



Metropolitan Airports Commission

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May 18th, 2026

METROPOLITAN AIRPORTS COMMISSION

PROPOSED PASSENGER FACILITY CHARGE APPLICATION NO. 26-17-C-00-MSP TO THE FEDERAL AVIATION ADMINISTRATION TO IMPOSE AND USE A PFC AT MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT

The Metropolitan Airports Commission (the Commission) has determined the need to submit to the Federal Aviation Administration (FAA) a Passenger Facility Charge (PFC) Application to impose at Minneapolis-St. Paul International Airport (MSP or the Airport) and to concurrently use PFC revenue at the Airport. The Commission has issued this public notice as part of the PFC application process as per Title 14 Code of Regulation (CFR) Part 158.24 *Notice and Opportunity for Public Comment*.

Comment Period: The Commission will accept public comments on the proposed PFC Application No. 26-17-C-00-MSP (PFC 26-17) up to thirty (30) days after the date of posting this public notice. As such, comments must be received on or before Thursday, June 18, 2026.

Commission Point of Contact: Comments may be mailed to Mr. Mark Bents, Director, Real Estate and Airline Affairs, Metropolitan Airports Commission, 6040 – 28th Avenue South, Minneapolis, MN 55450 or e-mailed at mark.bents@mspmac.org.

The following information is provided in accordance with 14 CFR 158.24(b)(1):

The Commission will seek authority from the FAA to impose/use PFCs with the following characteristics:

- **PFC Level:** A four dollar and fifty cents (\$4.50) charge on eligible passengers enplaned at the Airport.
- **Charge Effective Date:** February 1, 2029 (which reflects the estimated charge expiration date for PFC Application No. 24-16-C-00-MSP).
- **Estimated Charge Expiration Date:** February 1, 2030
- **Estimated Total PFC Impose and Use Revenue:** \$33,214,918

Projects for which the Commission is seeking Impose and Use Authority:

17.01 Electrical Substation - Replacement

Project Description: This project funds for the replacement of two electrical substations. This project is part of a multi-year program to replace electrical substations, which are at or near end of life.

Project Justification: The system of electrical substations is necessary to power and provide power redundancy throughout the terminals at MSP. These electrical substations were installed in 1989 and have exceeded their useful lives. The age of the equipment has also resulted in increased difficulty finding replacement parts for repairs.

17.02 T2 Pre-Conditioned Air – Replacement

Project Description: This reimbursement project funds for the replacement of Terminal 2 (T2) Pre-Conditioned Air (PCA) and Ground Power Units (GPUs) at Gates H1-H10 including associated electrical feeds and panels. The 2023 T2 PCA and GPU project is part of a multi-year program that focuses on the replacement of outdated PCA units and GPUs at Gates H1-H10, with new units to accommodate the new aircraft fleet mixes at the H gates.

Project Justification: To provide adequate PCA and GPU units to the T2 H-Gates was necessary to address the changing aircraft fleet mixes. These units were originally installed to provide service to regional jets operations but over time aircraft have become larger requiring additional power. Additionally, the existing units had exceeded their useful life and required more frequent repairs. The installation of these new units has made these operations more efficient, increased the level of service for H-Gates, and reduced the use of jet fuel to condition the air on the boarding bridges and parked aircraft.

17.03 Runway 12L-30R and 4-22 Intersection – Design and Reconstruction

Project Description: This reimbursement project funds for the local share of design and reconstruction of the runway intersection of Runway 12L-30R and Runway 4-22, which was approximately 21,000 square yards, and constructed with Portland Cement Concrete (PCC).

Project Justification: This project was necessary to preserve capacity of the Airport. This project removed and replaced approximately 21,000 square yards of PCC, made subbase repairs, reinstalled lighting, and addressed drainage issues.

17.04 Runway 12L-30R – RSA Restoration

Project Description: This reimbursement project funds the Runway 12L-30R Runway Safety Area (RSA) Restoration project. This project was necessary to maintain the Airport's Part 139 Airport Certification. Runway 12L-30R RSA restoration included both sides of the runway, 500 feet off the centerline, which included re-grading the infield areas to improve drainage.

Project Justification: This project preserved safety of the airfield. Runway 12L-30R is a primary runway at MSP. Re-grading RSA of Runway 12L-30R RSA allowed MSP to comply with FAA airfield standards and maintain Part 139 Airport Certifications.

17.05 Taxiway P10 Reconstruction

Project Description: This reimbursement project funds a portion of the construction of the Taxiway P and Connectors Reconstruction project. Taxiway P is a full-length taxiway adjacent to Runway 12L-30R. This project reconstructed a segment of Taxiway P10 and related infrastructure. This project included removal and replacement of taxiway pavement, replacement of runway and taxiway lighting, replacement of airfield signage systems, and made grading and drainage improvements.

Project Justification: The reconstruction was necessary for the preservation of capacity at the Airport. Taxiway P10 was last rehabilitated in 1990 and had exceeded its useful life. Pavement evaluations completed in 2023 indicated these pavement sections as poor and needing replacement.

17.06 Runway LED Lighting – Replacement

Project Description: This reimbursement project funds for the Runway LED Lighting Replacement project. This project included the replacement of runway edge lights and in-pavement lights for Runway 12L-30R. This project replaced the existing runway lighting infrastructure which included new base cans, conduit, and all components of the runway lighting systems.

Project Justification: The reconstruction was necessary for the preservation of safety on the airfield. Prior to installation, the existing incandescent fixtures were installed in 1991 and had exceeded their useful life. The conversion from incandescent lights to LED was necessary because parts are no longer produced for repair or replacement.

17.07 Airside Electrical Improvements

Project Description: This reimbursement project funds for the Airside Electrical Improvements project. This project included the removal and replacement of airfield lighting and signage with LED technology for Taxiways G, P, R, and the section of Taxiway C north of C6. This project also included lighting control upgrades.

Project Justification: This project preserved safety of the airfield by installing LED lighting on Taxiways G, P, R and C. Prior to installation, the existing incandescent fixtures were installed between 1991 and 2009 and had exceeded their useful life. The conversion from incandescent lights to LED was necessary because parts are no longer produced for repair or replacement.

17.08 Taxiways P, P1 and P2, M Pavement Reconstruction

Project Description: This reimbursement project funds for a portion of the construction of the Taxiways P, P1, P2, and M Pavement Reconstruction project. This project provided for the full-depth reconstruction of segments of Taxiways P, P1, P2, M (PCC taxiway pavement segments totaling 35,201 square-yards) and related infrastructure. Work included pavement removal, excavation and backfill, installation of PCC taxiway pavement, bituminous taxiway shoulder pavement, pavement markings and airfield lighting and signing rehabilitation and replacement.

Project Justification: Taxiways P, P1, P2, and M are all important components of the airfield taxiway network providing access to Runway 12L-30R and T1. Taxiways P, P1, P2 and M were last rehabilitated in 1990. Pavement evaluations completed in 2023 indicated these pavement sections as poor and needing replacement.

17.09 2023 Concourse G Apron Reconstruction

Project Description: This reimbursement project funds the construction of the 2023 Concourse G Apron Reconstruction project. This project included reconstruction of the PCC apron along Concourse G between Gates G9 and G12. This project also continued the replacement of the fueling system servicing the G Concourse. The work included removal of PCC pavement, storm sewer, sanitary sewer, watermain, electrical duct banks, pavement markings, and replacement of existing fuel utilities.

Project Justification: This project preserved the capacity of the airfield. This project provides funding for the reconstruction of approximately 17,000 square yards of pavement from Gate G9 to G12. This area was last reconstructed in 1984. Pavement evaluations completed in 2023 indicated these pavement sections as poor and needing replacement.

17.10 2023 Taxiway B Pavement Reconstruction

Project Description: This reimbursement project funds for the construction of the 2023 Taxiway P Pavement Reconstruction Project. This project included reconstruction of 11,000 square yards of Taxiway B PCC pavement between gates G9 and G12. Work included removal of PCC pavement, storm sewer, pavement marking, and glycol system pipes.

Project Justification: Taxiway B is a critical component of the taxiway network and provides direct access to Concourse G. The section of Taxiway B included within this project was last reconstructed in 1984. Pavement evaluations completed in 2023 indicated these pavement sections as poor and needing replacement.

17.11 Runway 30L Deicing Pad Reconstruction, Phase 1

Project Description: This reimbursement project funds for the reconstruction of the concrete pavement on approximately one-third of the 30L deicing pad (21,801 square yards). The work included removal and replacement of PCC pavements and restriping of pavement markings.

Project Justification: The Runway 30L Deicing Pad is necessary component of the airfield. The Runway 30L Deicing Pad pavement sections were last reconstructed in 1959 and 1970. Pavement evaluations completed in 2023 indicated these pavement sections as poor and needing replacement.

17.12 Passenger Boarding Bridge Replacement

Project Description: This reimbursement project provided for the replacement of one (1) passenger boarding bridge (PBB) at Gate F2. The new PBB at Gate F2 included a new PBB, fixed walkways, and all associated controls, equipment, accessories including a Preconditioned Air Unit (PCA) and Ground Power Unit (GPU). The work also required the removal and replacement of associated electrical feeds to the equipment to comply with current electrical codes and MAC standards.

Project Justification: This project was necessary to maintain capacity at the Airport. The PBB at Gate F2 was installed in 1990, therefore exceeding the useful life and justifying replacement.

17.13 Airside Electrical

Project Description: This program provided for the removal and replacement of airfield lighting and signage with LED technology, and lighting control upgrades for taxiways A, B, C, D, M and W. The prior taxiway edge lights had reached the end of their useful life and replacement parts are no longer available.

Project Justification: This project preserves capacity of the airfield by installing LED lighting on Taxiways A, B, C, D, M and W. The prior incandescent fixtures were installed between 1998 and 2009 and had therefore exceeded their useful life. The conversion from incandescent lights to LED was also necessary because parts are no longer produced for repair or replacement.

17.14 12L Deicing Pad Reconfiguration and LED Lighting Installation

Project Description: The reimbursement project provided for modifying locations of in-pavement lights on the 12L Deicing Pad to align with marked positions. Major items of work included pavement markings and installation of LED airfield lighting and new base cans.

Project Justification: This project preserves capacity of the airfield by reconfiguring the Deicing Pad to allow for varying fleet mixes. The prior configuration limited access to certain aircraft but also made inefficient use of the

pad. The modification to striping and lighting was necessary to maintain safe and efficient deicing operations. The installation of LED lighting was also necessary to replace the existing incandescent lighting fixtures. The prior incandescent fixtures were installed in 2005 and had therefore exceeded their useful life. The conversion from incandescent lights to LED was also necessary because parts are no longer produced for repair or replacement.

17.15 Taxiway B & Q Islands

Project Description: This reimbursement project established paved islands at the intersection of Taxiways A, B, C, and D and at Taxiways C, D, P and Q which included marking, taxiway edge lights and airfield signs.

Project Justification: This project preserves safety of the airfield. The paved islands located at the intersection between taxiways (TWY)s A/B/C/D and P/Q/C/D were void of lighting, appropriate markings, and signage, which do not meet FAA airport design standards. These locations are within the movement area and subject to part 139 requirements which require for lighting, marking, and signage.

17.16 Runway 12R-30L Runway Safety Area (RSA) Grading

Project Description: This reimbursement project funds the Runway 12L-30R Runway Safety Area (RSA) Grading project. Runway 12R-30L RSA Grading was performed on the full length of the runway which included grading the infield areas to improve drainage. RSA work included both sides of the runway, 250 feet off the centerline.

Project Justification: The project is part of an ongoing pavement management program at MSP to maintain pavements in good condition and prevent FOD. It also brought the RSA grades into FAA compliance. The RSA grading and drainage improvements restored transverse grades outside the limits of the paved runway shoulders. This project improves the elimination of water from the paved runway surface and ensures that the turf safety area meets FAA requirements for reducing the risk to aircraft if an aircraft unexpectedly leaves the paved runway surface.

17.17 Runway 12R-30L Bituminous Shoulder Reconstruction

Project Description: This reimbursement project included the reconstruction of portions of the asphalt shoulder for Runway 12R-30L and connector Taxiways A, B, C, D, M and W. Work included removal and replacement of bituminous pavements and restriping of pavement markings.

Project Justification: This project reconstructed the shoulders and addressed the poor drainage conditions. Runway 12R-30L shoulders were last rehabilitated in 1999. Pavement evaluations completed in 2023 indicated these pavement sections as poor and needing replacement.

17.18 Taxiway D Reconstruction

Project Description: This reimbursement project included the reconstruction of Taxiway D at the intersection of Runway 12R-30L and Taxiways D and W. This project included the removal and replacement of taxiway pavement and shoulder areas and improvements to airfield lighting and signage.

Project Justification: Taxiway D is an important component of the airfield network providing access to Terminal 2. Taxiway D was last rehabilitated in 1972. Pavement evaluations completed in 2023 indicated these pavement sections as poor and needing replacement.

17.19 Concourse G Apron Reconstruction

Project Description: This reimbursement project funds the for the reconstruction of a concrete apron along concourse G between Gates G6 and G8. This project continued the replacement of the fueling system servicing the

G Concourse as well as final utility improvements in support of the G-Infill project. The work included removal and replacement of PCC pavements, storm sewer/sanitary sewer systems, watermain, electrical duct banks, pavement markings.

Project Justification: This project preserved the capacity of the airfield. Concourse G Apron provides access to T1, however this project only provides funding for the areas near Gates G6 and G8. This pavement section was last reconstructed in 1985. Pavement evaluations completed in 2023 indicated these pavement sections as poor and needing replacement.

17.20 Taxiway B Reconstruction

Project Description: This reimbursement project included reconstruction of Taxiway B pavement between gates G6 and G8. The work included removal and replacement of PCC pavements, storm sewer/sanitary sewer systems, watermain, electrical duct banks, pavement markings. This project also included the installation of the associated taxiway centerline lighting system.

Project Justification: Taxiway B is a critical component of the taxiway network and provides direct access to Concourse G. This section of Taxiway B included within this project was last reconstructed in 1985. Pavement evaluations completed in 2023 indicated these pavement sections as poor and needing replacement.

17.21 Tunnel Lighting

Project Description: This reimbursement project replaced the existing incandescent lighting with LED in the airfield tunnel. The work included removal of the existing incandescent lighting with more efficient LED lighting in the Runway 12R/30L tunnel.

Project Justification: The existing incandescent fixtures have exceeded their useful life and are therefore justified in their replacement.

17.22 Concourse G Infill Pod 2/3 Phase II

Project Description: This reimbursement project funds the Concourse G Infill Pod 2/3 Phase II project. The Concourse G Infill Pod 2-3 project includes the expansion and redevelopment of Concourse G from Gates G8 to G13. Redevelopment included restroom upgrades, new moving walkways, new mechanical rooms and air handling equipment, redevelopment of concession space, extension of the Federal Inspection Service (FIS) sterile corridor, expansion of the international bag room and miscellaneous relocation of tenant spaces within the proposed project footprint.

Project Justification: Prior to the infill and modernization of this terminal space, the Concourse G gates were originally constructed in the early 1990s designed to support Group II aircraft. Over time, increases in passenger demand required larger Group III aircraft to support operations, requiring larger holdrooms and more circulation area needed to make space functional. This project improved utilization of gates, enhanced the customer experience, improved accessibility, and provided extension of FIS areas.

17.23 Restroom Modernization Program

Project Description: This reimbursement project funds for the 2023 Restroom Modernization project. The program includes several initiatives within Terminal 1, including replacement of high-flow toilets with low-flow in several Concourse C banks of restrooms, replacement of paper towel receptacles with paper towel compactors at 3 banks of heavy use restrooms. The work also includes renovation of restrooms beyond what would be considered routine

maintenance and is part of an ongoing effort at the Airport to ensure restroom facilities continue to meet code, ADA, and MAC standards.

Project Justification: This project preserves capacity of the Airport by providing for the upgrade of existing public restrooms. The two restrooms to be rehabilitated were originally constructed in 1967 and 2011 and have exceeded the minimum useful life. Many of the fixtures are worn and dated and inefficient by today’s standard. Additionally, this renovation will bring the restrooms into current ADA compliance.

17.24 PFC Administration Costs

Project Description: This project provides for the preparation and implementation of an application to “Impose and Use” a Passenger Facility Charge (PFC) at MSP, which will be submitted to the FAA.

Project Justification: Retaining a PFC consultant helps ensure PFC Applications are filed according to the rules and regulations determined by the FAA. Administrative cost is eligible in accordance with 14 CFR 158.3 PFC Administrative Support Cost.

Funding Sources for PFC 26-17

Proj. No.	Project Description	PFC Pay-Go	AIP	BIL/AIG	ATP	State	MAC Funds	Total
17.01	Electrical Substation - Replacement	365,907	0	0	860,523	53,782	2,667,809	3,948,021
17.02	T2 Pre-Conditioned Air – Replacement	658,396	0	968,986	0	64,599	0	1,691,981
17.03	Runway 12L-30R and 4-22 Intersection – Design and Reconstruction	5,951,010	4,948,506	0	0	0	137,673	11,037,188
17.04	Runway 12L-30R – RSA Restoration	412,943	513,589	0	0	0	0	926,533
17.05	Taxiway P10 Reconstruction	434,927	1,007,623	0	0	0	10,656	1,453,205
17.06	Runway LED Lighting – Replacement	451,524	906,083	0	0	0	0	1,357,606
17.07	Airside Electrical Improvements	461,161	732,379	0	0	0	0	1,193,540
17.08	Taxiways P, P1 and P2, M Pavement Reconstruction	1,973,726	0	7,060,570	0	470,704	72,116	9,577,117
17.09	2023 Concourse G Apron Reconstruction	3,089,868	0	5,894,334	0	392,956	4,207,860	13,585,017
17.10	2023 Taxiway B Pavement Reconstruction	1,564,584	0	2,800,347	0	186,690	123,419	4,675,039
17.11	Runway 30L Deicing Pad Reconstruction, Phase 1	3,194,780	0	5,133,334	0	342,222	1,720,786	10,391,122
17.12	Passenger Boarding Bridge Replacements	4,379,564	0	0	0	0	670,436	5,050,000
17.13	Airside Electrical	832,337	1,387,010	0	0	0	0	2,219,346
17.14	12L Deicing Pad Reconfiguration and LED Lighting Installation	152,523	254,205	0	0	0	0	406,728
17.15	Taxiway B & Q Islands	430,516	717,527	0	0	0	0	1,148,043
17.16	Runway 12R-30L Runway Safety Area (RSA) Grading	409,961	683,269	0	0	0	0	1,093,230
17.17	Runway 12R-30L Bituminous Shoulder Reconstruction	302,211	503,686	0	0	0	0	805,897
17.18	Taxiway D Reconstruction	771,056	1,285,165	0	0	0	19,944	2,076,165
17.19	Concourse G Apron Reconstruction	3,276,597	0	5,199,437	0	346,629	4,532,267	13,354,931
17.20	Taxiway B Reconstruction	887,049	0	2,201,435	0	146,762	0	3,235,247
17.21	Tunnel Lighting	673,443	0	1,119,162	0	74,611	0	1,867,216
17.22	Concourse G Infill Pod 2/3 Phase II	669,634	0	0	1,339,318	83,704	1,954,587	4,047,243
17.23	Restroom Modernization Program	1,792,954	0	0	0	0	987,046	2,780,000
17.24	PFC Administration Costs	78,248	0	0	0	0	0	78,248
Total		\$33,214,918	\$12,939,040	\$30,377,604	\$2,199,841	\$2,162,659	\$17,104,600	\$97,998,662