

# Public Notice of Passenger Facility Charge Application

February 12, 2007

The Friedman Memorial Airport Authority provides notice of its intent to file an application to the Federal Aviation Administration (FAA) to impose Passenger Facility Charges (PFC) and use PFC revenue. PFC revenues will fund the Airport's cost share for runway and terminal improvements, security upgrades, planning studies, and funding administration. PFC project descriptions, justifications, schedules and financing information are presented on the following pages.

The proposed PFC charge level for this application is \$4.50. The proposed charge effective date is June 1, 2007 and the estimated charge expiration date is December 1, 2009. The estimated total PFC revenue is \$691,368. The Airport will file a Request for Exemption of Air Carriers qualifying under 14 CFR 158.11.

A 30-day period is provided for filing of comments by the public. Comments must be submitted by March 14, 2007. Comments may be submitted, or additional information obtained, by contacting:

Mr. Rick Baird  
Airport Manager  
Friedman Memorial Airport  
P.O. Box 929  
Hailey, ID 83333  
Tel. (208) 788-4956

## **PFC Project Descriptions, Justifications, Schedules and Financing Plan**

### ***PFC Project 1: Runway Safety Area Improvements***

**Description:** This project added 600 feet of pavement to the south end of the runway, shifted the runway safety area (RSA) on the south end to the airport property line and relocated the north threshold to the south to increase the extent of RSA on the runway's north end. The RSA was upgraded to FAA design standards on the runway's south end, and lateral regrading was accomplished along the runway sides. The project also includes incidental work such as runway lighting system improvements, NAVAID upgrade/relocation and obstruction lighting.

**Justification:** RSA improvements were required to comply with Airport Reference Code (ARC) C-III standards. The critical aircraft at the Airport has changed from a B-III to a C-III aircraft. RSA design standards for B-III aircraft call for an RSA that is 300 feet wide and extends 600 feet beyond the runway end. Design standards for C-III aircraft require an RSA that is 500 feet wide and extends 1000 feet beyond the runway end. The grading improvements and runway shift maximized the amount of RSA that could be provided on existing airport property.

**Schedule:** Project was started in spring 2006; near completion.

**Project 1 PFC Amount:** \$190,769

### ***PFC Project 2: Runway Reconstruction***

**Description:** The project will include reconstruction of 6,602 feet of the Airport's 7,552-foot-long runway. The reconstruction plan calls for removing the top several inches of the runway, pulverizing the pavement underneath, and then mixing it with cement and paving over it. The remainder of the runway will be milled and/or overlaid as required to match the profile of the reconstructed section.

**Justification:** The northern 6,602 feet of the runway was paved with asphalt cement concrete (ACC) for the first time in 1976 and overlaid in 1983. During the course of Porous Friction Course application in the late 1990s, it was discovered that the top of asphalt was in poor condition. Although significant patching work was undertaken at that time, investigations conducted in 2006 revealed most areas of the entire asphalt thickness to be in very poor condition. This project also includes runway profile modification features to correct a line of sight deficiency.

**Schedule:** Spring 2007

**Project 2 PFC Amount:** \$258,199

### ***PFC Project 3: Environmental Impact Statement (Phase I) for Replacement Airport for Friedman Memorial Airport***

**Description:** An environmental impact statement will be prepared to identify potential impacts of relocating the airport to a new site, as identified during a previously conducted Site Selection Process.

**Justification:** The recently completed Master Plan Update evaluated alternative plan concepts for improving the airport to meet ARC C-III standards defined by the existing aircraft operations. It became clear that substantial improvements at the existing site would be needed to meet these standards. These improvements would be very costly, would have significant adverse impacts on the community, and would not offer long-term solutions to safety (terrain obstruction) and air service reliability issues. A site selection and feasibility study identified preferred alternatives for relocating the airport. Since relocation would be a major action, an environmental impact statement must be prepared to identify potential effects of relocation on the quality of the human and natural environments. The environmental impact statement will make detailed information regarding significant environmental issues or impacts available to state and federal resource agencies and to the public.

**Schedule:** In process

**Project 3 PFC Amount:** \$75,000

### ***PFC Project 4: Airport Security Improvements***

**Description:** The purpose of this project is to provide security upgrades for compliance with TSA criteria. The need for these upgrades has been noted in numerous TSA audits and will be required by CFR Part 1542. Upgrades include access control upgrades and surveillance and monitoring equipment.

**Justification:** This project enhances Airport capacity and security, as directed by the TSA. Lack of access control has been cited in Airport security audits.

**Schedule:** Expected completion by December, 2007

**Project 4 PFC Amount:** \$127,600

### ***PFC Project 5: PFC 05-05-C-00-SUN Administration***

**Description:**

This project comprises tasks to prepare an application to the FAA to impose PFCs and to use PFC revenues for Airport improvement projects and planning studies. Activities conducted included identifying eligible projects, preparing descriptions and cost data, preparing required documentation for air carrier and public notification, assisting the airport in notifying and consulting with air carriers, submitting the completed application and supporting documentation to FAA, conducting post-approval notifications, and preparing an application for amendment.

**Justification:** Administrative costs are PFC-eligible if necessary and reasonable in the implementation of approved projects.

**Schedule:** Administrative tasks were initiated in 2004 and are expected to be complete in 2007.

**Project 5 PFC Amount:** \$20, 250

## **PFC Project 6: PFC 07-06-C-00-SUN Administration**

### **Description:**

This project comprises tasks to prepare an application to the FAA to impose PFCs and to use PFC revenues for Airport improvement projects and planning studies. Activities conducted included identifying eligible projects, preparing descriptions and cost data, preparing required documentation for air carrier and public notification, assisting the airport in notifying and consulting with air carriers, submitting the completed application and supporting documentation to FAA, and conducting post-approval notifications.

**Justification:** Administrative costs are PFC-eligible if necessary and reasonable in the implementation of approved projects.

**Schedule:** It is anticipated that administrative tasks outlined above will be completed in calendar year 2007.

**Project 6 PFC Amount:** \$14,550

### **Financing Plan**

The Airport seeks to collect PFC revenue for the local share of the projects costs as detailed below.

<b>PFC Project</b>	<b>Total Cost</b>	<b>Federal Funding percent</b>	<b>FAA Share</b>	<b>Local Funding Share</b>	<b>Airport Funds (PFC)</b>
1 – RSA	\$3,815,377*	95%	\$3,624,608	\$190,769	\$190,769
2 – R/W Recon	\$5,163,985	95%	\$4,905,786	\$258,199	\$258,199
3 – EIS Phase I	\$1,500,000	95%	\$1,425,000	\$75,000	\$75,000
4 – Airport Security	\$127,600	0%	\$0	\$127,600	\$127,600
5 – PFC Admin '05	\$25,250	0%	\$0	\$25,250	\$25,250
6 – PFC Admin '07	\$14,550	0%	\$0	\$14,550	\$14,550
<b>TOTAL</b>	<b>\$10,646,762</b>		<b>\$9,955,394</b>	<b>\$691,368</b>	<b>\$691,368</b>

\*Includes AIP 3-16-0016-030 total of \$3,639,555 + anticipated \$175,822 change order for r/w signs, regulator, and lighting control wiring.