.

JUSTIFICATION: The CAT II provides for all weather coverage without reduced minimums, which enhances safety for passenger traffic and air cargo using RST. The project is eligible under the Airport Improvement Program. See Benefit Cost Analysis.

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

PFC Revenue Used : \$ 529,100
PFC Charge Effective Date : July 1, 2026
PFC Charge Expiration Date: April 1, 2043
PFC Amount Collected: \$ 529,100

Project 26-1-3 CATII Phase II Construction Administration Amendment

DESCRIPTION: The Rochester International Airport (RST) upgraded its Instrument Landing System (ILS) for Runway 31. The upgrades allow the airport to provide a CAT II instrument approach procedure. The project included: installation of an Approach Lighting System with Sequenced Flashing Lights, configuration 2 (ALSF-2); replacement of the Runway 31 Instrument Landing System (ILS); and associated improvements. Under this amendment a nine (9) week extension to the construction contract time was granted to allow for additional necessary time to complete work included in construction Change Orders 3 and 4 under the construction project. This additional construction administration work was required for the completion of the project and final acceptance by FAA.

JUSTIFICATION: The CAT II provides for all weather coverage without reduced minimums, which enhances safety for passenger traffic and air cargo using RST. The project is eligible under the Airport Improvement Program. See Benefit Cost Analysis. See Benefit Cost Analysis.

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

PFC Revenue Used : \$ 198,179
PFC Charge Effective Date : July 1, 2026
PFC Charge Expiration Date: April 1, 2043
PFC Amount Collected: \$ 198,179

Project 26-1-4 CATII Phase II Construction

DESCRIPTION: The Rochester International Airport (RST) upgraded its Instrument Landing System (ILS) for Runway 31. The upgrades allow the airport to provide a CAT II instrument approach procedure. The project included: installation of an Approach Lighting System with Sequenced Flashing Lights, configuration 2 (ALSF-2); replacement of the Runway 31 Instrument Landing System (ILS); and associated improvements.

The project included the Construction for Phase II for the Runway 31 Approach Improvements project. Major components Included:

- Base Bid : Construct Runway 31 ALSF-II Approach Lighting System

JUSTIFICATION: The CAT II provides for all weather coverage without reduced minimums, which enhances safety for passenger traffic and air cargo using RST. The project is eligible under the Airport Improvement Program. See Benefit Cost Analysis.

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

PFC Revenue Used :	\$ 6,003,766
PFC Charge Effective Date :	July 1, 2026
PFC Charge Expiration Date:	April 1, 2043
PFC Amount Collected:	\$ 6,003,766

Project 26-1-5 CATII Phase II Site & Depo Spares

DESCRIPTION: The Rochester International Airport (RST) upgraded its Instrument Landing System (ILS) for Runway 31. The upgrades allow the airport to provide a CAT II instrument approach procedure. The project included: installation of an Approach Lighting System with Sequenced Flashing Lights, configuration 2 (ALSF-2); replacement of the Runway 31 Instrument Landing System (ILS); and associated improvements.

The project included providing spare equipment as required by the Federal Aviation Administration for accepting ownership of the newly constructed CAT II system at RST.

JUSTIFICATION: The CAT II provides for all weather coverage without reduced minimums, which enhances safety for passenger traffic and air cargo using RST. The project is eligible under the Airport Improvement Program. See Benefit Cost Analysis.

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

PFC Revenue Used :	\$ 304,006
PFC Charge Effective Date :	July 1, 2026
PFC Charge Expiration Date:	April 1, 2043
PFC Amount Collected:	\$ 304,006

Project 26-2-1 Runway 13/31 RSA and ROFA Improvement Alternative Planning

DESCRIPTION: Certain deficiencies related to the existing Runway 13/31 Safety Area (RSA) and Runway Object Free Area (ROFA) at the Rochester International Airport (RST) were identified and were recommended by FAA to be addressed as a matter of compliance. The trigger for implementing correction of these deficiencies was being driven by installation of the Category II (CAT II) approach lighting system (ALS).

The project included Alternatives Planning for the Runway 13/31 ROFA & RSA Improvements.

JUSTIFICATION: The Runway 13/31 ROFA/RSA Improvements are intended to bring the Runway into compliance with FAA safety standards.

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

PFC Revenue Used :	\$ 9,226
PFC Charge Effective Date :	July 1, 2026
PFC Charge Expiration Date:	April 1, 2043
PFC Amount Collected:	\$ 9,226

Project 26-2-2 Runway 13/31 RSA and ROFA Design

DESCRIPTION: Certain deficiencies related to the existing Runway 13/31 Safety Area (RSA) and Runway Object Free Area (ROFA) at the Rochester International Airport (RST) were identified and were recommended by FAA to be addressed as a matter of compliance. The trigger for implementing correction of these deficiencies was being driven by installation of the Category II (CAT II) approach lighting system (ALS).

The project included Design for the Runway 13/31 ROFA & RSA Improvements.

JUSTIFICATION: The Runway 13/31 ROFA/RSA Improvements are intended to bring the Runway into compliance with FAA safety standards.

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

PFC Revenue Used :	\$ 19,742
PFC Charge Effective Date :	July 1, 2026
PFC Charge Expiration Date:	April 1, 2043
PFC Amount Collected:	\$ 19,742

Project 26-2-3 Runway 13/31 RSA and ROFA Construction Administration

DESCRIPTION: Certain deficiencies related to the existing Runway 13/31 Safety Area (RSA) and Runway Object Free Area (ROFA) at the Rochester International Airport (RST) were identified and were recommended by FAA to be addressed as a matter of compliance. The trigger for implementing correction of these deficiencies was being driven by installation of the Category II (CAT II) approach lighting system (ALS).

The project included Construction Administration for the Runway 13/31 ROFA & RSA Improvements.

JUSTIFICATION: The Runway 13/31 ROFA/RSA Improvements are intended to bring the Runway into compliance with FAA safety standards.

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

PFC Revenue Used :	\$ 22,773
PFC Charge Effective Date :	July 1, 2026
PFC Charge Expiration Date:	April 1, 2043
PFC Amount Collected:	\$ 22,773

Project 26-2-4 Runway 13/31 RSA and ROFA Construction Administration Amendment

DESCRIPTION: Certain deficiencies related to the existing Runway 13/31 Safety Area (RSA) and Runway Object Free Area (ROFA) at the Rochester International Airport (RST) were identified and were recommended by FAA to be addressed as a matter of compliance. The trigger for implementing correction of these deficiencies was being driven by installation of the Category II (CAT II) approach lighting system (ALS).

This project provided concurrent land use planning for installation of snow fencing on the southeast side of the airport in the Runway 31 approach. The amendment included materials testing required for installation of the MSE wall project in the right-of-way of Highway 63 and Rwy 31 ROFA & RSA improvements. The project included Construction Administration Amendment for the Runway 13/31 ROFA & RSA Improvements.

JUSTIFICATION: The Runway 13/31 ROFA/RSA Improvements are intended to bring the Runway into compliance with FAA safety standards.

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

PFC Revenue Used :	\$ 7,463
PFC Charge Effective Date :	July 1, 2026
PFC Charge Expiration Date:	April 1, 2043
PFC Amount Collected:	\$ 7,463

Project 26-2-5 Runway 13/31 RSA and ROFA Construction

DESCRIPTION: Certain deficiencies related to the existing Runway 13/31 Safety Area (RSA) and Runway Object Free Area (ROFA) at the Rochester International Airport (RST) were identified and were recommended by FAA to be addressed as a matter of compliance. The trigger for implementing correction of these deficiencies was being driven by installation of the Category II (CAT II) approach lighting system (ALS).

This project provided concurrent land use planning for installation of snow fencing on the southeast side of the airport in the Runway 31 approach. The amendment included materials testing required for installation of the MSE wall project in the right-of-way of Highway 63 and Rwy 31 ROFA & RSA improvements. The project included Construction for the Runway 13/31 ROFA & RSA Improvements.

JUSTIFICATION: The Runway 13/31 ROFA/RSA Improvements are intended to bring the Runway into compliance with FAA safety standards.

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

PFC Revenue Used :	\$ 192,138
PFC Charge Effective Date :	July 1, 2026
PFC Charge Expiration Date:	April 1, 2043
PFC Amount Collected:	\$ 192,138

Project 26-3-1 PFC Application

DESCRIPTION: The City of Rochester acquired consultant services to assist with assembling PFC application. The PFC application was completed in 2025 and included completed projects for Impose and Use..

JUSTIFICATION: In accordance with FAA Order 5500.1, Chapter 4, Paragraph 4-9, the cost to administer the PFC Program is an eligible cost under the PFC program.

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

PFC Revenue Used :	\$ 54,153
PFC Charge Effective Date :	July 1, 2026
PFC Charge Expiration Date:	April 1, 2043
PFC Amount Collected:	\$ 54,153

26-08 PFC Application Summary

Project	Description	PFC Amount
26-1-1	CAT II Phase I Construction	\$11,088
26-1-2	CAT II Phase I Construction Administration	\$529,100
26-1-3	CAT II Phase II Constr. Admin. Amendment	\$198,179
26-1-4	CAT II Phase II Construction	\$6,003,766
26-1-5	CAT II Phase II Site & Depo Spares	\$304,006
	Subtotal Project 26-1	\$7,046,139.00
26-2-1	Runway 13/31 ROFA/RSA Planning	\$9,226
26-2-2	Runway 13/31 ROFA/RSA Design	\$19,742
26-2-3	Runway 13/31 ROFA/RSA Constr. Admin.	\$22,773
26-2-4	Runway 13/31 ROFA/RSA Amendment	\$7,463
26-2-5	Runway 13/31 ROFA/RSA Construction	\$192,138
	Subtotal Project 26-2	\$251,342.00
26-3-1	PFC Application 26-08	\$54,153
	Subtotal Project 26-3	\$54,153.00
	26-08 PFC TOTAL	\$7,351,634.00