YUMA COUNTY AIRPORT AUTHORITY
2191 E. 32nd Street, Yuma, Arizona 85365
PHONE (928) 726-5882 **EMAIL** Info@YumaAirport.com

Public Notice
Posted August 22, 2026

In accordance with US Department of Transportation, Federal Aviation Administration 14 CFR Part 158 Passenger Facility Charges, the Yuma County Airport Authority, Inc. (YCAA) as owner and operator of Yuma International Airport has authority to Impose and Use a Passenger Facility Charge (PFC) as specified in 14 CFR Part 158.

Prior to submitting this application to the Federal Aviation Administration (FAA), the YCAA is required to provide the following information to all air carriers and foreign air carriers with a significant business interest in the airport:

- The total PFC charges that will be applied for projects in the application are $881,452. A summary of each project is provided below.

- To provide funding for the projects listed, the YCAA will impose a four dollar and fifty cent ($4.50) PFC charge per enplaned passenger. There is currently no PFC collection underway. The YCAA estimates the new authorization of PFC's to begin collection on February 1, 2027, with the estimated new charge expiration date to be February 1, 2030, based upon current enplanement figures of approximately 80,000 passengers per year.

As required in 14 CFR Part 158(a)(3), the YCAA has scheduled a consultation meeting to be held at 10:00am Arizona time on **September 22, 2026**, in the conference room of the Yuma International Airport terminal building at 2191 East 32nd Street, Yuma, Arizona 85365 for further review of the projects with the air carriers.

As required in 14 CFR Part 158(b) in preparation for the meeting, the information below contains a summary for each PFC project in this application including:

1. A description of the projects.
2. An explanation of the need for the projects; and
3. A detailed financial plan for the projects, including:
    i. The estimated allowable project costs allocated to major project elements.
    ii. The anticipated total amount of PFC revenue that will be used to finance the projects; and
    iii. The source and amount of other funds, if any, needed to finance the projects.

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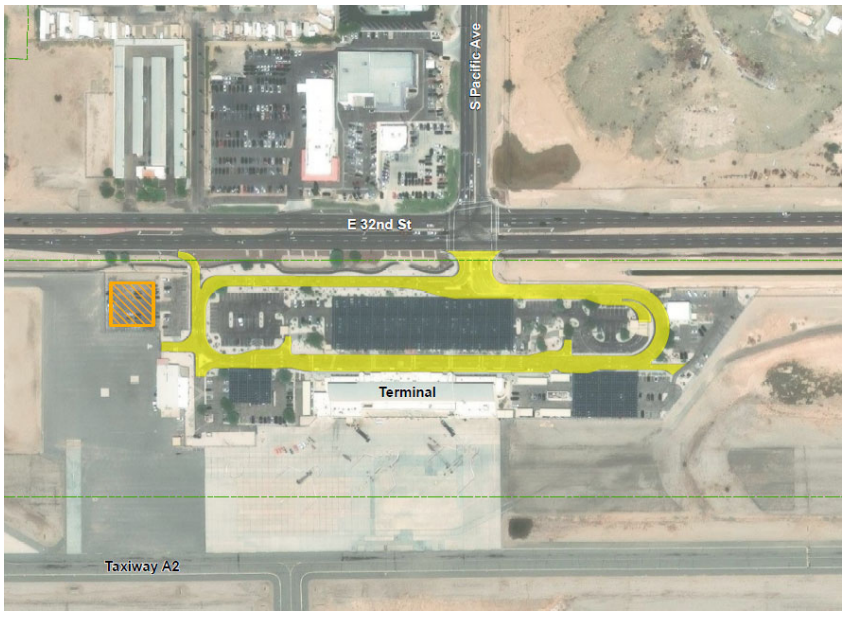
Item 1: Rehabilitate Airport Access Road (Design and Bid)

Project Description

The primary terminal access road is 2,440 feet in length and generally 40 feet wide, extending from East 32nd Street to the terminal building and providing exclusive landside access for commercial service passengers. This corridor serves as the main vehicular route for passenger drop-off and pick-up, as well as for taxis, rideshare services, and other ground transportation providers. In addition to vehicular access, the roadway includes dedicated pedestrian walkways that facilitate safe and efficient movement of passengers between parking areas, curbside zones, and the terminal entrance.



Project Eligibility

Access Road Rehabilitation is eligible for funding under the AIP Handbook Table P-3(a). This PFC project funds the non-federal share of a FY 26 FAA IIJA grant.

Project Objective

Rehabilitating the terminal access road at NYL is consistent with the PFC objective of **enhancing safety** by improving the condition and reliability of the primary roadway serving the airport terminal. Over time, pavement deterioration, surface irregularities, and aging infrastructure can create hazards for motorists, pedestrians, airport shuttles, emergency vehicles, and commercial traffic accessing the terminal. Rehabilitating the roadway restores a safe driving surface, improves vehicle control, reduces the potential for accidents and vehicle damage, and supports safe circulation throughout the terminal area. The project also enhances access for emergency response vehicles and helps maintain efficient traffic operations, minimizing congestion-related safety risks. By addressing existing pavement deficiencies and preserving critical landside infrastructure, the project directly supports the PFC objective of enhancing safety for all airport users.

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Project Justification
The access road pavement has reached the end of its useful life, with a PCI below 70 and the last major rehabilitation occurring over 20 years ago (exact date is unknown). Existing pavement conditions include surface deterioration, cracking, and localized failures, which contribute to reduced ride quality and increased maintenance requirements. These deficiencies may also create potential safety concerns for both vehicles and pedestrians, particularly in high-traffic areas near the terminal. As a result, rehabilitation of the terminal access road is necessary to restore structural integrity, improve operational efficiency, and maintain a safe and reliable access route for airport users.

Estimated Project Implementation Date: Project Design will begin in August of 2026.
Estimated Project Completion Date: Project Design is estimated to be completed in April of 2027.
Project Type: Concurrent Use

Estimated Costs	
Cost Type	**Value**
Estimated Admin Expenses	$4,600
Project Design (Professional Services)	$229,975
Total	**$234,575**

Funding Breakdown	
Funding Source	**Amount**
FAA IIJA Grant 3-04-0053-051-2026	$222,846
PFC #11 (Proposed)	$11,729
Total	**$234,575**

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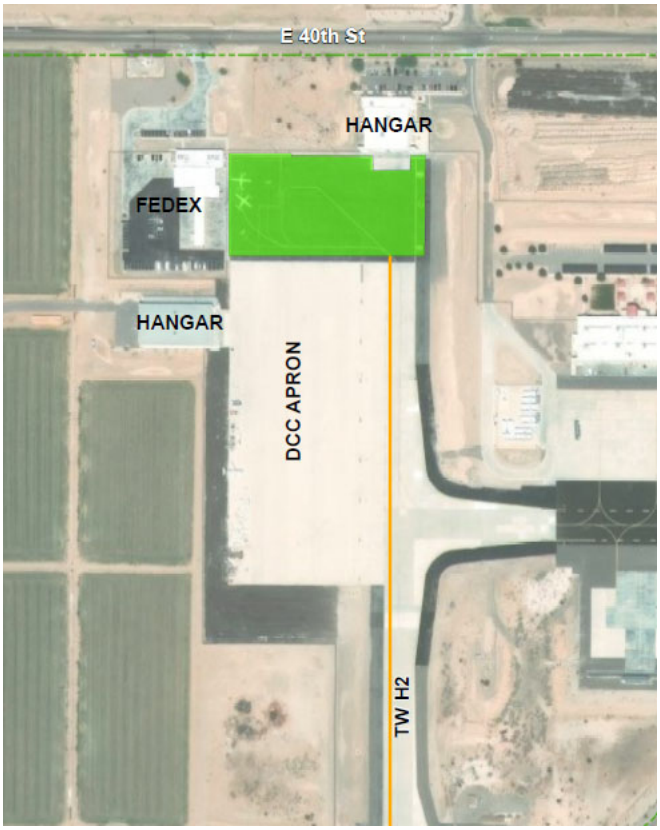
Item 2: Rehabilitate Pappy Boyington Apron (Design)

Project Description

The rehabilitation of the Pappy Boyington Apron is necessary to address pavement deterioration and restore safe, efficient aircraft parking and ground operations. The existing apron is roughly 500 feet wide and 250 feet long (13,890 SY). Observed distresses include cracking, surface wear, and localized structural deficiencies that contribute to the generation of FOD and increased maintenance requirements.



Project Eligibility

Apron Rehabilitation is eligible for funding under the AIP Handbook Table I-4(d). This PFC project funds the non-federal share of a FY 26 FAA IIJA grant.

Project Objective

Rehabilitating the Pappy Boyington Apron at NYL is consistent with the Passenger Facility Charge (PFC) objective of **preserving safety** by maintaining the structural integrity and operational reliability of a critical aircraft movement and parking area. Over time, pavement deterioration, including cracking, rutting, and surface wear, can create foreign object debris (FOD) hazards and reduce the pavement's ability to safely support aircraft operations. Rehabilitating the apron restores the pavement to an acceptable condition, minimizes the risk of aircraft damage from FOD, improves pavement performance, and provides a safe, stable surface for aircraft parking, loading, fueling, and ground support activities. Preserving this critical airfield infrastructure helps ensure continued safe aircraft operations, reduces

maintenance-related operational disruptions, and extends the useful life of the pavement in accordance with FAA airport safety and asset management objectives.

Project Justification
The existing pavement has reached the end of its useful service life, with the Arizona 2025 Pavement Inspection Report indicating a PCI of 56 and the last major rehab being in 2007. Rehabilitating this pavement will extend the useful life of this essential infrastructure, reduce long-term maintenance costs, and ensure the airport can continue to safely and effectively accommodate existing and future aviation demands.

Estimated Project Implementation Date: Project Design will begin in August of 2026.
Estimated Project Completion Date: Project Design is estimated to be completed in April of 2027.
Project Type: Concurrent Use

Estimated Costs	
Cost Type	**Value**
Admin Expenses	$4,519
Project Design (Professional Services)	$225,936
Total	**$230,455**

Funding Breakdown	
Funding Source	**Amount**
FAA IIJA Grant 3-04-0053-052-2026	$218,923
PFC #11 (Proposed)	$11,532
Total	**$230,455**

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Item 3: Rehabilitate General Aviation Apron (Design)

Project Description

The General Aviation Apron rehabilitation is necessary to preserve pavement integrity and maintain safe and efficient aircraft operations. The 11,190 square yard apron regular sees aircraft as large as C130's, as well as hot pit fueling for both the FBO and military operations and has deteriorated due to age and operational use. Distresses include cracking, weathering, and localized surface failures, which contribute to the generation of foreign object debris (FOD) and increased maintenance requirements. The apron supports a range of general aviation activities, including based aircraft parking, transient operations, and ground handling. Continued pavement degradation reduces usable apron space, impacts operational efficiency, and increases the potential for damage to aircraft and ground support equipment. If not addressed, these conditions will lead to more extensive structural failures and higher long-term rehabilitation or reconstruction costs.

Project Eligibility

Apron Rehabilitation is eligible for funding under the AIP Handbook Table I-4(d). This PFC project funds the non-federal share of a FY 26 FAA IIJA grant.

Project Objective

Rehabilitating the General Aviation Apron at NYL is consistent with the Passenger Facility Charge (PFC) objective of **preserving safety** by maintaining the condition and functionality of a critical aircraft parking and operating area. As apron pavement ages, deterioration such as cracking, spalling, and surface deformation can generate FOD, reduce pavement strength, and create hazards for aircraft, ground

vehicles, and personnel. Rehabilitating the apron restores a safe, durable pavement surface that supports the continued safe movement, parking, servicing, and maintenance of general aviation aircraft. The project also reduces the potential for aircraft damage, enhances operational reliability, and preserves the airport's existing infrastructure by extending the pavement's useful life. By proactively addressing pavement deficiencies before they become more significant safety concerns, the project directly supports the PFC objective of preserving safety and maintaining safe airport operations.

Project Justification
The existing pavement has reached the end of its useful service life, with the Arizona 2025 Pavement Inspection Report indicating a PCI between 60 and 74 and the last major rehab work spanning between 2003 and 2010. Rehabilitation of the General Aviation Apron will restore pavement strength, improve surface conditions, and extend the useful life of the facility in accordance with current FAA design standards.

Estimated Project Implementation Date: Project Design will begin in August of 2026.
Estimated Project Completion Date: Project Design is estimated to be completed in December of 2027.
Project Type: Concurrent Use

Estimated Costs	
Cost Type	**Value**
Admin Expenses	$8,098
Project Design (Professional Services)	$404,917
Total	**$413,015**

Funding Breakdown	
Funding Source	**Amount**
FAA IIJA Grant 3-04-0053-052-2026	$392,364
PFC #11 (Proposed)	$20,651
Total	**$413,015**

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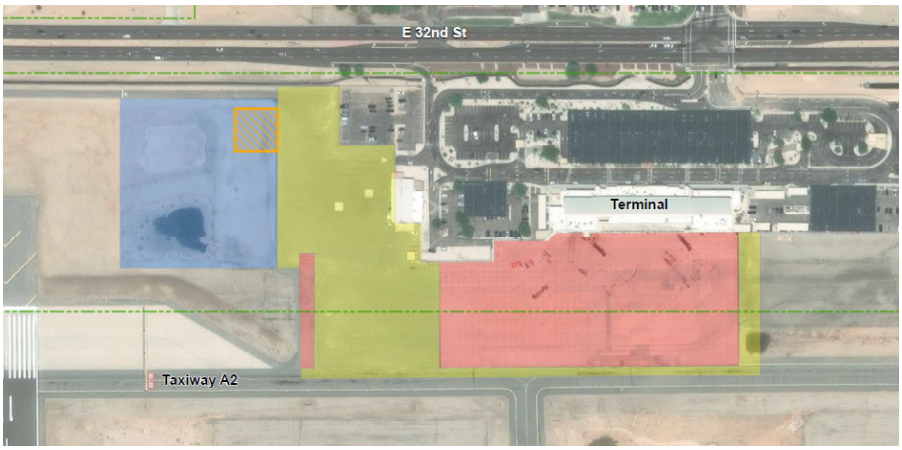
Item 4: Reconstruct Terminal Apron (Construction)

Project Description
Reconstruction of the commercial terminal apron will address pavement deterioration and underlying material-related distress that cannot be effectively corrected through rehabilitation measures. The apron is roughly 43,000 square yards in size and consists of both asphalt and concrete. The design and bidding of this project is included as Project 3 of PFC Application 9, which will be completed in early FY 2027.



Project Eligibility
Apron reconstruction is eligible for funding under the AIP Handbook Table I-4(a). This PFC project funds the non-federal share of a FY 27 FAA AIP/IIJA grant.

Project Objective
Reconstructing the Commercial Terminal Apron at NYL is consistent with the PFC objective of **enhancing safety** by removing pavement panels that have been significantly deteriorated by alkali-silica reaction (ASR). ASR-related deterioration can result in cracking, surface distortion, loss of structural integrity, and the generation of foreign object debris (FOD), all of which increase the potential for hazards to aircraft, ground support equipment, and airport personnel. Reconstructing the affected apron areas eliminates these compromised pavement sections and replaces them with new pavement that provides a stable, structurally sound, and reliable operating surface for commercial aircraft parking, boarding, fueling, loading, and pushback operations. By eliminating existing safety hazards associated with ASR-damaged pavement and restoring the apron to a safe operating condition, the project directly enhances the safety of aircraft operations and supports the PFC objective of enhancing safety.

Project Justification
The asphalt apron section is an irregular shape roughly 378 feet wide by 658 feet long and has a PCI between 12 and 45. The concrete apron is approximately 700 feet long and 300 feet wide and has a PCI of 68. Although the concrete apron is above the typical reconstruction threshold, detailed pavement inspection by ADOT through the APMS program have identified alkali-silica reaction (ASR) on almost 300 concrete panels. This deleterious chemical reaction causes internal expansion of the concrete, resulting in map cracking, joint misalignment, surface spalling, and progressive loss of structural integrity. In accordance with FAA guidance, including Advisory Circular 150/5320-6, pavements exhibiting systemic

material-related distress such as ASR are not good candidates for rehabilitation, as the deterioration will continue regardless of surface treatments or partial-depth repairs. Full-depth reconstruction will remove ASR-affected materials and replace the existing pavement with a new section designed to meet current FAA standards for strength, durability, and anticipated aircraft loading.

Estimated Project Implementation Date: Project Construction is estimated to begin in August of 2027.
Estimated Project Completion Date: Project Design is estimated to be completed in December of 2028.
Project Type: Impose Only

Estimated Costs	
Cost Type	**Value**
Project Construction (Estimated)	$7,500,000

Funding Breakdown	
Funding Source	**Amount**
FAA AIP Entitlement Grant #TBD	$5,284,936
FAA IIJA Grant #TBD	$313,006
FAA Discretionary Grant #TBD	$1,231,558
PFC #11 (Proposed)	$670,500
Total	**$7,500,000**

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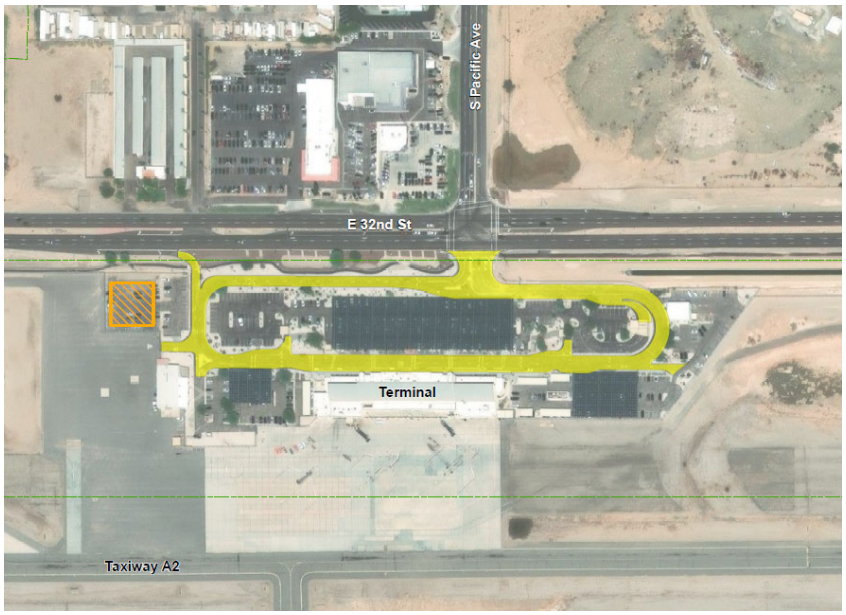
Item 5: Rehabilitate Airport Access Road (Construction)

Project Description

The primary terminal access road is 2,440 feet in length and generally 40 feet wide, extending from East 32nd Street to the terminal building and providing exclusive landside access for commercial service passengers. This corridor serves as the main vehicular route for passenger drop-off and pick-up, as well as for taxis, rideshare services, and other ground transportation providers. In addition to vehicular access, the roadway includes dedicated pedestrian walkways that facilitate safe and efficient movement of passengers between parking areas, curbside zones, and the terminal entrance.



Project Eligibility

Access Road Rehabilitation is eligible for funding under the AIP Handbook Table P-3(a). This PFC project funds the non-federal share of a FY 27 FAA IIJA grant.

Project Objective

Rehabilitating the terminal access road at NYL is consistent with the Passenger Facility Charge (PFC) objective of enhancing safety by improving the condition and reliability of the primary roadway serving the airport terminal. Over time, pavement deterioration, surface irregularities, and aging infrastructure can create hazards for motorists, pedestrians, airport shuttles, emergency vehicles, and commercial traffic accessing the terminal. Rehabilitating the roadway restores a safe driving surface, improves vehicle control, reduces the potential for accidents and vehicle damage, and supports safe circulation throughout the terminal area. The project also enhances access for emergency response vehicles and helps maintain efficient traffic operations, minimizing congestion-related safety risks. By addressing existing pavement deficiencies and preserving critical landside infrastructure, the project directly supports the PFC objective of enhancing safety for all airport users.

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Project Justification
The access road pavement has reached the end of its useful life, with a PCI below 70 and the last major rehabilitation occurring over 20 years ago (exact date is unknown). Existing pavement conditions include surface deterioration, cracking, and localized failures, which contribute to reduced ride quality and increased maintenance requirements. These deficiencies may also create potential safety concerns for both vehicles and pedestrians, particularly in high-traffic areas near the terminal. As a result, rehabilitation of the terminal access road is necessary to restore structural integrity, improve operational efficiency, and maintain a safe and reliable access route for airport users.

Estimated Project Implementation Date: Project Construction is estimated to begin in August of 2027.
Estimated Project Completion Date: Project Design is estimated to be completed in December of 2028.
Project Type: Impose Only

Estimated Costs	
Cost Type	**Value**
Project Construction (Estimated)	$1,300,000

Funding Breakdown	
Funding Source	**Amount**
FAA IIJA Grant #TBD	$1,183,780
PFC #11 (Proposed)	$116,220
Total	**$1,300,000**

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Item 6: PFC Administration

Project Description
This project includes consulting and audit fees related to the preparation and ongoing maintenance of this PFC application. PFC administrative expenses are allowed under Part 158.13(b). This project will be 100% PFC funded.

Project Eligibility
PFC Admin costs are eligible under 14 CFR § 158.13(b) – Use of PFC Revenue.

Project Objective
This project meets the objective of **enhance safety** by providing funding for the reasonable and necessary administrative costs associated with the implementation, management, and oversight of the Airport's Passenger Facility Charge (PFC) program. Funding will support activities required to ensure compliance with 14 CFR Part 158, including preparation and administration of PFC applications and amendments, financial management and reporting, recordkeeping, audit support, air carrier coordination, revenue reconciliation, and other eligible administrative functions directly attributable to the PFC program. These activities are essential to the effective and compliant administration of the Airport's approved PFC program and the proper stewardship of PFC revenues.

Project Justification
Administrative costs are included in this PFC application to support the reasonable and necessary expenses associated with implementing, administering, and ensuring compliance with the approved PFC program. These costs include activities such as application preparation, program management, financial accounting and reporting, recordkeeping, air carrier coordination, revenue reconciliation, audit support, and other administrative functions required to collect, monitor, and administer PFC revenues in accordance with 14 CFR Part 158. The requested administrative costs are directly attributable to the PFC program and are necessary to ensure its effective and compliant administration.

Estimated Project Implementation Date: Project Construction is estimated to begin in August of 2026.
Estimated Project Completion Date: Project Design is estimated to be completed in December of 2029.
Project Type: Concurrent Use

Estimated Costs	
Cost Type	**Value**
Project Construction (Estimated)	$50,820

Funding Breakdown	
Funding Source	**Amount**
PFC #11 (Proposed)	$50,820

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If you have any comments concerning this proposal, please submit them in writing to my office within 30 days of receipt of this notice or please plan to attend the consultation meeting. Should you have any questions regarding the information provided please contact me at 928-726-5882.

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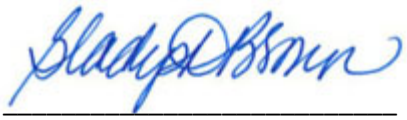

Gladys D. Brown, CM, CAE
Airport Director