

NOTICE OF OPPORTUNITY FOR PUBLIC COMMENT RELATED TO PROPOSED  
PASSENGER FACILITY CHARGE APPLICATION  
MARCH 31, 2026

FORT SMITH REGIONAL AIRPORT  
FORT SMITH, ARKANSAS  
PASSENGER FACILITY CHARGE  
PROPOSED PROJECT OVERVIEW

Fort Smith Regional Airport is providing an opportunity for public comment until April 30, 2026 related to the airport's new Impose and Use Passenger Facility Charge (PFC) Application #8 for Fort Smith Regional Airport (FSM). This written notice is provided in accordance with the requirements contained in 14 CFR Part 158.24 Passenger Facility Charge.

FSM plans to collect PFCs in the amount of \$4.50 per enplaned passenger for all projects included in the proposed PFC application. We anticipate collection to begin when the previous PFC application is fully collected which is currently estimated to be November 1, 2028 (proposed charge effective date for this new PFC application). The total amount of revenue to be collected under this application is \$814,828. Based on FSM's current PFC collection rate, the estimated charge expiration date for this PFC application is estimated to be May 1, 2032.

The charge effective date for this new application is based on the legal charge expiration date on FSM's current PFC collection authority. The calculation determining the estimated charge expiration date of the proposed new PFC collection authority is based on FSM's actual PFC collections between January 1, 2025 and December 31, 2025. The proposed charge effective date and estimated charge expiration date will likely change.

Appendix A to this notice provides additional details regarding the descriptions, justification, funding plan, and timing of the projects included in the proposed new PFC application.

Comments or a written request for more detailed project descriptions should be sent to Andrew Meyer, Airport Director, 6700 McKennon Blvd., Fort Smith, AR 72903. Andrew Meyer may also be contacted via telephone at 479-452-7000.

**Appendix A – Public Consultation  
Notice  
Passenger Facility Charge  
Proposed Projects**

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**Fort Smith Regional Airport**



**March 31, 2026**

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## 1.0 Purpose of Document

The purpose of this document is to provide the public with an overview of the projects that are proposed to be included in Fort Smith Regional Airport's (FSM) upcoming PFC application. This document provides the following information related to each project:

- Project Descriptions
- Project Justification
- Project Eligibility
- Project Funding
- Project Timing

Additionally, exhibits for each project have been developed.

## 2.0 Proposed Projects

This section provides an overview of the projects proposed for inclusion in the new FSM PFC application.

### 2.1 Project #1 – Air Handler Controller Replacement

Project Description: This project includes the replacement of the sixteen air handler controllers that control air flow for the five air handler units within the terminal building. Currently, the air handler units are housed in four separate rooms throughout the terminal and regulate the heating, ventilating, and air-conditioning (HVAC) throughout the entire terminal building. Four of the air handlers have three control units, and the final air handler has four control units. This project will replace all sixteen air handler controllers with new units that will improve the function and efficiency of the HVAC system. Rewiring and replacement of various valves, actuators, sensors, pressure gauges, and thermometers necessary for system functionality are included.

Project Justification: The current air handler units are original to the terminal building (built in 2002), are past their useful life, and are difficult to fix or replace when they fail. Replacement parts are difficult to obtain. Regular preventive maintenance has been conducted on the existing units.

Project Eligibility: The project is eligible for AIP and PFC funding per the AIP Handbook, Table N-5, Item D.

Funding: The total cost for the project is \$90,000. The project will be a blend of PFC and local funding. Since the air handler units serve AIP-eligible and non-AIP-eligible portions of the terminal building, a proration calculation is required. The terminal building is 52,200 SF in total. Approximately 31,800 SF is public-use space that is AIP eligible per the AIP handbook. Approximately 20,400 SF is non-AIP eligible space. Project exhibits are provided showing these areas. By taking the amount of eligible SF (31,400 SF) and dividing it by the total SF of the terminal building (52,200 SF), it is determined that approximately 60.92% of the terminal building SF is AIP eligible. As a result, 60.92% of the air handler project is AIP eligible. Consequently, \$54,828 of the total cost of the air handler units (\$90,000) is eligible for PFC funding. This project, therefore, includes \$54,828 in PFC funding for the air handler unit replacement. The remaining project costs will be locally funded.

Timing: The new air handler controllers are expected to be installed in late 2026 or early 2027.

### 2.2 Project #2 – Crash Phone Replacement

Project Description: This project includes the replacement of the current crash phone system that is used to alert the Aircraft Rescue and Fire Fighters (ARFF) of an emergency situation. Currently, the crash phone is housed in the ARFF station. The project will replace the equipment that is located in the ARFF station with newer equipment. The project does not include the replacement of the fiber line that supports the crash phone system.

Project Justification: The current crash phone located in the ARFF station was installed when the ARFF station was established (2017). It is nearing the end of its useful life (10 years). The main interface on the crash phone is failing. The crash phone will miss-ring due to a fault within the hardware.

Project Eligibility: The project is eligible for AIP and PFC funding per the AIP Handbook, Table O-3, Item B.

Funding: \$40,000. This project will be 100% PFC-funded.

Timing: The new crash phone is expected to be installed in late 2027 or early 2028.

### 2.3 Project #3 – Terminal Display Replacement

Project Description: This project includes the replacement of three display units within the public side of the passenger terminal building. The units display Flight Information Display (FIDs) related information, Baggage Information Display (BIDs) related information, and other public announcements/information. The three display units are each composed of two monitors and are located in the following locations within the public area:

- Baggage Claim
- Ticket Counter Area
- Before the security screening checkpoint

The project will replace all display units and establish a new display control system that will control all three display units. Network connections will be provided to each display unit. The location of the monitors will not change.

Project Justification: All three of the display units were installed when the terminal was constructed in 2002. The displays are all past their useful life. They are difficult to update and the coloration is failing on some units.

Projected Eligibility: The project is eligible for AIP and PFC funding per the AIP Handbook, Table N-5, Item J.

Funding: \$40,000. This project will be 100% PFC-funded.

Timing: The displays are expected to be replaced in 2026.

### 2.4 Project #4 – Terminal Generator Replacement

Project Description: This project includes the replacement of the existing terminal generator. The current terminal generator is a 600 kW Caterpillar 3412 diesel generator that is able to power the entire terminal building, the three jet bridges, and the ramp lights when commercial power is unavailable. The current generator has a 1,750-gallon diesel fuel tank, which supports approximately 48 continuous hours of operation. The generator is pad mounted outside the terminal building. This project includes the removal

and replacement of the generator, including rewiring electrical connections to the existing electrical infrastructure and the replacement of the electrical key switch. The new generator is expected to provide a similar power rating (600 kW), be pad mounted, located in the same location, and include a diesel fuel tank of similar size.

Project Justification: The current terminal generator was manufactured in 2001 and is past its useful life. Replacement parts are difficult to find when components of the existing generator fail. Regular preventive maintenance has been completed on the existing generator.

Project Eligibility: The project is eligible for AIP and PFC funding per the AIP Handbook, Table M-1, Item C – Emergency Generator.

Funding: The total cost for the project is \$315,000. The project will be a blend of PFC and local funding. Per the AIP Handbook, Table M-1, Item C – Emergency Generator, Item (4) fixed standby generators are only eligible for terminal use for the specific purpose of meeting life safety code requirements for building evacuation of public use areas. It is estimated that approximately 20% of the power generated by the emergency generator would be needed to meet life safety code requirements for a terminal building evacuation. As a result, 20% of the terminal generator equipment cost is expected to be AIP/PFC-eligible. The estimated cost for the generator itself is approximately \$250,000. Consequently, 20% of the total cost (\$50,000) of the terminal generator replacement (\$250,000) is eligible for PFC funding. The replacement of the electrical key switch and the installation of the generator is approximately \$65,000 and should be 100% PFC eligible as these costs would be necessary to replace the generator even if it was only supporting life safety code requirements for building evacuation. Consequently, the total PFC funding anticipated for this project is \$115,000 which includes \$50,000 for the generator (20% of the generator cost) and \$65,000 for the new electrical key switch and installation.

Timing: The generator is expected to be installed in late 2026 or sometime in 2027.

## 2.5 Project #5 – Parking Lot, Access Road, and Security Improvements

Project Description: This project has multiple elements including a paved parking lot, paved service access road, and security improvements on the northside of the airfield.

The project specifically includes the following:

- Paved Non-Revenue Producing Parking Lot: The existing unpaved parking lot adjacent to S 66<sup>th</sup> Street will be paved. The parking lot area currently serves as a non-revenue staging area for transportation network company (TNC) providers. The paved parking lot area is expected to be approximately 10,000 sq. ft. and will have between 10 to 15 parking spaces.
- Paved Service Access Road: The existing unpaved access road extending from S 66<sup>th</sup> Street to the airport perimeter road will be paved. The roadway is anticipated to be 20 ft wide to support bi-directional traffic and connect to the parking lot. The paved road will create improved service road access on the northern end of the airfield.
- Security Improvements: This service access road is farther away from the Security Identification Display Area (SIDA), which addresses security concerns raised by the Transportation Security

Administration (TSA). This project would also install a sliding access gate with operator/motor, access control badge reader, and close caption television (CCTV) camera.

Project Justification: Currently, Gate 1, located immediately adjacent to the passenger terminal building and the airport's established SIDA, is the only vehicle gate with access media control in this area of the airport. The TSA has identified this as a security concern and desires for the airport to identify a vehicle access point further from the passenger terminal building and SIDA for personnel without SIDA badges. This project addresses security concerns and improves airfield access by creating service road access on the northern end of the airfield, farther away from the protected area and with improved proximity to airfield facilities and equipment in the north.

Project Eligibility: The project is eligible for AIP and PFC funding per the AIP Handbook:

- Non-Revenue Parking Lot – Table N-6 Item D,
- Service Road – Tables P-3 Item b(1e),
- Access Gate and Controls – Table L-2 Items P(3) and P(4).

Funding: \$350,000. This project will be 100% PFC-funded.

Timing: Late 2026

## 2.6 Project #6 – Terminal Ramp Infrastructure and Access Improvements

Project Description: This project would demolish and reconstruct the terminal ramp access service road which is structurally failing. Reconstructing this service road will address the structural deterioration of the concrete. It will also allow for the road to be widened to accommodate large delivery vehicles and emergency vehicles/Aircraft Rescue and Fire Fighting (ARFF) truck access to the terminal ramp and apron area. A vehicle gate arm will be installed with an access control badge reader and CCTV camera.

Project Justification: The existing access service road is structurally failing and needs to be reconstructed. While reconstructing the failing concrete, this service road will also be widened to accommodate larger vehicle access such as delivery trucks and ARFF equipment.

Project Eligibility: The project is eligible for AIP and PFC funding per the AIP Handbook:

- Service Road – Tables P-3 Item b(1e),
- Access Gate and Controls – Table L-2 Items P(3) and P(4).

Funding: \$130,000. This project will be 100% PFC-funded.

Timing: Late 2026

## 2.7 Project #7 – PFC Program Management

Project Description: This project is for PFC management expenses, including the application and consultation process, quarterly reports, annual audits, collecting from the carriers, and the final closeout for the life of this PFC application.

Project Justification: This project is necessary to recover the costs of the application and closeout processes, as well as 48 months of collections, quarterly reports, and annual audits.

Project Eligibility: Eligible under Paragraph 4-6(f) of FAA Order 5500.1 and 14 CFR Part 158.13(b).

Funding: \$85,000. This project will be 100% PFC-funded.

Timing: This project will be completed in late 2025 and 2026.

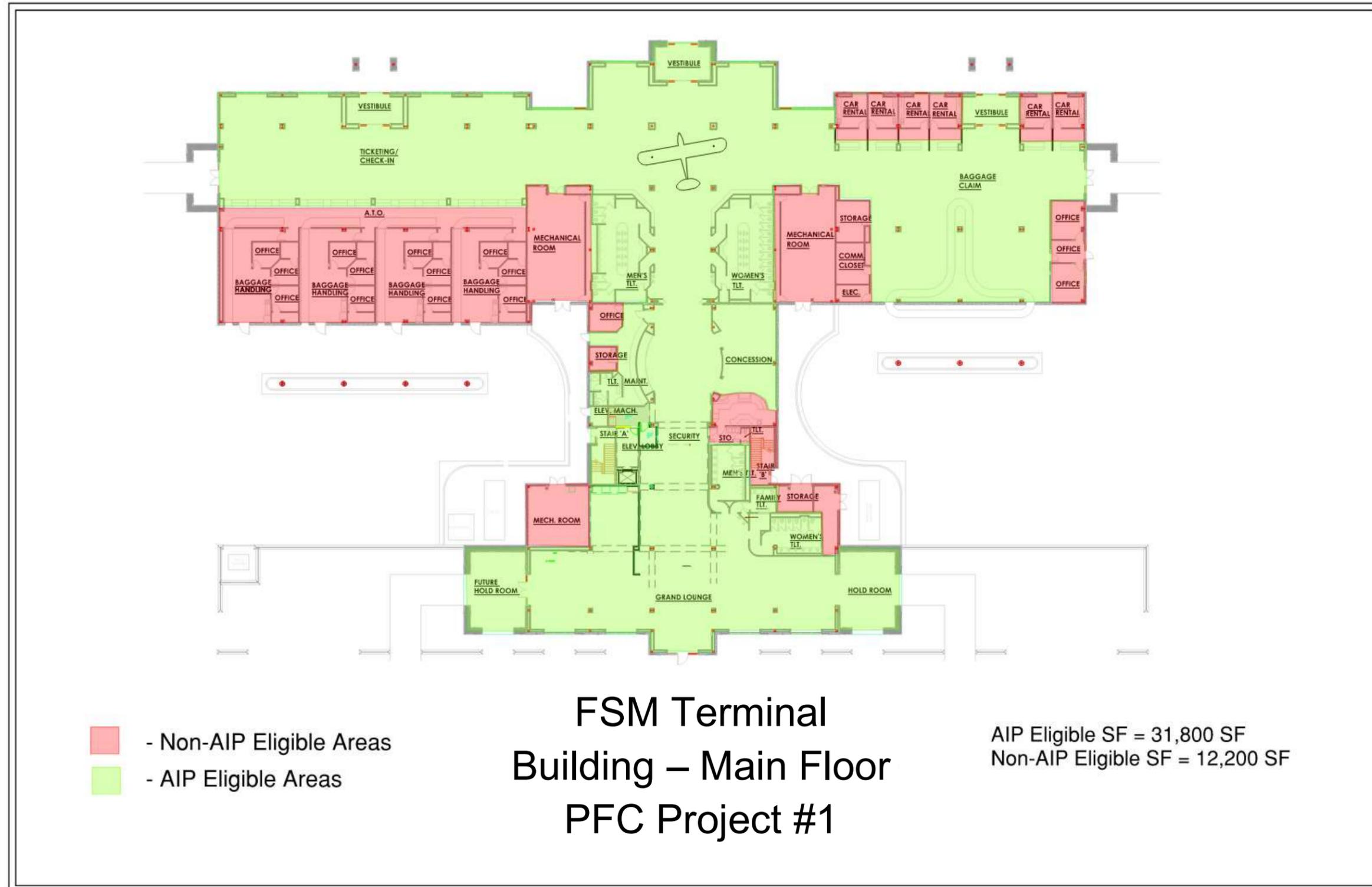
### 3.0 Project Exhibits

The section provides the proposed exhibits for each project.

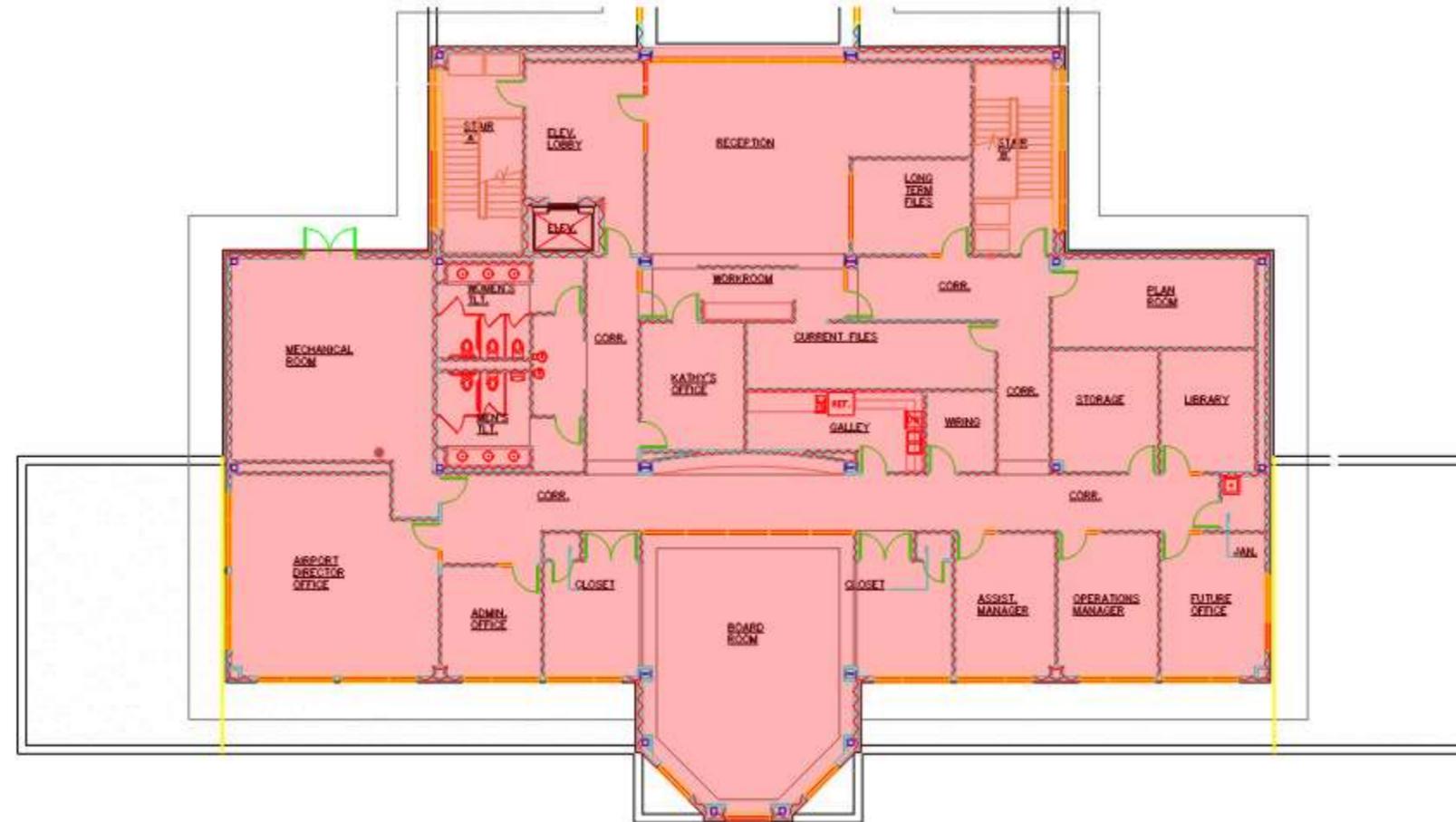
### 3.1 PFC Project #1 – Air Handler Controller Replacement

Project Description: This project includes the replacement of the sixteen air handler controllers that control air flow for the five air handler units within the terminal building. Currently, the air handler units are housed in four separate rooms throughout the terminal and regulate the heating, ventilating, and air-conditioning (HVAC) throughout the entire terminal building. Four of the air handlers have three control units, and the final air handler has four control units. This project will replace all sixteen air handler controllers with new units that will improve the function and efficiency of the HVAC system. Rewiring and replacement of various valves, actuators, sensors, pressure gauges, and thermometers necessary for system functionality are included.

Project Justification: The current air handler units are original to the terminal building (built in 2002), are past their useful life, and are difficult to fix or replace when they fail. Replacement parts are difficult to obtain. Regular preventive maintenance has been conducted on the existing units.



## FSM Terminal Building – 2nd Floor PFC Project #1



- Non-AIP Eligible Areas
- AIP Eligible Areas

AIP Eligible SF = 0 SF  
Non-AIP Eligible SF = 8,200 SF

**Air Handler Units Proration Calculation**

Total SF of Terminal Building that is AIP Eligible (A)	31,800
Total SF of Terminal Building that is Not AIP Eligible (B)	20,400
Total SF of Terminal Building (A + B)	52,200
Percentage of Terminal Building Space AIP Eligible (A/A + B)	60.92%
Total Cost of Air Handler Units	\$90,000
Proration Percentage	60.92%
Percentage of Air Handler Units Project that is AIP Eligible	\$54,828

### 3.2 PFC Project #2 – Crash Phone Replacement

Project Description: This project includes the replacement of the current crash phone system that is used to alert the Aircraft Rescue and Fire Fighters (ARFF) of an emergency situation. Currently, the crash phone is housed in the ARFF station. The project will replace the equipment that is located in the ARFF station with newer equipment. The project does not include the replacement of the fiber line that supports the crash phone system.

Project Justification: The current crash phone located in the ARFF station was installed when the ARFF station was established (2017). It is nearing the end of its useful life (10 years). The main interface on the crash phone is failing. The crash phone will miss-ring due to a fault within the hardware.

Existing Crash Phone



**Existing Crash Phone Location**



### 3.3 PFC Project #3 – Terminal Display Replacement

Project Description: This project includes the replacement of three display units within the public side of the passenger terminal building. The units display Flight Information Display (FIDs) related information, Baggage Information Display (BIDs) related information, and other public announcements/information. The three display units are each composed of two monitors and are located in the following locations within the public area:

- Baggage Claim
- Ticket Counter Area
- Before the security screening checkpoint

The project will replace all display units and establish a new display control system that will control all three display units. Network connections will be provided to each display unit. The location of the monitors will not change.

Project Justification: All three of the display units were installed when the terminal was constructed in 2002. The displays are all past their useful life. They are difficult to update and the coloration is failing on some units.

**Display Unit – Location #1**

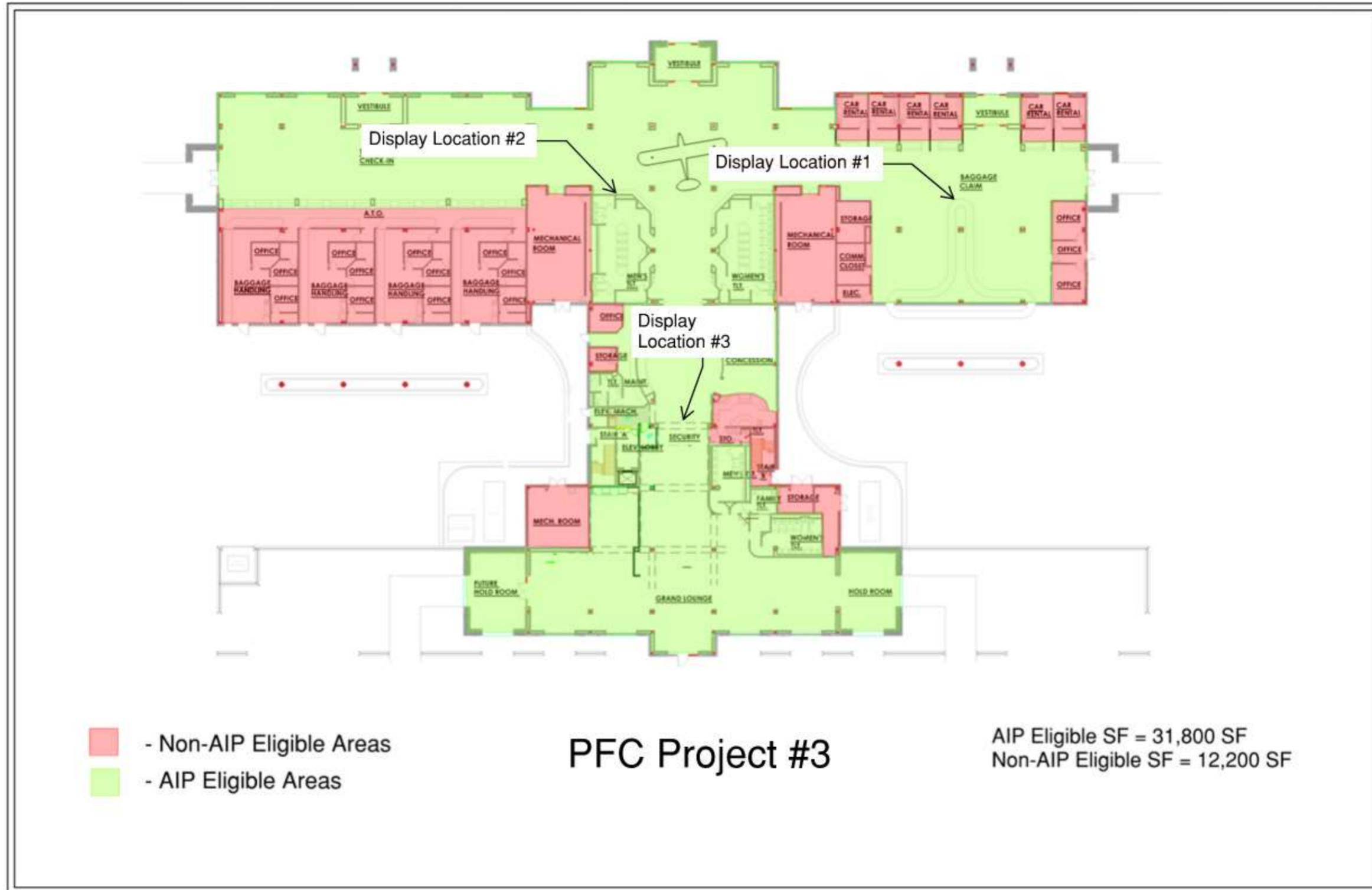


**Display Unit – Location #2**



**Display Unit – Location #3**





### 3.4 PFC Project #4 – Passenger Terminal Generator Replacement

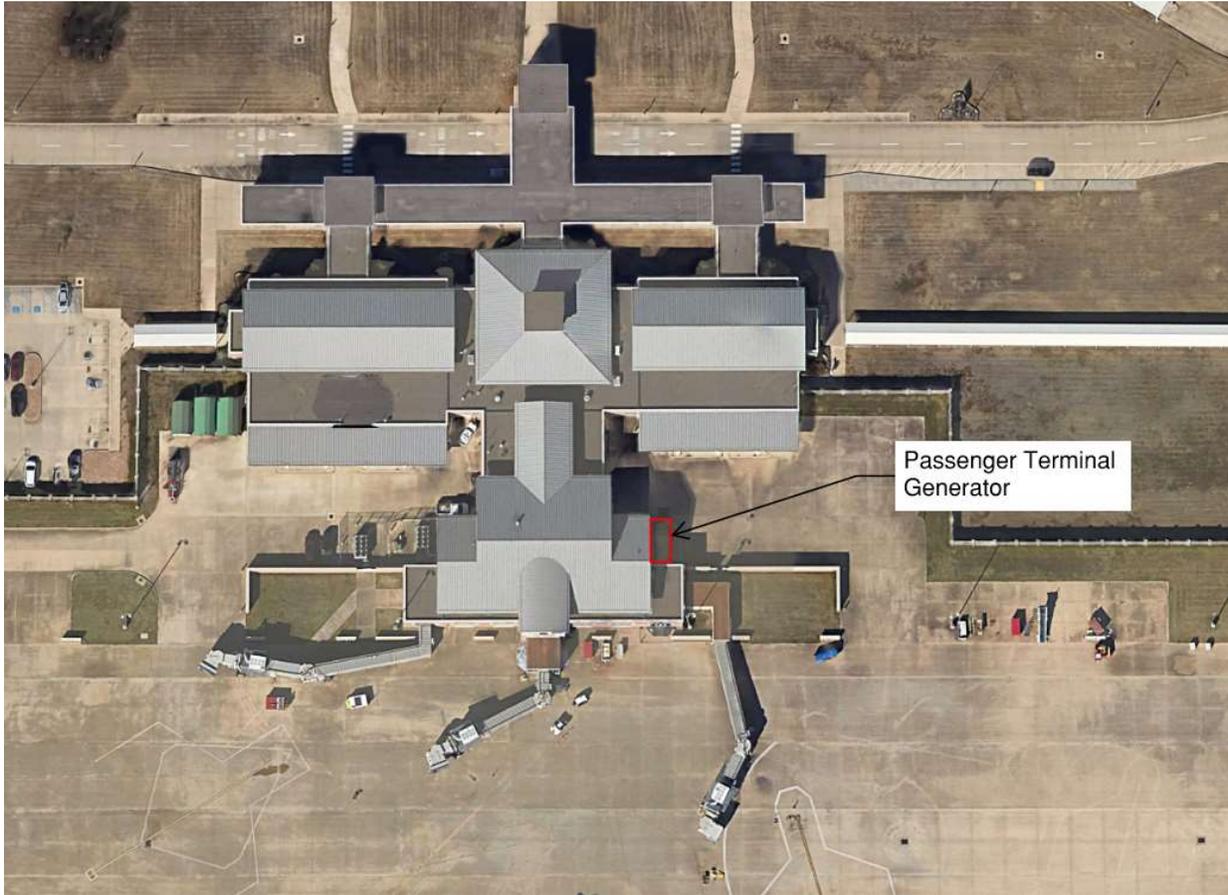
Project Description: This project includes the replacement of the existing terminal generator. The current terminal generator is a 600 kW Caterpillar 3412 diesel generator that is able to power the entire terminal building, the three jet bridges, and the ramp lights when commercial power is unavailable. The current generator has a 1,750-gallon diesel fuel tank, which supports approximately 48 continuous hours of operation. The generator is pad mounted outside the terminal building. This project includes the removal and replacement of the generator, including rewiring electrical connections to the existing electrical infrastructure and the replacement of the electrical key switch. The new generator is expected to provide a similar power rating (600 kW), be pad mounted, located in the same location, and include a diesel fuel tank of similar size.

Project Justification: The current terminal generator was manufactured in 2001 and is past its useful life. Replacement parts are difficult to find when components of the existing generator fail. Regular preventive maintenance has been completed on the existing generator.

Existing Passenger Terminal Generator



Existing Passenger Terminal Generator Location



### 3.5 PFC Project #5 – Parking Lot, Access Road, and Security Improvements

Project Description: This project has multiple elements including a paved parking lot, paved service access road, and security improvements on the northside of the airfield.

The project specifically includes the following:

- Paved Non-Revenue Producing Parking Lot: The existing unpaved parking lot adjacent to S 66<sup>th</sup> Street will be paved. The parking lot area currently serves as a non-revenue staging area for transportation network company (TNC) providers. The paved parking lot area is expected to be approximately 10,000 sq. ft. and will have between 10 to 15 parking spaces.
- Paved Service Access Road: The existing unpaved access road extending from S 66<sup>th</sup> Street to the airport perimeter road will be paved. The roadway is anticipated to be 20 ft wide to support bi-directional traffic and connect to the parking lot. The paved road will create improved service road access on the northern end of the airfield.
- Security Improvements: This service access road is farther away from the Security Identification Display Area (SIDA), which addresses security concerns raised by the Transportation Security Administration (TSA). This project would also install a sliding access gate with operator/motor, access control badge reader, and close caption television (CCTV) camera.

Project Justification: Currently, Gate 1, located immediately adjacent to the passenger terminal building and the airport's established SIDA, is the only vehicle gate with access media control in this area of the airport. The TSA has identified this as a security concern and desires for the airport to identify a vehicle access point further from the passenger terminal building and SIDA for personnel without SIDA badges. This project addresses security concerns and improves airfield access by creating service road access on the northern end of the airfield, farther away from the protected area and with improved proximity to airfield facilities and equipment in the north.

**Parking Lot, Access Road, and Security Improvements**



### 3.6 PFC Project #6 – Terminal Ramp Infrastructure and Access Improvements

Project Description: This project would demolish and reconstruct the terminal ramp access service road which is structurally failing. Reconstructing this service road will address the structural deterioration of the concrete. It will also allow for the road to be widened to accommodate large delivery vehicles and emergency vehicles/Aircraft Rescue and Fire Fighting (ARFF) truck access to the terminal ramp and apron area. A vehicle gate arm will be installed with an access control badge reader and CCTV camera.

Project Justification: The existing access service road is structurally failing and needs to be reconstructed. While reconstructing the failing concrete, this service road will also be widened to accommodate larger vehicle access such as delivery trucks and ARFF equipment.

#### Terminal Ramp Infrastructure and Access Improvements



### 3.7 PFC Project #7 – PFC Program Management

No project exhibits are necessary for PFC Project #7 – PFC Program Management.