

The State of Montana Department of Transportation intends to file an application with the Federal Aviation Administration (FAA), to impose and use a Passenger Facility Charges for improvement projects at Yellowstone Airport, West Yellowstone, Montana. As required under Section 158.23 of Part 158 – Passenger Facility Charges, The State is hereby providing written notices to all known air carriers having a significant business interest in Yellowstone Airport. The State of Montana Department intends to file for reimbursement of match funding for Airport Improvement Projects (AIP) derived from FY 2000 through FY 2010.

The following paragraphs provide the information required under Section 158.23 of Part 158 for the notices to air carries serving Yellowstone Airport of the State's intent to file the aforementioned application to Impose and Use PFC Revenues.

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

The State of Montana Department of Transportation will file an application with the FAA to Impose and Use Passenger Facility Charges for the following projects. The projects listed were necessary to maintain the airport in safe condition for the operation of aircraft and for the safety of the traveling public.

Rehabilitate Apron-FY2000 (AIP 04)

Portions of the Apron were crack sealed, fog sealed and remarked in 2000 due to weathering of the apron pavements. This pavement was constructed in 1964 and chip sealed in 1981 and was in excess of 30 years old.

Thermally induced stresses created by expansion and contraction of the large pavement surfaces required for aircraft operation result in cracks forming on the pavement surface. Deterioration of the pavements represented a hazard to safe aircraft operation and maintenance was necessary to increase the essential life cycle of the apron and maintain a safe environment and surface for aircraft operation.

The total cost of the apron rehabilitation was \$1,796.00. The airport received federal funds to cover 90% of these costs. The proposed PFC portion is \$179.00, the remaining 10% of total project costs.

Rehabilitate Runway-FY2000 (AIP 04)

This project included crack-sealing, fog-sealing portions of runway 01-19 in 2000 due to weathering of the runway pavement. This pavement was constructed in 1964 and was over 30 years old.

Thermally induced stresses created by expansion and contraction of the large pavement surface result in cracks forming on the pavement surface. Deterioration of the pavements represented a hazard to safe aircraft operation and rehabilitation maintenance was necessary to increase the essential life cycle of the runway and maintain a safe environment and surface for aircraft operation.

The total cost of the runway rehabilitation was \$17,907.00. The airport received federal funds to cover 90% of these costs. The proposed PFC portion is \$1,790.70, the remaining 10% of total project costs.

Improve Terminal Building-FY2000 (AIP 04)

The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity and access for persons with disabilities. The public bathrooms located in the terminal building needed to be upgraded to ADA standards including standard reference: A11.2.3(2)(b) because the terminal is owned and operated by a state entity, Montana Department of Transportation. The provision was to allow room for maneuverability for persons with a disability in the bathroom. In order to accommodate this at the Yellowstone Airport the bathrooms were completely reconstructed including the plumbing. The completion of the project enhanced safety for the general public and the traveling passengers of the host airline.

The total cost to improve the public bathrooms was \$68,367.00. The airport received federal funds to cover 90% of these costs. The proposed PFC portion is \$6,836.70, the remaining 10% of total project costs.

Acquire Handicap Passenger Lift Device-FY2000 (AIP 04)

According to the Americans with Disabilities Act and the Aviation Consumer and Enforcement Agency of the U.S. Department of Transportation the carrier may refuse transportation if there are no lifts, boarding chairs or other devices available which can be adapted to enplane the passenger. Airline personnel are not required to carry a mobility-impaired person on or off the aircraft by hand, i.e. to directly pick up the passenger's body in the arms of one or more airline staffers and carry the individual up or down stairs. Also, an airport that is servicing aircraft of 19 or more seats and have 10,000 or more enplanements are required to have lifts or similar devices to accommodate mobility disabled persons. Currently, Yellowstone Airport services aircraft with more than 19 seats. To combat possible disruption in airline operations, the airport acquired the device and in FY 2009 the airline and airport collaboratively upgraded the lift device. This device enhanced the safety of the traveling public and of the host airline staff employees.

The total cost to acquire a handicap passenger lift device was \$8,907.00. The airport received federal funds to cover 90% of these costs. The proposed PFC portion is \$890.70, the remaining 10% of total project costs.

Rehabilitate Runway-FY2003 (AIP 05)

This project included a 3" P401 grooved overlay on runway 01/19 in 2003. The runway pavements were 39 years old. The pavement surface had served its useful life and rehabilitation was necessary to provide a smooth and safe surface.

The total cost to overlay the runway was \$ 1,726,402.00. The airport received federal funds to cover 90% of these costs. The proposed PFC portion is \$172,640.20, the remaining 10% of total project costs.

Install Runway Vertical/Visual Guidance System-FY2003 (AIP 05)

The installation of the Precision Approach Path Indicator (PAPI) on runway 01 enhances the Instrument Landing System with the ½ mile visibility and 200 foot decision height. It also enhances pilot safety and awareness during visual flight rules (VFR) conditions by giving the position of an aircraft in accordance to the glide slope and provides guidance down to flare initiation of 50 ft. The new equipment enhances safety to the runway.

The total cost to install the runway vertical/visual guidance system (PAPI) was \$ 22,222.00. The airport received federal funds to cover 90% of these costs. The proposed PFC portion is \$2,222.20, the remaining 10% of total project costs.

Acquire Aircraft Rescue & Fire Fighting Vehicle-FY2006 (AIP 06)

The acquisition of the Aircraft Rescue & Fire Fighting Vehicle was mandated by 14 C.F.R. part 139.317. Yellowstone Airport is index A, which requires a vehicle that can at least hold 500 pounds of sodium-based dry chemical, halon 1211, or clean agent; or 450 pounds of potassium-based dry chemical and water with a commensurate quantity of AFFF to total 100 gallons for simultaneous dry chemical and AFFF application. As a result, the safety for commercial aviation at Yellowstone Airport was enhanced.

The acquisition of the new vehicle replaced the old vehicle that was not compliant with the regulation.

The total cost to acquire the Aircraft Rescue & Fire Fighting Vehicle was \$200,037.00. The airport received federal funds to cover 95% of these costs. The propose PFC portion is \$10,001.85, the remaining 5% of total project costs.

Install Perimeter Fencing-FY2007 (AIP 07)

The installment of the perimeter fencing not only marks the true airport boundary with the exception of two locations, it mitigates wildlife hazards. Before the fence, the airport continuously dealt with large animals in air operation areas, posing a great safety hazard for airport users. It also serves as an additional security measure and is a deterrent to trespassers. The fence is an 8ft metal wild life mesh fence topped with 1foot of 3 strand barbed wire with passenger and vehicle gates at designated locations.

The project enhanced the safety at the airport by allowing the airport to keep large animals off of the runways and taxiways.

The total cost to install the perimeter fencing was \$ 796,791.00. The airport received federal funds to cover 95% of the costs. The proposed PFC portion is \$39,848.55, the remaining 5% of the total project costs.

Install Weather Reporting Equipment-FY2009 (AIP 08)

The installment of the FAA- certified automated weather observing system (AWOS), provides accurate, real-time weather to pilots in aircraft as far as 10,000 ft. above ground level and 25 nautical miles out as well as to persons on the ground. It provides an enormous safety benefit to pilots and increases the airports capability to provide services for the Instrument approach on Runway 1 during inclement weather conditions. Remarks can be added to the automated message as needed to increase pilot awareness of activity on and off the movement areas as well as the surrounding areas.

The total cost to install the automated weather observing system was \$90,206.00. The airport received federal funds to cover 95% of the costs. The proposed PFC portion is \$4,510.30, the remaining 5% of the total project costs.

Improve Terminal Building-FY2009 (AIP 08)

The improvement on the terminal building included the construction of a new waste water system prompted by Montana Department Environment Quality and the Gallatin County Health Department. The old system was constructed in 1964 and deemed to be obsolete. The airport was required to build a new system to provide sewage treatment to the traveling public.

The total cost to improve the waste water system was \$156,280.00. The airport received federal funds to cover 95% of the costs. The proposed PFC portion is \$7,814.00, the remaining 5% of the total project costs.

Install Weather Reporting Equipment -FY2009 (AIP 09)

The second grant for the AWOS equipment described above was due to a split grant program by the FAA and the six month extension period prior to reauthorization.

The additional cost was \$40,699.00. The airport received federal funds to cover 95% of the costs. The proposed PFC portion is \$2,034.95, the remaining 5% of the total project costs.

Install Enhanced Taxiway Markings-FY2009 (AIP 08&09)

The installment of the enhanced taxiway markings on taxiway A and ladder taxiways A1 and A2 were required as a FAR Part-139 airport by the Federal Aviation Administration. The project included stripping old paint, repainting taxiway lines and extending them, and painting position hold markings and runway identification markings. Enhanced taxiway markings help to reduce incursions and increase pilot awareness especially in IFR weather conditions where there may be poor visibility.

The total cost to install the enhanced taxiway markings was \$43,878.80. The airport received federal funds to cover 95% of the costs. The proposed PFC portion is \$2,193.94, the remaining 5% of the total project costs.

Construction Cost Estimates

If applicable, cost estimates and sketches for the proposed projects are attached. Cost estimates were developed based on actual project costs completed for projects previously completed and for general planning purposes based on anticipated average unit costs expressed in current dollars for future projects. The total estimated project costs and PFC revenue are broken down as follows.

<u>Impose and Use</u>	Total Cost	Federal Share	PFC Cost
<u>Rehabilitate Apron-FY2000 (AIP 04)</u>	\$ 1,796.00	\$ 1,616.40	\$ 179.60
<u>Rehabilitate Runway-FY2000 (AIP 04)</u>	\$ 17,907.00	\$ 16,116.30	\$ 1,790.70
<u>Improve Terminal Building-FY2000 (AIP 04)</u>	\$ 68,367.00	\$ 61,530.30	\$ 6,836.70
<u>Acquire Handicap Passenger Lift Device-FY2000 (AIP 04)</u>	\$ 8,907.00	\$ 8,016.30	\$ 890.70

Rehabilitate Runway-FY2003 (AIP 05)

\$1,726,402.00 \$1,553,761.80 \$ 172,640.20

Install Runway Vertical/Visual Guidance System-FY2003 (AIP 05)

\$ 22,222.00 \$ 19,999.80 \$ 2,222.20

Acquire Aircraft Rescue & Fire Fighting Vehicle-FY2006 (AIP 06)

\$ 200,037.00 \$ 190,035.15 \$ 10,001.85

Install Perimeter Fencing-FY2007 (AIP 07)

\$ 796,971.00 \$ 757,122.45 \$ 39,848.55

Install Weather Reporting Equipment-FY2009 (AIP 08)

\$ 90,206.00 \$ 85,695.70 \$ 4,510.30

Improve Terminal Building-FY2009 (AIP 08)

\$ 156,280.00 \$ 148,466.00 \$ 7,814.00

Install Weather Reporting Equipment -FY2009 (AIP 09)

\$ 40,699.00 \$ 38,644.05 \$ 2,034.95

Install Enhanced Taxiway Markings-FY2009 (AIP 08&09)

\$ 43,878.80 \$ 41,684.86 \$ 2,193.94

Total Costs **\$3,173,672.80** **\$2,922,709.11** **\$250,963.69**

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

PFC Level:

\$4.50 per enplaned passenger at West Yellowstone Airport.

Proposed Charge Effective Date:

April 1, 2011

Estimated Charge Expiration Date:

March 1, 2021

Estimated Total PFC Revenue:

\$250,963.00 - 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:

Calendar Year 2009 Carrier enplanements: None known or less than 10

Source: Yellowstone 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 Yellowstone 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 Yellowstone Airport not be required. This would be the case with the on demand, non-scheduled Air Taxi/Commercial Operators.

Please forward any comments or concerns regarding this action please send them to the following address:

Mr. Tony Bean, Airport Manager
Yellowstone Airport
721 Yellowstone Airport Road
West Yellowstone, MT 59758