

Public Notice and Opportunity for Public Comment
Intent to Impose and Use and New Passenger Facility Charge
Helena Regional Airport
Helena, Montana

Date: January 7, 2020

Mail comments to: Helena Regional Airport
2850 Mercer Loop
Helena, Montana 59602

Deadline: February 7, 2020

The Helena Regional 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 Helena Regional Airport, Helena, 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 Helena Regional 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

The Helena Regional Airport Authority will file a Notice of Intent with the FAA to amend, use and impose PFCs 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. Runway 9-27 Rehab / Runway 5-23 Decommission (Design)

Request to Impose and Use – \$67,600

Representing the reimbursable local share for AIP 54, this project consists of planning, preparation of plans and specifications for the rehabilitation of Runway 9-27 and the decommissioning and pavement removal of Runway 5-23. The center portion of Runway 9-27 was reconstructed as part of a line of sight correction project in fiscal year 2000. The remaining east and west segments of the runway both are in need of rehabilitation as the pavements are nearing the end of their useful life. During this design phase, the process will be started to decommission Runway 5-23, so when construction is underway on Runway 9-27, the abandoned pavements on Runway 5-23 will be removed. The rehabilitated pavement on Runway 9-27 will provide landing and take-off conditions during all weather conditions with a new pavement surface. Phase 1 of this project will provide engineering design services and will be completed during fiscal year 2019 and fiscal year 2020, with anticipated construction in fiscal year 2021. As part of this phase the process will begin coordination with the FAA, Airlines and Airport tenants. Coordination will include the process for approval of any Modifications to Standards, geotechnical program implementation, field surveys and pavement design coordination. In addition to Runway 9-27, the process will be started to coordinate the decommissioning of Runway 5-23. The anticipation is that the coordination process for the decommissioning will be completed so that

abandoned pavement segments of Runway 5-23 will be removed during the same construction period as the Runway 9-27 pavement rehabilitation project.

This project is considered primarily 100% FAA eligible, which is 90% FAA dollars and 10% Airport dollars. Total project cost is estimated at \$676,000. Total cost Federal Share for the project is estimated at \$608,400. The PFC portion is estimated at \$67,600.

2. Runway 9-27 Rehab / Runway 5-23 Decommission (Construction)

Request to Impose and Use - \$ 1,255,957

Representing the reimbursable local share for a future AIP grant, this project consists of a full depth reconstruction of Runway 9-27 and the decommissioning and pavement removal of Runway 5-23. Dimensions of the existing Runway 9-27 pavement will not be affected. Runway 5-23 pavement will be removed Taxiway B will be adjusted at its intersection with Runway 9-27 and Runway 5-23 to achieve a more standard intersection with Runway 9-27. A construction operations and phasing plan will be developed in accordance with AC 150/5370-2F to address safety procedures for operating within the object free area.

This project is considered primarily 100% FAA eligible, which is 90% FAA dollars and 10% Airport dollars. Total project cost is estimated at \$12,559,571. Total cost Federal Share for the project is estimated at \$11,303,614. The PFC portion is estimated at \$1,255,957.

3. South Side GA Apron Rehab (Phase 1)

Request to Impose and Use - \$213,323

Representing the reimbursable local share of AIP 53, this project was the design and construction of the rehabilitation of 47,000 square yards of the existing south side general aviation apron pavement that has reached the end of its useful life. It provided the necessary rehabilitation of pavements on the south side general aviation area of the Airport, by a mill and overlay of parts and reconstruction of parts of the apron area. The project also included design and construction of storm drainage improvements within the project area. The new and rehabilitated pavements provide more safe operating conditions where old pavements were failing and generating foreign objects and debris (FOD).

This project is considered primarily 100% FAA eligible, which is 90% FAA dollars and 10% Airport dollars. Total project cost is estimated at \$2,133,231. Total cost Federal Share for the project is estimated at \$1,919,908. The PFC portion is estimated at \$213,323.

4. South Side GA Apron Rehab (Phase 2)

Request to Impose and Use - \$314,290

Representing the reimbursable local share for a future AIP grant, this project will be the design and construction of the rehabilitation of 62,000 square yards of the existing south side general aviation apron pavements that have reached the end of the useful life. It will provide the necessary rehabilitation of pavements on the south side general aviation area of the Airport either by a mill and overlay or reconstruction of parts of the apron areas. The project also included design and construction of storm drainage improvements within the project area. The new and rehabilitated pavements will provide more safe operating conditions where old pavements are failing and generating foreign objects and debris (FOD).

This project is considered primarily 100% FAA eligible, which is 90% FAA dollars and 10% Airport dollars. Total project cost is estimated at \$3,142,904. Total cost Federal Share for the project is estimated at \$2,828,614. The PFC portion is estimated at \$314,290.

5. Rehabilitate GA Taxilanes (Phase 1)

Request to Impose and Use - \$38,333

Representing the reimbursable local share of AIP 53, this project consists of rehabilitating 1200 feet of general aviation taxilane that has reached the end of its useful life. It will provide the necessary rehabilitation of existing general aviation taxilane pavements on the south side general aviation area of the Airport to achieve satisfactory pavement strengths for the intended use. The rehabilitated pavements will provide more safe operating conditions where currently pavements are failing and generating foreign objects and debris (FOD).

This project is considered primarily 100% FAA eligible, which is 90% FAA dollars and 10% Airport dollars. Total project cost is estimated at \$383,333. Total cost Federal Share for the project is estimated at \$345,000. The PFC portion is estimated at \$38,333.

6. Construct GA Taxilanes

Request to Impose and Use - \$55,555

Representing the reimbursable local share for a future AIP grant, this project included the construction of approximately 980' of new taxilanes for general aviation development as planned in the 2016 Master Plan Update. Increased demand for hangars required additional taxilane construction in the GA development area.

This project is considered primarily 100% FAA eligible, which is 90% FAA dollars and 10% Airport dollars. Total project cost is estimated at \$555,555. Total cost Federal Share for the project is estimated at \$500,000. The PFC portion is estimated at \$55,555.

7. ARFF Comm System Rehabilitation

Request to Impose and Use - \$19,444

Representing the reimbursable local share of AIP 53, this project rehabilitated the aircraft rescue and fire fighting (ARFF) communication system to assist the airport in meeting safety requirements of 14 CFR Part 139. The ARFF communication rehabilitation project replaced the antiquated system between the Air Traffic Control Tower (ATCT), ARFF Station 1 and the ARFF Station 2 providing a more safe operation than the old system. The work included six inch wide by 24 inch deep trenching, installation copper telephone line in conduit and backfilling.

This project is considered primarily 100% FAA eligible, which is 90% FAA dollars and 10% Airport dollars. Total project cost is estimated at \$194,444. Total cost Federal Share for the project is estimated at \$175,000. The PFC portion is estimated at \$19,444.

8. Rehabilitate GA Taxilanes (Phase 2)

Request to Impose and Use - \$108,333

Representing the reimbursable local share for a future AIP grant, this project will consist of rehabilitating 2,540 feet of general aviation taxilane that has reached the end of its useful life. It

will provide the necessary rehabilitation of existing general aviation taxiway pavements on the south side general aviation area of the Airport, by either a mill and overlay or reconstruction of the pavement section to achieve satisfactory pavement strengths for the intended use. The project will also include design and construction of storm drainage improvements within the project area. The new and rehabilitated pavements will provide more safe operating conditions where currently pavements are failing and generating foreign objects and debris (FOD).

This project is considered primarily 100% FAA eligible, which is 90% FAA dollars and 10% Airport dollars. Total project cost is estimated at \$1,083,333. Total cost Federal Share for the project is estimated at \$975,000. The PFC portion is estimated at \$108,333.

9. PFC Program Consulting

Request to Impose and Use - \$7,000

The PFC program consulting fees were the engineering services provided by Morrison-Maierle, Inc. to prepare the PFC Application.

This project was considered not FAA eligible. Total cost is \$7,000. The PFC portion is \$7,000.

PROJECT COST SUMMARY

	PROJECT		TOTAL COST (100%)	FEDERAL SHARE	PFC COST
1	Runway 9-27 Rehab / Runway 5-23 Decommission (Design)	AIP 54	\$676,000.00	\$608,400.00	\$67,600.00
2	Runway 9-27 Rehab / Runway 5-23 Decommission (Construction)	TBD	\$12,559,571.11	\$11,303,614.00	\$1,255,957.11
3	South Side GA Apron Rehab (Phase 1)	AIP 53	\$2,133,231.11	\$1,919,908.00	\$213,323.11
4	South Side GA Apron Rehab (Phase 2)	TBD	\$3,142,904.44	\$2,828,614.00	\$314,290.44
5	Rehabilitate GA Taxiways (Phase 1)	AIP 53	\$383,333.33	\$345,000.00	\$38,333.33
6	Construct GA Taxiways (Phase 2)	TBD	\$555,555.56	\$500,000.00	\$55,555.56
7	ARFF Comm System Rehab	AIP 53	\$194,444.44	\$175,000.00	\$19,444.44
8	Rehabilitate GA Taxiways (Phase 2)	TBD	\$1,083,333.33	\$975,000.00	\$108,333.33
9	PFC Program Consulting	N/A	\$7,000.00	\$0.00	\$7,000.00
			\$20,735,373.33	\$18,655,536.00	\$2,079,837.33