

# **PUBLIC NOTICE**

## **Date of Posting March 20, 2026**

The Gerald R. Ford International Airport Authority (the Authority) intends to file an amendment to Passenger Facility Charge (PFC) application # 92-01-I-02-GRR (PFC #1) with the Federal Aviation Administration (the FAA) to reduce PFC impose and use authority for one (1) project at Gerald R. Ford International Airport (the Airport or GRR) – Project 1.01, Airfield Project, Construct Runway 17/35 and Related Facilities. This was the only project in PFC #1.

The collection rate remains unchanged at \$4.50 per enplanement.

The amendment would decrease PFC authority by \$2,964,799. PFC has been fully collected. Therefore, the amendment will not affect the charge effective date or the charge expiration date for PFC #1.

**REQUEST FOR COMMENTS:** The Authority welcomes the public’s comments and support for the amendment and will review all comments submitted in writing by no later than April 17, 2026. Please address any questions or comments to:

Ms. Maria Kim  
Chief Financial Officer  
Gerald R. Ford International Airport Authority  
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Grand Rapids, Michigan 49512

(616) 233-6048  
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### **PROJECT INFORMATION**

In accordance with 14 CFR §158.37, the Authority will be requesting an amendment to reduce PFC for authority for the following project, which is the only project in PFC #1:

#### **Project 1.01 – Airfield Project, Construct Runway 17/35 and Related Facilities**

**Project Description:** This project is being amended to decrease the PFC authority by \$2,964,799. The reduction is the net effect of reductions in PFC finance and interest costs resulting from three refundings of the debt originally issued to fund the project and the use of PAYGO PFCs to reimburse GRR reserve funds for land acquisition costs associated with the project. In addition, the approved application totaled PFC bond capital and financing and interest in a single lump sum. This amendment separates PFC bond capital and PFC bond financing and interest.

Additional details about the changes in project financing are available on request from Ms. Maria Kim using the contract information above.

There is no change in the approved project description, as set forth below.

This project includes the development of both runway and taxiway facilities, as well as navigational aids. The airfield project includes new runway 17/35; taxiway system; and navigational aids. A new transport runway 17/35 will result from the extension and realignment of existing utility runway 18/36. Taxiway improvements will include those necessary for access to and from new runway 17/35 as well as taxiways that will improve access to the terminal ramp. Precision instrumentation in the form of an instrument landing system is proposed for runway 35. Installation of visual landing aids is proposed for runway 17. This project will allow for the continued operation of the airport during snow removal operations, rehabilitation of the existing air carrier runway, and closure of the main carrier runway resulting from aircraft accidents and normal runway maintenance.

**Project Justification:** The amendment is required to align the approved PFC amount for bond financing and interest costs with the actual financing and interest costs of the project, as required by Part 158. In addition, the separation of bond capital and financing interest costs aligns with current FAA policy. Finally, reimbursement of the Authority's land acquisition costs with PAYGO PFCs will provide GRR with additional local discretionary funds to pay for other capital projects or operating and maintenance expenses, reducing the amount of these expenses that must be charged to airport users.

There is no change in the original project justification, which is set forth below.

Kent County International Airport (KCIA)<sup>1</sup> is the second busiest airport in Michigan and ranks in the top 100 airports in the United States. The airport serves the 13 county area of West Michigan with a service area population in excess of 1.5 million people.

In 1994, the total number of passengers utilizing KCIA was 1,574,669. In the first four months of 1995 KCIA has experienced a 5.4 percent increase in passenger traffic and expects 1995 total passenger count to be approximately 1,600,000. KCIA has also experienced significant increases in air cargo, freight, and mail. In 1994 alone, air cargo increased 22 percent from 1993. The total cargo and mail for 1994 shipped in and out of KCIA was 76.4 million pounds. The 1992 Master Plan Updated forecasted 64 million pounds of cargo and mail for the year 2008. In other words, air cargo and freight activity is 15 years ahead of our forecast.

Construction of 17-35 Runway, related taxiway system and associated navigation aids will give KCIA a second major runway on which to accommodate larger aircraft (80 + seat aircraft) and enhance operational safety on the airport runway system. This project will reduce passenger delays due to localized weather conditions. Aircraft delays would be reduced as a direct result of Runway 17-35 in the event primary Runway 8R/26L is closed for snow removal, construction, maintenance, aircraft mishaps, and crosswinds. The alignment of Runway 17-35 will reduce the environmental impact of noise by shifting the noise contours over compatible land use areas. With Runway 17-35 in use, primary Runway 8R/26L will have its use reduced by approximately 25 percent, thus reducing its noise contours. With little doubt, this runway would enhance our National Air Transportation System, along with benefiting the Western Michigan Area. This information is supported by detailed analysis in the FAR Part 150 study for the KCIA and the Airport Master Plan, both completed in 1991.

The Department of Aeronautics estimates that departure delays will be reduced by approximately 150 hours over a one-year period after the completion of Runway 17-35. The chief of the Air Traffic Control Tower for KCIA indicates that, even though construction of Runway 17-35 is not wholly based on airport capacity, an efficiency increase will be felt. The planned runway will provide flexibility to Air Traffic Control that does not presently exist. Due to the east/west nature of most aircraft, Runway 35 will reduce flying time significantly (as much as ten minutes) for many air carriers, air taxi, and

corporate arrivals. Runway 17 aircraft departures will reduce the distance flown to proceed on course. There will be no change in either the operational error rate or the near mid-air rate after completion of the runway project. This is especially critical in light of KCIA being a primary alternate airport for airlines serving Chicago and Detroit.

Continuing to operate KCIA without a secondary air carrier turbo jet runway at current forecasted levels of activity, will have sever[e] economic consequences on the community, the airport, and the users. Without the development of this back-up runway, the airport will have to continue to close all large turbo jet air carrier activity during major maintenance or rehabilitation projects of the existing primary runway.

For example, the primary runway is slated for closure within six years and will be down for approximately 12 months for reconstruction. It currently needs a resurfacing project that may require its closure for 30-60 days. These closures will have a significant economic impact on the airport and all of West Michigan. During these types of on-going projects, airline flights will be required to be diverted to other airports, and passengers and cargo being surface transported to Grand Rapids. This increases travel inconveniences and costs to all. The region can ill afford this negative economic impact for a sustained period of time. The direct cost to the airport in lost operating revenue is \$29,000 per day.

**PFC Collection Level: \$4.50**

| <b>Project Funding:</b>                | <b>Approved<br/>Amount</b> | <b>Requested<br/><u>Amount</u></b> |
|--|----------------------------|------------------------------------|
| Pay-As-You-Go PFCs                     | \$ 12,450,000              | \$ 17,039,392                      |
| PFC Bond Capital, Financing & Interest | \$ 81,909,802              | \$ 0                               |
| PFC Bond Capital                       | \$ 0                       | \$ 40,000,000                      |
| PFC Bond Financing & Interest          | \$ 0                       | \$ 34,355,611                      |
| AIP Funds                              | \$ 25,986,616              | \$ 25,986,616                      |
| Airport Funds                          | \$ 4,589,392               | \$ 0                               |
| State Funds                            | \$ <u>1,005,066</u>        | \$ <u>1,005,066</u>                |
| <b>Total Project Funding</b>           | <b>\$ 125,940,876</b>      | <b>\$ 118,368,685</b>              |