

Public Notice and Opportunity for Public Comment
Intent to Impose and Use and New Passenger Facility Charge
Bert Mooney Airport
Butte, Montana

Date: November 21, 2017

Mail comments to: Bert Mooney Airport
101 Airport Road
Butte, Montana 59701

Deadline: December 21, 2017

The Bert Mooney Airport Authority intends to file an application with the Federal Aviation Administration (FAA), to impose and use a new Passenger Facility Charge for improvement projects at the Bert Mooney Airport, Butte, Montana. As required under Section 158.23 of Part 158 – Passenger Facility Charges, the Authority is hereby providing written notice to all known air carriers operating at the Airport and the public.

The following paragraphs provide information required under Section 158.23 of Part 158 for the notice to air carriers serving the Bert Mooney Airport of the Airport Authority's intent to file the aforementioned Notice of Intent to impose and use PFC Revenues.

Section 158.23(a)(1). Description of Projects – Impose and Use

The Bert Mooney Airport Authority will file an application with the FAA to Impose and Use Passenger Facility Charges for the following projects. The projects listed are necessary to maintain the airport in safe condition for the operation of aircraft and for the safety of traveling public.

1. Rehabilitate and Expand Non-Revenue Terminal Parking Lot (2013-2014)

This PFC project consists of the local share reimbursement for the below project constructed under the AIP 49 and AIP 50 grant. The Rehabilitate and Expand Non-Revenue Terminal Parking Lot project was part of a larger project to reconfigure and rehabilitate the terminal parking lot and access road at the Bert Mooney Airport. The project was constructed in 2 phases with the first phase in 2013 and the second phase in 2014. This project was one component of a larger construction project to reconfigure the access roads and parking lot in preparation of the construction of the new terminal building. The rehabilitation and the new parking lot associated with this project is a non-revenue generating parking lot. A portion of this larger project was relocation of a portion of utilities in preparation for the passenger terminal construction project. These costs are included in the Passenger Terminal Building Construction project.

The Terminal Parking Lot Construction project was completed in May of 2015. The total cost of the project was **\$2,000,160**. The airport received a two grants from the FAA (AIP 49 and AIP

50) to fund 90% of these costs. The proposed PFC portion is **\$200,016** which consists of the sponsors 10% share of the project.

2. Rehabilitate and Improve Terminal Access Road Rehabilitation (2014)

This PFC project consists of the local share reimbursement for the below project constructed under the AIP 50 grant. The Rehabilitate and Improve Terminal Access Road project was part of a larger project to reconfigure and rehabilitation the terminal parking lot at the Bert Mooney Airport. This portion of the project consisted of the mill and overlay of the access road from Harrison Avenue to the terminal parking lot and reconfiguration of the existing roads to allow for the expansion of the terminal building and the future expansion of the parking lot.

The Rehabilitate and Improve Terminal Access Road project was completed in May of 2015. The Total cost of the project was **\$168,860**. The airport has received a grant from the FAA (AIP 50) to fund 90% of these costs. The proposed PFC portion is **\$16,886** which consists of the sponsors 10% share of the project.

3. New Passenger Terminal (2015-2017)

This PFC project consists of the local share reimbursement of the AIP eligible portions of the new passenger terminal project at the Bert Mooney Airport. The AIP eligible portions of the terminal building project have been established at 98.84% of the overall construction cost. The project is being funded under AIP 49, 51, 52, 53, 54 and future AIP grants to reimburse the airport for the project costs. A new passenger terminal is scheduled for completion in December of 2017.

The initial terminal project was planned to be an expansion to the existing terminal building. During the design phase it was determined that construction of a new terminal building would be more cost effective due to the condition of the existing terminal building. Design of the new passenger terminal was completed in 2016 and construction of the new facility started in August of 2016 with an anticipated completion date of December 2017. The new passenger terminal will replace the existing passenger terminal at the Bert Mooney Airport. The new passenger terminal consists of approximately 25,000 sf of main floor area with additional areas in the basement for support equipment, baggage screening, and baggage handling areas. The main floor also provides for offices for airlines services the Bert Mooney Airport.

The anticipated total project cost for the terminal building is **\$10,215,833**. The Bert Mooney Airport has received a grant from the Butte-Silver Bow Hard Rock Mining Trust program in the amount of \$1,000,000 to cover to cover a portion of the overall project cost and portions of the terminal building that are not eligible for FAA or PFC participation. The portion of the project that the airport plans on requesting reimbursement on is **\$9,215,833**.

The airport is anticipated to receive approximately **\$8,294,250** in grants from the FAA to fund 90% of the remaining cost of eligible portions of the terminal building. The FAA grants associated with the terminal project to date are AIP 49, 51, 52, 53 & 54. With future grants to be received to reimburse the airport. The proposed PFC portion is **\$921,583** which consists of the sponsors 10% share of AIP eligible costs associated with the terminal building.

4. New Passenger Terminal – Debt Service (2017)

This PFC project consists of debt service for the loan acquired by the sponsor to finance the construction of the terminal building. The principle of the loan will be paid back with future AIP

funds. As described above the New Bert Mooney Passenger Terminal Building is scheduled to be completed in December 2017. The Bert Mooney Airport Authority will fund the construction of the project with thought a combination of available primary entitlements and a commercial loan to completely fund the construction. The loan will cover the shortfall in available funding until the airport can be reimbursed with future primary entitlements. The Debt Service for the project consists of loan origination fees and interest payments on the loan.

The estimated costs associated with the loan to finance the terminal building project are as follows:

Loan Origination Fee: \$45,000
Interest: \$770,000

The airport is anticipated incur loan origination fees and interest in the amount of **\$815,000** over the life of the loan.

5. Relocate FAA Equipment

The existing terminal building currently provides space for FAA equipment that monitors the ILS, RCO radios and weather reporting equipment at the airfield. The equipment will need to be relocated due to the planned demolition of the existing terminal building. The equipment is owned by the FAA and the relocation is funded through a reimbursable agreement. The FAA has indicated that the estimate to relocate the equipment is \$366,000. The airport is anticipating a grant from the FAA to fund 90% of these costs. The proposed PFC portion is **\$36,600** which consists of the sponsors 10% share of the project.

Cost Estimates

If applicable, actual project cost or cost estimates and sketches for the proposed projects are attached. Actual costs were developed from the summary of project costs required for the completion of the associated project. Cost estimates were developed for general planning purposes based on anticipated average unit costs expressed in current dollars. These costs are general estimates only and are not intended to provide actual engineering and construction costs. More precise costs will be determined when the specific projects are designed and implemented. These costs have been estimated, however, from actual projects completed recently and adjusted as necessary to reflect local variations. The total estimated project costs and PFC revenue are broken down as follows.

Impose and Use

#	Project Cost Summary	Total Project Cost	FAA Share	PFC Share
1	Rehabilitate and Expand Non-Revenue Terminal Parking Lot	\$ 2,000,160	\$ 1,800,144	\$ 200,016
2	Rehabilitate and Improve Terminal Access Road	\$ 168,860	\$ 151,974	\$ 16,886
3	Passenger Terminal Construction	\$10,215,833	\$ 8,294,250	\$ 921,583
4	Passenger Terminal Construction-Debt Service	\$ 815,000	\$ -	\$ 815,000
5	FAA Equipment Relocation	\$ 366,000	\$ 329,400	\$ 36,600
	TOTALS	\$13,565,853	\$ 10,575,768	\$ 1,990,085

Section 158.23(a)(2). PFC Level, Charge Effective Date, Charge Expiration Date, and Total Revenue

PFC Level:

\$4.50 per enplaned passenger at Bert Mooney Airport.

Proposed Charge Effective Date:

March 1, 2018

Estimated Charge Expiration Date:

April 1, 2036

Estimated Total PFC Revenue:

\$1,990,085 not including interest.

Section 158.23(a)(3). Request that a Class of Carrier not be Required to Collect PFCs

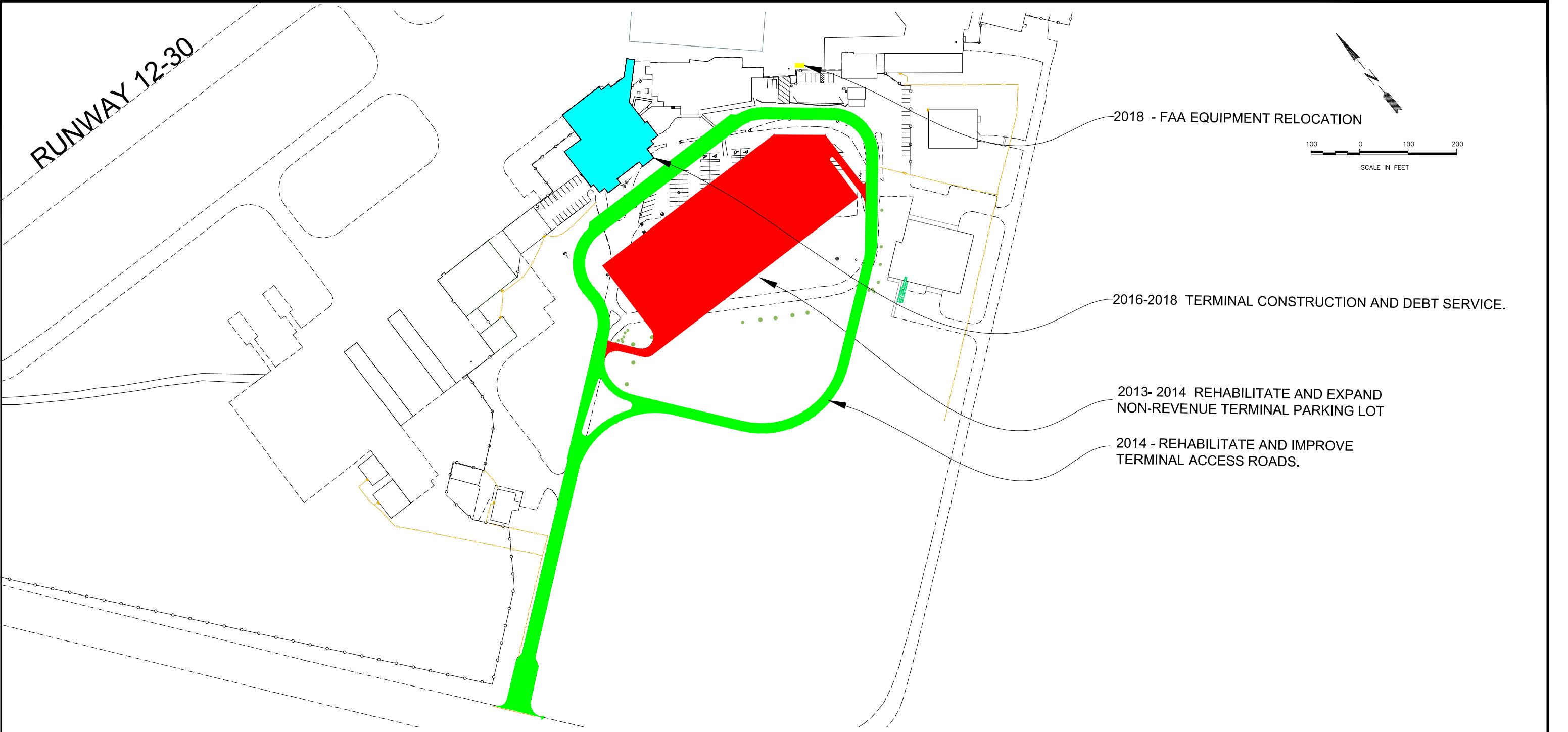
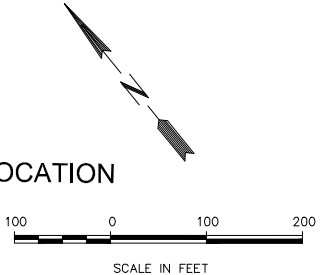
(i) Class Designation: The class of carrier that would not be required to collect a PFC, if approved by the FAA, is the on demand, non scheduled Air Taxi/Commercial Operators. The following is the list of those operators known to the Authority at this time.

(ii) and (iii) Names of Known Carriers Belonging to Class Identified in this Section and Estimated Number of Annual Enplaned Passengers:

Carrier	Calendar Year 2016 Enplanements
Butte Aviation	Less than 200
Source: Bert Mooney Airport	

(iv) Reasons for Requesting that Carriers Identified in this Section Not be Required to Collect the PFC: The number of passengers enplaned annually by this type of carrier represents less than 0.2% of total enplanements at Bert Mooney Airport. This is the only FBO located on the Airport that provides on demand, non scheduled flights. In accordance with Section 158.11 of Part 158, the Authority will request in its Application to Impose and Use PFCs that collection of PFCs by any class of air carriers or foreign air carriers with enplanements totaling no more than 1% of the total number of passengers enplaned annually at Bert Mooney Airport not be required. This would be the case with the on demand, non-scheduled Air Taxi/Commercial Operators.

RUNWAY 12-30



2018 - FAA EQUIPMENT RELOCATION

2016-2018 TERMINAL CONSTRUCTION AND DEBT SERVICE.

2013- 2014 REHABILITATE AND EXPAND NON-REVENUE TERMINAL PARKING LOT

2014 - REHABILITATE AND IMPROVE TERMINAL ACCESS ROADS.

LEGEND

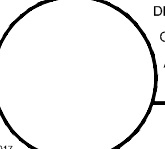
- 2013- 2014 REHABILITATE AND EXPAND NON-REVENUE TERMINAL PARKING LOT
- 2014 - REHABILITATE AND IMPROVE TERMINAL ACCESS ROADS.
- TERMINAL CONSTRUCTION AND DEBT SERVICE
- FAA EQUIPMENT RELOCATION

VERIFY SCALE!
THESE PRINTS MAY BE REDUCED. LINE BELOW MEASURES ONE INCH ON ORIGINAL DRAWING.
MODIFY SCALE ACCORDINGLY!

REVISIONS				
NO.	DESCRIPTION	DATE	BY	



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DRAWN BY: CRK
CHKD. BY: STB
APPR. BY: STB
DATE: 9/20/09
Q.A. REVIEW BY: _____
DATE: _____

BUTTE MONTANA
BERT MOONEY AIRPORT
PFC SKETCH

PROJECT NUMBER 0853.080-040-0113
SHEET NUMBER 1
DRAWING NUMBER
FIGURE 1