

**NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT RELATED TO
PASSENGER FACILITY CHARGES
PFC Application 26-02-C-00-XNA**

The Northwest Arkansas National Airport Authority (Authority) is providing an opportunity for public comment until **July 31, 2026** on its proposed new Passenger Facility Charge (PFC) Application 26-02-C-00-XNA (PFC #2) for the Northwest Arkansas National Airport (Airport or XNA). PFC proceeds will be used to fund eligible project costs for certain projects at the Airport. This written notice is provided in accordance with requirements contained in Federal Aviation Regulation 49 CFR Part 158.24 Passenger Facility Charge. Accordingly, the Authority is providing the public with the following information regarding the proposed new PFC #2 application.

HISTORY OF THE PFC PROGRAM AT THE AIRPORT

The Airport has previously received approval from the FAA for one (1) PFC application, as well as two amendments to the application dating back to 1998 totaling \$119,872,895. The current amounts approved to be collected under all PFC applications are shown in **Table 1**. Since its inception, through March 31, 2026, the Airport has collected \$68,306,662 in PFCs and PFC interest earnings and has \$51,566,233 of PFC left to collect on its current PFC projects.

PFC LEVEL, PROPOSED CHARGE EFFECTIVE DATES, ESTIMATED CHARGE EXPIRATION DATES, AND ESTIMATED TOTAL PFC REVENUE PURSUANT TO SECTION 158.23(a)(2)

Table 2 presents the forecasted PFC revenue collections at XNA and the updated charge expiration date for PFC #2.

Based on the proposed new PFC #2 Application projects described previously, **PFC 26-02-C-00-XNA** will have the following characteristics:

- A PFC collection rate of \$4.50.
- The total PFC authority to Impose and Use under the PFC #2 Application of \$13,222,187, which would increase the Airport's total PFC collection authority for PFC applications #1 through #2 to \$133,095,082.
- Proposed charge effective date of October 1, 2034 (the month of the estimated charge expiration date for the last authorized PFC application (PFC #1)) or upon expiration of collection of PFCs for currently approved applications, whichever comes first.
- Estimated charge expiration date of November 1, 2036 (or until collected revenues plus interest thereon equal the allowable costs of the approved projects, as permitted by regulation).

These dates are estimated based on PFC collections and expenditures as of March 31, 2026; projections of future enplanements assuming a 3.0% growth in enplaned passengers after FY 2026; and a collection rate of 96% of enplaned passengers.

DESCRIPTION OF PFC PROJECTS PURSUANT TO SECTION 158.23 (a)(1)

As presented in **Table 3** a total of eight (8) new projects are proposed for PFC #2. In total, the Airport is seeking authority to impose and use \$13,222,187 of PFCs in PFC #2. A summary of each new project proposed for PFC #2 is provided on **Attachment A** to this letter, including the project descriptions, need and justification, and a plan of funding.

CLASS OF CARRIERS NOT REQUIRED TO COLLECT THE PFC PURSUANT TO SECTION 158.23(a)(3)

The Airport plans to request the exclusion of PFC collection from Nonscheduled/On-demand Air Carriers (ATCO) filing FAA Form 1800-3 and Commuters or Small Certified Air Carriers filing T-100 (CAC). The most recent official enplanement figures from the FAA, for the year-end December 31, 2024, show that the ATCO carriers enplaned seventy (70) passengers, representing only 0.00% of total annual enplanements at the Airport. The known carriers in these classes in CY 2024 and its enplanement level consist of the following:

ATCO and CAC Carriers Enplaning Less than One Percent to Total Airport Enplanements

ATCO and CAC Carriers	CY 2024 Enplanements
Cobalt Air LLC (6CBA)	27
Northeastern Aviation Corp (AOYA)	3
ADVANCED AIR, LLC (AN#)	9
CONTOUR AIRLINES (LF#)	31
TOTAL	70
CY 2024 Total Airport Enplanements	1,123,106
Percent of Total	0.00%

Source: FAA, CY 2024.

As shown above, the number of passengers enplaned annually by these classes of carriers represents an amount less than one percent (1%) of the total enplaned passengers at XNA. In accordance with 14 CFR § 158.11, this class of air carriers may be requested to be exempted based on their enplanement levels and cost to the Airport to collect PFCs from this class of air carriers.

* * * *

As required under 14 CFR Section 158.24, the Authority will be accepting public comments on the proposed new PFC Application 26-02-C-00-XNA up to **July 31, 2026**, which is at least thirty (30) days after the date of posting of this Notice on our website. Any comments or questions should be sent to:

Ashton Collier
Chief Financial Officer
Northwest Arkansas National Airport
Ashton.Collier@flyxna.com

Table 1
PFC Program to Date

Application	Legal Charge Dates		Approved PFC Amounts	
	Effective	Expiration	Impose	Use
1998-01-C	12/1/1998	9/1/2047	\$119,872,895	\$119,872,895
			\$119,872,895	\$119,872,895

TABLE 2
FORECAST PFC REVENUE COLLECTIONS AND ESTIMATED PFC CHARGE EXPIRATION DATES
(Fiscal Years Ending December 31st)

		ACTUAL THRU	PARTIAL	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	PARTIAL YEAR	FORECAST	
		March 2026	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2036	
Enplaned Passengers	[A]		937,500	1,287,500	1,326,125	1,365,909	1,406,886	1,449,093	1,492,565	1,537,342	1,583,463	1,630,966	1,279,274	1,679,895	
% Enplaned Passengers paying PFCs	[B]		96.0%	96.0%	96.0%	96.0%	96.0%	96.0%	96.0%	96.0%	96.0%	96.0%	96.0%	96.0%	
PFC Enplaned Passengers	[C=AxB]		900,000	1,236,000	1,273,080	1,311,272	1,350,611	1,391,129	1,432,863	1,475,849	1,520,124	1,565,728	1,228,103	1,612,700	
PFC Collection Level	[D]		\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	
Less: Administrative Fee	[E]		(\$0.11)	(\$0.11)	(\$0.11)	(\$0.11)	(\$0.11)	(\$0.11)	(\$0.11)	(\$0.11)	(\$0.11)	(\$0.11)	(\$0.11)	(\$0.11)	
Adjusted PFC Rate	[F=D-E]		\$4.39	\$4.39	\$4.39	\$4.39	\$4.39	\$4.39	\$4.39	\$4.39	\$4.39	\$4.39	\$4.39	\$4.39	
PFC Collections	[G=CxF]		\$3,951,000	\$5,426,040	\$5,588,821	\$5,756,486	\$5,929,180	\$6,107,056	\$6,290,267	\$6,478,976	\$6,673,345	\$6,873,545	\$5,391,374	\$7,079,751	
PFC Interest Earnings ¹	[H]		9,878	13,565	13,972	14,391	14,823	15,268	15,726	16,197	16,683	17,184	13,478	17,699	
Total Annual PFC Revenue Collections	[I=G+H]		\$3,960,878	\$5,439,605	\$5,602,793	\$5,770,877	\$5,944,003	\$6,122,323	\$6,305,993	\$6,495,173	\$6,690,028	\$6,890,729	\$5,404,852	\$7,097,451	
Cumulative PFC Revenue Collected			\$68,306,662	\$72,267,539	\$77,707,144	\$83,309,937	\$89,080,815	\$95,024,818	\$101,147,141	\$107,453,135	\$113,948,307	\$120,638,336	\$127,529,065	\$132,933,917	
PFC APPLICATION	Approved PFC Collections	Cumulative PFC Collections												Est. Charge Expiration Date	
PFC #1	\$119,872,895	\$119,872,895													
PFC #2	\$13,222,187	\$133,095,082													11/1/2036

¹ Assumes interest rate of 0.25%.
Prepared by Landrum & Brown, Inc.

**Table 3
Proposed PFC #2 Projects**

Project #	Project	Total Project Cost	FAA AIP	Funding Sources		
				State Grants	Airport Funds	PFC Paygo
1	West Commercial Apron Expansion	\$13,242,284	9,900,000	\$250,000	\$496,405	\$2,595,879
2	Concourse A Roof Replacement	1,763,514	-	200,000	-	1,563,514
3	Runway 16L-34R Rehab	2,419,947	-	200,000	-	2,219,947
4	Air Traffic Control Tower	17,653,699	11,422,977	5,500,000	-	730,722
5	Terminal Modernization	47,983,223	30,368,969	16,100,000	-	1,514,254
6	ARFF Trucks	2,716,668	-	-	-	2,716,668
7	Terminal Apron Rehab (Phase 1)	24,778,685	22,187,482	750,000	-	1,841,203
8	PFC Application #2 Preparation	40,000	-	-	-	40,000
Total		\$110,598,020	\$73,879,428	\$23,000,000	\$496,405	\$13,222,187

**ATTACHMENT A
PFC 26-02-C-00-XNA
PROJECT DESCRIPTIONS, JUSTIFICATIONS AND OBJECTIVES**

#1 West Commercial Apron Expansion

PFC Amount: \$2,595,879

Project Description:

The West Terminal Apron Expansion project expanded the existing terminal apron approximately 360-ft to the west and included a new taxiway connector between Taxiway B4 and Taxiway B5.

Project Justification:

This additional apron and taxiway was needed for the expansion of Concourse B, to increase overnight aircraft parking, and to assist with the air traffic routing from gates to the runway.

Project Objective:

The objective of this project is to Enhance Capacity

#2 Concourse A Roof Replacement

PFC Amount: \$1,563,514

Project Description:

This project replaced the deteriorated roof over the entire A Concourse, which covered approximately 52,413 square feet.

Project Justification:

Prior to this project, the Concourse A roof was experiencing significant hail damage and water leaks due to the age of the roof, incurring significant maintenance costs and creating operational issues.

Project Objective:

The objective of this project is to Maintain Capacity

#3 Runway 16L/34R Rehab

PFC Amount: \$2,219,947

Project Description:

This project refurbished the airport's primary runway by replacing failing joint sealant, sealcoat asphalt shoulders, and failing runway edge light can bases.

Project Justification:

Failing joint sealant was coming out of the joints and creating a Foreign Object Debris (FOD) hazard. The light can bases were heaving up enough to nearly be out of compliance.

Project Objective:

The objective of this project is to Maintain Capacity

#4 Air Traffic Control Tower

PFC Amount: \$730,722

Project Description:

Original 1998 FAA Sponsored Temporary Airport Traffic Control Tower was replaced by a low activity, Visual Flight Rules ATCT, which will be open at minimum 17 hours per day and is projected to handle 29,000 annual operations of diverse and strategic air traffic, including routine commercial jet service, general aviation aircraft, and military training missions.

Project Justification:

The existing temporary ATCT did not conform to FAA requirements for ATCT Line of Sight and Angle of Incidence, was not ADA Compliant, and did not provide adequate means of life systems protection.

Project Objective:

The objective of this project is to Maintain Capacity

#5 Terminal Modernization

PFC Amount: \$1,514,254

Project Description:

This project transforms the passenger experience throughout the terminal including ticket counters, baggage claim, and security checkpoint. Features include energy upgrades, redundancy for aging escalators and single existing elevator to increase and enhance ADA compliance; and terminal modernization, including visual and audio multilingual augmentations, new baggage handling systems, and enhanced passenger comfort and mobility within the terminal building.

Project Justification:

Current singular landside elevator and set of escalators create an ADA accessibility issue for passengers to enter TSA Security Area when the systems are non-operable. Existing baggage claim devices are at the end of their useful life expectancy.

Project Objective:

The objective of this project is to Maintain Capacity

#6 ARFF Trucks

PFC Amount: \$2,716,668

Project Description:

This project will purchase two E-One Titan 6x6 ARFF trucks to replace two current ARFF trucks.

Project Justification:

The purchase of this ARRF apparatus will allow the airport to replace (2) aging pieces of apparatus that no longer are reliable. The current ARFF trucks are 20-30 years old and are constantly out of service for repairs and are not dependable.

Project Objective:

The objective of this project is to Maintain Capacity

#7 Terminal Apron Rehab (Phase 1)

PFC Amount: \$1,841,203

Project Description:

This project included the removal of existing concrete pavement, removal of asphalt shoulders, removal of taxiway edge lights and conduits, construction of new concrete pavement section between Taxiway E and Taxiway F, construction of drainage improvements, construction of new electrical improvements, construction of new asphalt shoulders, construction of new taxiway edge lights, construction of new concrete surface on existing apron and taxiways to replace ASR concrete, installation of taxiway, apron, and deicing pavement markings.

Project Justification:

In 2023, PCI evaluation of all airfield pavement was performed. The PCI of the original concrete terminal apron was 56 with the primary source of distresses being low severity alkali-silica reaction (ASR), shrinkage cracking, and joint spalling. Given the proximity of this pavement to all commercial operations at the airport, it is critical that this pavement does not deteriorate to the point where use of these gates becomes unsafe due to FOD production. In addition, the future addition of the western concourse will displace the area currently used for deicing operations. This project will also provide new facilities that can be used for deicing operations for commercial aircraft at the airport.

Project Objective:

The objective of this project is to Maintain Capacity

#8 PFC Application #2 Preparation

PFC Amount: \$40,000

Project Description:

This project includes the costs to develop the proposed new PFC #2 application, consult with the airlines, provide for public comment, prepare and file Application No. 26-02-C-00-XNA, related attachments, and notify airlines of collection requirements.

Project Justification:

The preparation costs (as delineated in the description for this project) incurred to prepare the new PFC #2 application will be reimbursed under this project. These costs will be incurred in conjunction with the projects that are proposed for approval under either Section 158.15(b)(1), (b)(2), (b)(3), or (b)(6) of the Regulation. Therefore, the Airport submits these costs as

reasonable and necessary costs of preparing the PFC program submitted under this Application as prescribed under Section 158.3 of the Regulation.

Project Objective:

This project recovers, as a separate project, the PFC application preparation costs (as described in the foregoing description) related to Projects 1 through 7 included in this Application and, therefore, relies on the objectives that are described in those projects for PFC approval. Therefore, this project supports the objectives of preserving or enhancing capacity, safety and security of the airport and the national air transportation system pursuant to the objectives of Section 158.15(a)(1) of the Regulation.