

**NOTICE OF  
OPPORTUNITY FOR PUBLIC COMMENT RELATED TO  
PASSENGER FACILITY CHARGES**

The Joint Airport Board of Marathon and Portage Counties, Wisconsin is providing an opportunity for public comment until December 4, 2024 related to our Passenger Facility Charge (PFC) Program. This notice includes information related to a proposed amendment to previously approved PFC Application #17-04-C-02-CWA, a proposed amendment to previously approved PFC Application #19-05-C-00-CWA as well as a proposed new Impose and Use PFC Application #6 for the Central Wisconsin Airport. This written notice is provided in accordance with requirements contained in Federal Aviation Regulation 49 CFR Part 158.24 Passenger Facility Charge.

**Amendment to PFC Application #17-04-C-02-CWA**

The Joint Airport Board received approval from the FAA to impose and use PFCs for thirteen projects at the Central Wisconsin Airport (CWA) on May 26, 2017. The application was subsequently amended on January 19, 2018. The Joint Airport Board intends to amend approved application #17-04-C-01-CWA to amend scope, project costs and PFC requested amounts on seven projects, described on the following pages.

**Amendment to PFC Application #19-05-C-00-CWA**

The Joint Airport Board received approval from the FAA to impose and use PFCs for thirteen projects at the Central Wisconsin Airport (CWA) on May 26, 2017. The application was subsequently amended on January 19, 2018. The Joint Airport Board intends to amend approved application #17-04-C-01-CWA to amend scope, project costs and PFC requested amounts on seven projects, described on the following pages.

**New PFC Application #6**

The Joint Airport Board plans to submit a new PFC Application #6 at the maximum PFC allowable of \$4.50 per enplaned passenger. We anticipate collection to begin on May 1, 2028. Total PFC impose and use authority requested in this application is \$1,805,935. The PFC expiration date for these projects is estimated to be May 1, 2034. Future PFC projects will likely extend the expiration date. The eleven projects described on the following pages are the proposed projects for PFC funding.

The Joint Airport Board recommends continued exclusion of Air Taxi/Commercial Operators (ATCO) filing FAA Form 1800-31, from the collection of PFCs. These nonscheduled/on demand air carriers comprise less than 1% of the total enplanements at CWA. ATCO carriers include Cobalt Air LLC. In 2022, there were 7 enplanements reported for this class of carrier. In 2023, there were 6. We request this exemption based on the complexity of record keeping, the cost of implementation of collecting and monitoring the PFC program for small carriers, and the fact that ATCOs have historically accounted for such a small percentage of total enplanements.

**Comments or a request for more detailed project descriptions should be sent to Mr. Brian Grefe, Airport Director, 100 CWA Drive, Suite 227, Mosinee, Wisconsin, 54455.**

**JUSTIFICATION FOR THE PROPOSED AMENDMENT  
To Application #17-04-C-02-CWA**

The Central Wisconsin Joint Airport Board received approval from the FAA to "impose and use" PFCs for thirteen projects at the Central Wisconsin Airport on May 26, 2017. The approved collection amount for this application was \$6,097,024. On January 19, 2018, the FAA approved the first amendment to the application increasing the collection amount to \$6,300,150. On January 29, 2020, the FAA approved a second amendment to the application decreasing the collection amount to \$3,773,510.

The Central Wisconsin Joint Airport Board is now proposing to decrease the total amount of PFCs to be collected on this application from the current approved amount of \$3,773,510 to \$2,689,829.

**Project 04-001, Rehabilitate Apron**, included the design and construction of pavement rehabilitation in the concourse and terminal areas of the Central Wisconsin Airport, and in the general aviation/freight areas, east of the airport passenger terminal. The updated estimate in Amendment #2 assumed total project costs of \$2,093,187 to be funded with \$1,960,274 of AIP funds, \$66,456 of State funds, \$64,797 of PFCs and \$1,660 of local funds. This project is complete and final costs are known. There were no changes to the scope of this project. The final project cost totaled \$1,882,821. AIP funds (Grants #39, 48 and 49) totaled \$1,770,945, State funds totaled \$55,938, PFC funds totaled \$54,279 and local funds provided \$1,659.

This proposed change results in a PFC decrease of \$10,518.

**Project 04-003, Renovation and Expansion of Terminal Building**, included the design and construction of the renovation and expansion of the passenger terminal building. The expansion provided an additional 41,000 square feet to the building resulting in a total building size of approximately 106,000 total square feet.

The total cost of the project (including financing and interest costs) estimated at the time of the original PFC application totaled \$23,221,470. The estimated funding sources are reflected in the table below. Based on the final project accounting and determination of eligible grant funds, the costs and funding increased slightly from the original estimates. Final costs and funding sources are reflected in the table below. This proposed change results in a PFC increase of \$272.

Year	AIP #	AIP Funds	State Funds – Local Matches	PFC Funds – Local Matches	State/ Local Funds – Ineligible Costs	Total
Original Estimates		\$16,615,193	\$880,749	\$1,318,296	\$4,407,232	\$23,221,470
Actuals						
2010	40	\$1,447,249	\$38,085	\$38,085	\$446,897	\$1,970,316
2012	41	\$6,549,020	\$363,835	\$363,835	\$1,806,676	\$9,083,366
2013	42	\$5,211,381	\$289,521	\$289,521	\$1,424,497	\$7,214,920
2014	43	\$3,415,247	\$189,736	\$189,736	\$920,129	\$4,714,848
Baggage Make-up Area				\$183,000	(\$183,000)	

<b>Sub-total</b>		<b>\$16,622,897</b>	<b>\$881,177</b>	<b>\$1,064,177</b>	<b>\$4,415,199</b>	<b>\$22,983,450</b>
PFC Eligible Financing and Interest Costs				\$254,391		\$254,391
<b>Total PFC Funds Requested</b>				<b>\$1,318,568</b>		<b>\$23,237,841</b>
<b>Increase in PFC Funds Requested</b>				<b>\$272</b>		

**Project 04-004, Rehabilitate Access Road** included the design and construction of the rehabilitation of CWA Drive. The original estimated cost of the project was \$602,192 with AIP grant #44 providing \$541,972, State funds in the amount of \$30,110 and PFCs to provide the remaining local match of \$30,110. PFCs were also requested to provide PFC eligible financing and interest costs of \$10,776 for a total PFC requested amount of \$40,886. This project is complete and final costs are known. There were no changes to the scope of this project. The total capital cost of the project was \$560,776. AIP grant #44 provided \$504,698 in funding and the State provided \$28,039 of the local match. PFCs requested include \$28,039 plus \$10,034 in financing and interest costs for a total of \$38,073.

This proposed change results in a PFC decrease of \$2,813.

**Project 04-005, Update Airport Master Plan** included an update to the Airport Master Plan. The total cost of this project was estimated to be \$533,633. The FAA provided funding under AIP Grant #45 in the amount of \$480,270. The State of Wisconsin was expected to fund \$26,682. PFCs were requested to provide the remaining local match of \$26,681. This project is complete and final costs are known. There were no changes to the scope of this project. The project cost totaled \$502,601. AIP Grant #45 provided \$452,342 in funds and the State provided \$25,130. PFCs requested total \$25,129.

This proposed change results in a PFC decrease of \$1,552.

**Project 04-006, Runway 08/26 Joint Seal and Pavement Rehabilitation**, included the design, resident engineering and construction of rehabilitation measures on Runway 08/26. The updated estimate in Amendment #2 assumed total project costs of \$541,583 to be funded with \$487,425 of AIP funds (Grant #46), \$27,079 of State funds and \$27,079 of PFCs. The scope of this project remains unchanged. This project is complete and final costs are known. The project cost totaled \$334,284. AIP Grant #46 provided \$300,856 in funds and the State provided \$16,714. PFCs requested total \$16,714.

This proposed change results in a PFC decrease of \$10,365.

**Project 04-007, Acquire Snow Removal Equipment**, included the acquisition of five pieces of Snow Removal Equipment – two Multi-Function SRE units, a self-propelled blower, a load mounted blower and a deicing vehicle. Based on the updated estimates included in Amendment #1, the costs and funding sources were as follows:

<b>Equipment</b>	<b>AIP Year</b>	<b>AIP Funds</b>	<b>State Funds</b>	<b>PFC Funds</b>	<b>Total Cost</b>
Multi-Function SRE	2016 (#46)	\$1,228,188	\$68,233	\$68,233	\$1,364,654
Blower (Self-propelled)	N/A	\$0	\$0	\$638,580	\$638,580

Blower (Loader mounted)	2017 (#47)	\$223,408	\$12,412	\$12,411	\$248,231
Deicing Vehicle	N/A	\$0	\$0	\$500,000	\$500,000
<b>Total</b>		<b>\$1,451,596</b>	<b>\$80,645</b>	<b>\$1,219,224</b>	<b>\$2,751,465</b>

This project is complete and final costs are known. The deicing vehicle is removed from the scope of the project.

<b>Equipment</b>	<b>AIP Year</b>	<b>AIP Funds</b>	<b>State Funds</b>	<b>PFC Funds</b>	<b>Total Cost</b>
Multi-Function SRE	2016 (#46)	\$1,372,760	\$76,265	\$76,265	\$1,525,290
Blower (Self-propelled)	N/A	\$0	\$0	\$640,391	\$640,391
Blower (Loader mounted)	2017 (#47)	\$220,897	\$12,272	\$12,272	\$245,441
Deicing Vehicle	N/A	\$0	\$0	\$0	\$0
<b>Total</b>		<b>\$1,593,657</b>	<b>\$88,537</b>	<b>\$728,928</b>	<b>\$2,411,122</b>

This proposed change results in a PFC decrease of \$490,296.

**Project 04-009, Taxiway C Joint Seal and Pavement Rehabilitation**, included the design, resident engineering and construction of rehabilitation measures on Taxiway C. Based on updated estimates included in Amendment #2, the project was estimated to cost \$406,402 to be funded with \$365,762 of AIP funds, \$20,320 of State funds and \$20,320 of PFCs. This project is complete and final costs are known. The project cost totaled \$600,456. AIP Grant #48 provided \$540,410 in funds and the State provided \$30,023. PFCs requested total \$30,023.

This proposed change results in a PFC increase of \$9,703.

**Project 04-010, Passenger Boarding Bridge Replacement**, includes the acquisition of four (4) replacement passenger boarding bridges for the passenger terminal building. Based on updated estimates included in Amendment #2, the project was estimated to cost \$4,393,215 to be funded with \$3,953,894 of AIP funds, \$219,660 of State funds and \$219,661 of PFCs. This project is complete and final costs are known. The project cost totaled \$4,373,093. AIP Grant #50 provided \$3,930,820 in funds, the State provided \$218,379, and local airport funds contributed \$5,515 to the project. PFCs requested total \$218,379.

The proposed change results in a PFC decrease of \$1,282.

**Project 04-011, Concourse Rehabilitation**, included the design and construction of rehabilitation to the terminal concourse. Based on updated estimates included in Amendment #2, the project was estimated to cost \$2,900,000 to be funded with \$1,900,000 of AIP funds, \$105,556 of State funds, \$694,444 of PFCs and \$200,000 in local funds. This project is complete and final costs are known. The project cost totaled \$2,760,634. AIP Grant #51 provided \$2,283,698 in funds and the State provided \$143,097. PFCs requested total \$126,872 and local funds totaled \$206,967.

The proposed change results in a PFC decrease of \$567,572.

**Project 04-013, PFC Administration Costs**, includes the eligible general formation costs necessary to prepare, amend and close the PFC application. The estimate for this project in Amendment #2 was \$125,000. Final costs totaled \$115,742. This represents a \$9,258 decrease in requested PFCs.

**Projects 2 and 12** contain no proposed changes.

**These proposed changes to PFC #17-04-C-02-CWA result in a PFC decrease of \$1,083,681.**

Based on PFC collections and the rate of anticipated remaining collections, the estimated charge expiration date of this amendment is expected to remain unchanged at May 1, 2021.

**JUSTIFICATION FOR THE PROPOSED AMENDMENT  
To Application #19-05-C-00-CWA**

The Central Wisconsin Joint Airport Board received approval from the FAA to "impose and use" PFCs for four projects at the Central Wisconsin Airport on September 11, 2019. The approved collection amount for this application was \$2,445,000.

The Central Wisconsin Joint Airport Board is now proposing to decrease the total amount of PFCs to be collected on this application from the current approved amount of \$2,445,000 to \$1,435,561.

**Project 05-001, Reconstruct Runway 17/35**, included the design, reconstruction and rehabilitation of Runway 17/35 and its associated taxiways.

The original estimate of this project was \$18,600,000 to be funded with \$16,740,000 of AIP funds and the local match funded with \$930,000 in State funds and \$930,000 in PFCs. This project is now complete. This proposed amendment seeks to update the costs and funding sources based on the final costs and grant awards. There was no change of scope to this project. The final project costs totaled \$17,129,535. \$883,571 was funded with AIP Grant #52 which required a 10% local match. AIP Grants #54 and 57 provided \$16,012,810 of funding which required no local match. Therefore, State funds in the amount of \$49,087 and PFCs in the amount of \$49,087 were required to fund the local match on AIP Grant #52. An additional \$59,113 in State funds and \$75,867 in local funds covered project costs not provided by the grants or PFCs.

This proposed change results in a PFC decrease of \$880,913.

**Project 05-002, Acquire Replacement Snow Removal Equipment**, included the acquisition of two pieces of replacement snow removal equipment – a multi-function (broom and plow) truck and a front-end loader. The original estimate for this project was \$1,400,000 to be funded 100% with PFCs. Final acquisition costs totaled \$1,312,754.

This proposed change results in a PFC decrease of \$87,246.

**Project 05-003, Land Acquisition**, included acquisition of approximately 30 acres of land. The estimated cost of this project was \$200,000 with \$160,000 being funded by the State, and \$40,000 being funded with PFCs. The final acquisition costs totaled \$104,039. The State provided \$83,231 and PFCs are requested to fund the remaining balance of \$20,808.

This proposed change results in a PFC decrease of \$19,192.

**Project 05-004, PFC Administration Costs**, includes the eligible general formation costs necessary to prepare, amend and close the PFC application. The original estimate for this project was \$75,000 to be funded 100% with PFCs. The final cost of this project is \$52,912.

This proposed change results in a PFC decrease of \$22,088.

**These proposed changes to PFC #19-05-C-00-CWA result in a PFC decrease of \$1,009,439.**

Based on PFC collections and the rate of anticipated remaining collections, the estimated charge expiration date of this amendment is expected to remain unchanged at May 1, 2028.

**CENTRAL WISCONSIN AIRPORT (CWA)**  
**PFC APPLICATION #6**  
**PROJECT DESCRIPTIONS**

**06-001          Shift Runway 8/26**

This project includes the shifting of Runway 8/26 to the east. The project scope includes:

- Extending Runway 8/26 approximately 448' to the east
- Removing Runway 8 pavement on the west end
- Relocating or replacing high intensity runway lighting for the full length of Runway 8/26, and relocating or replacing the distance-to-go signs
- Relocating the Runway 26 PAPI, glideslope antenna, AWOS, localizer antenna and MALS-R
- Removing and replacing all runway markings

The project was designed in accordance with FAA Advisory Circular 150/5300-13, *Airport Design*.

This project is necessary to decouple the thresholds of Runway 8 and Runway 17. The existing intersection of Runway 8/26 with Runway 17/35 has been flagged as a hot spot by the Runway Safety Action Team (RSAT). This runway shift mitigates the risk of a wrong runway departure. This project will remove a connecting taxiway that has direct access from the apron to Runway 8/26. This project will resolve non-standard taxiway/runway separation. This project will reestablish an FAA owned and maintained MALSR system that has been unmaintained for approximately eight years.

The total cost of this project is estimated to be \$12,178,885. The FAA provided funding the amount of \$11,302,653 (AIP #62 and 64). The State of Wisconsin is providing \$438,116 of the required local match. PFCs are requested to provide the remaining \$438,116 of the local match. The project started in January 2023 and will be complete in March 2025.

**06-002          Shift Taxiway C and Associated Connector Taxiways**

This project includes the shifting of Taxiway C, as required due to the shift of Runway 8/26. The project scope includes:

- Extending Taxiway C approximately 448' to the east
- Adding, removing, or replacing all taxiway edge lights, and signs
- Adding, removing, and replacing taxiway markings
- Shifting Taxiway C up to 20 feet to the north to create standard taxiway and runway separation
- Relocating the perimeter road on the north-east end of the runway
- Adding a new connection taxiway on both the west end and the east end
- Removing taxiway connections with direct access from the ramp
- Modifying fillets on 4 existing taxiway connectors

The project was designed in accordance with FAA Advisory Circular 150/5300-13, *Airport Design*.

This project is necessary to decouple the thresholds of Runway 8 and Runway 17. The existing intersection of Runway 8/26 with Runway 17/35 has been flagged as a hot spot by the Runway Safety Action Team (RSAT). This runway shift mitigates the risk of a wrong runway departure. This project will remove a connecting taxiway that has direct access from the apron to Runway 8/26. This project will resolve non-standard taxiway/runway separation. This project will reestablish an FAA owned and maintained MALS system that has been unmaintained for approximately eight years.

The total cost of this project is estimated to be \$5,887,014. The FAA provided funding the amount of \$5,298,313 (AIP #62 and 64). The State of Wisconsin is providing \$294,351 of the required local match. PFCs are requested to provide the remaining \$294,351 of the local match. The project started in January 2023 and will be complete in March 2025.

### **06-003          Conduct Terminal Area Master Plan**

This project includes the development of a Terminal Area Master Plan (TAMP) focusing on the aircraft ramp areas (commercial and general aviation), a General Aviation Arrivals and Departures facility, an Airport Operations and Maintenance facility, and alternatives for future hangar development. It will also consider sustainability opportunities, including a preliminary look at solar and electric vehicle charging at CWA. The project includes an emphasis on stakeholder engagement to ensure that the needs of tenants and users of the airport, as well as the perspective of community members, are heard and considered by the Central Wisconsin Joint Airport Board. The result of this TAMP will include an implementation plan and updated Airport Layout Plan (ALP), both of which will be necessary to compete for federal funding through the FAA.

The Airport completed an Airport Master Plan in 2020 which focused primarily on the airfield and runway shift project. Although some effort went into planning for future landside facilities, it was not the focus of the planning project. Since the last Airport Master Plan, General Aviation (GA) development and use of the Airport has grown exponentially, and the area identified for future GA development over the next 20 years has been almost completely developed in the last 4 years. Although the Airport has land available for future development, none of these areas have utilities, nor are they properly identified for future development on the Airport's ALP. One of the FAA conditions of the ALP approval required further study of the GA apron to determine future AIP eligibility.

The total cost of this project is estimated to be \$812,561. The FAA provided funding the amount of \$731,305 (AIP #63). The State of Wisconsin provided funding in the amount of \$40,628 and PFCs are requested to fund the remaining costs of \$40,628. This project started in September 2022 and was completed in February 2024.

#### **06-004            Acquire Aircraft Rescue and Firefighting (ARFF) Truck**

This project includes the acquisition of an Aircraft Rescue and Firefighting (ARFF) truck and rescue equipment. The diesel engine driven ARFF vehicle will have a 1,500-gallon water tank capacity and a 450-lb. potassium-based dry chemical capacity. The ARFF truck meets the requirements for ARFF Index B. The ARFF truck will be purchased using FAA standard specifications and requirements.

This truck will replace a 2008 Oshkosh Striker, a 1,500-gallon capacity truck that has reached the end of useful life as a primary response vehicle. This vehicle has had increasing breakdowns and maintenance issues due to its age and corrosion.

The total cost of this project is estimated to be \$958,582. Federal funds (AIP) are anticipated to provide \$862,724 toward the project. State funds are anticipated to provide \$47,929 of the required local match. PFCs are requested to provide the remaining local match of \$47,929. This project is estimated to start in October 2024 and is estimated to be completed in June 2026.

#### **06-005            Air Traffic Control Tower Equipment Upgrade and Rehabilitation**

The project includes the replacement of equipment in the Airport's Air Traffic Control Tower, rehabilitation of areas of the cab, installation of a GPS Vehicle Tracking System and associated design and engineering fees.

The voice switch, ATIS, voice recorder, light guns and radios are obsolete with a history of failures. Some of the manufacturers for the existing equipment have gone out of business which makes finding replacement parts and repairing this equipment very challenging. The cab equipment consoles, carpet, lighting, ceiling fan and shades are at the end of their lifecycle and inefficient. These issues have caused operational impacts over many years. This project will preserve and enhance airfield safety.

The total cost of this project is estimated to be \$1,392,868. Federal funds (BIL FCT) have provided \$608,400 toward the project and additional Federal Funds (AIP) are anticipated to provide \$706,022 toward the project. State funds are anticipated to provide \$39,223 of the required local match. PFCs are requested to provide the remaining local match of \$39,223. This project started in June 2024 and is estimated to be completed in December 2024.

#### **06-006            Land Acquisition**

This project includes the acquisition of approximately 40 acres of land. The project includes the land purchase and acquisition costs. This land is located directly south of the east end of runway 8/26 and is needed for the protection of Part 77 surfaces. It is identified as future airport property on the Airport Layout Plan. Ownership in fee by the airport is preferred method according to the FAA.

The total cost of this project was \$280,000. The State of Wisconsin is anticipated to provide funding in the amount of \$224,000 and PFCs are requested to fund the remaining costs of \$56,000. This project started in August 2021 and was completed in October 2022.

#### **06-007 Replacement of Automated Weather Observation System**

This project includes the acquisition of a replacement Automated Weather Observation System (AWOS). The new AWOS equipment is a Model AWOS IIIPT from All Weather Inc. This model provides measuring and reporting of altimeter setting, density altitude, temperature, dew point, windspeed (including direction and gust), visibility, cloud height, precipitation accumulation, precipitation identification and intensity, and thunderstorm/lightning reporting.

The Airport's previous AWOS was installed by the Airport in the 1970's or 80's. This analog system had reached end of its useful life. Replacement parts were harder and harder to find, and the system was not compatible with newer hardware, like wireless transmitters that were necessary to replace the copper communication lines on the airfield that had started failing. Also, the AWOS needed to be moved with the shift of Runway 8/26, but technicians determined that the existing equipment would probably not survive being moved because of its age. The runway shift project paid for the design and installation of the AWOS site, including foundations, but not the equipment. This project is for the new equipment only.

The total cost of this project was \$129,719 to be funded 100% with PFCs on a pay-as-you-go basis. The project began in May 2023 and was completed in October 2023.

#### **06-008 Construct Service Road**

This project included the construction of new paved service roads on each end of Runway 8/26. The roads are approximately 30' wide by 550' long and constructed of 6" of asphalt. In accordance with Advisory Circular 150/5300-31B, *Airport Design*, the service roads were paved to limit tracking of debris onto operational pavements.

The runway decoupling project required the old service road to be removed and new paved service roads on each end of the runway to be constructed to accommodate snow removal operations with the new airfield geometry. The airport utilizes paved service roads in the runway safety area for snow removal equipment to turn around at each end of the runway to improve efficiency and effectiveness of snow removal operations.

The total cost of this project was \$121,432 to be funded 100% with PFCs on a pay-as-you-go basis. The project began in May 2023 and was completed in October 2023.

#### **06-009 Replacement of Airport Rotating Beacon**

This project includes the design, acquisition, and installation of a replacement rotating beacon for the Airport. The beacon will be a new high intensity LED beacon installed on the roof of the tower cab.

The existing rotating beacon and pole tower are the original equipment installed in the early 1970's when the Airport was built, are over 50 years old and in need of replacement. The primary gearbox has excessive wear and is starting to fail.

The estimated cost of this project is \$100,000 to be funded 100% with PFCs on a pay-as-you-go basis. The project began in May 2024 and was completed in October 2024.

#### **06-010          Acquire Replacement Snow Removal Equipment**

This project includes the acquisition of two pieces of replacement snow removal equipment – a loader and continuous friction measuring equipment (CFME). The loader is used as a carrier vehicle for a Class III Snow Blower. The CFME acquired is a Halliday RT3 system installed on an airport operations pickup truck. These SRE purchases have been programmed using the SRE calculator provided by the FAA.

The loader will replace a 2008 Volvo L110F, which has reached the end of its useful life and is undersized for the new Class III blower that was purchased in 2018. The CFME will replace the Airport's two Bowmonk decelerometers as the primary friction measuring devices to provide more accurate and reliable friction information to Airport operations personnel who issue NOTAMs to communicate runway condition to pilots.

The total cost of this project is estimated to be \$463,537. PFCs are anticipated to provide 100% funding for this project. This project started in August 2021 and is estimated to be complete in December 2026.

#### **06-011          PFC Administration Fees**

This project includes PFC-eligible general formation costs included in this PFC project are the necessary expenditures to prepare the new PFC application. This includes funds necessary to prepare, amend and close the application. Development associated with the approved projects in this application will preserve and enhance capacity and safety at the Airport. The total cost of this project is \$75,000. PFCs are anticipated to provide 100% funding for this project. This project started in December 2022 and will be complete in May 1, 2034.