

Public Notice and Opportunity for Public Comment
Intent to Impose and Use a New Passenger Facility Charge
Billings Logan International Airport
Billings, Montana

Date: November 21, 2023

Mail comments to: Billings Logan International Airport
Attn: Marita Herold, Aviation and Transit Business Manager
1901 Terminal Circle, Room 216
Billings, MT 59105

Deadline: **December 21, 2023**

The City of Billings, Billings Logan International Airport intends to file an application with the Federal Aviation Administration (FAA), to impose and use a new Passenger Facility Charge for improvement projects at Billings Logan International Airport, Billings, Montana. As required under Section 158.23 of Part 158 – Passenger Facility Charges, the Airport 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 Billings Logan International Airport of the City of Billings' intent to file the aforementioned Notice of Intent to impose and use PFC Revenues.

SECTION 158.23(a)(1). DESCRIPTION OF PROJECTS

The Billings Logan International Airport 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. Pond D Storm Drainage Construction
Request to Impose and Use – \$251,071

This AIP project was necessary for BIL to ensure a continued safe and effective airport operation. The Pond D Storm Drainage Project alleviates mid-field ponding during large storm events and water flowing over Runway 10L/28R. The construction of Pond D collects the storm water from airfield areas south of RW 10L/28R and pipes it at a controlled flow into the Alkali Creek drainage. This PFC project would fund the reimbursement for the 10% local share match and AIP shortfall previously expended in conjunction with the 90% Airport Improvement Grant to complete this project. This will be an impose and use project.

2. Concourse B Modifications (restroom relocation/stairwell demolition)
Request to Impose and Use –\$ 162,809

This project included the remodel and expansion of the restrooms on Concourse B and the demolition of the existing B stairwell with construction of a new stairwell. This PFC project would fund the reimbursement for the 10% local share match and AIP shortfall previously expended in conjunction with the 90% Airport Improvement Grant to complete this project. This will be an impose and use project.

3. Construction West Taxilane
Request to Impose and Use - \$68,521

This project included three areas of work all under the same AIP and Contractor. The project included construction of a new taxilane on the west end of the airport. The taxilane is for a hangar development adding executive hangars sized 80'x80' to 100'x100'. The taxilane construction added six future hangar locations with future expansion to the south. This PFC project would fund the reimbursement for the 10% local share match previously expended in conjunction with the 90% Airport Improvement Grant to complete this project. This will be an impose and use project.

4. Expand West Apron
Request to Impose and Use - \$57,375

The public ramp will provide parking for itinerant pilots a location to park. This PFC project would fund the reimbursement for the 10% local share match previously expended in conjunction with the 90% Airport Improvement Grant to complete this project. This will be an impose and use project.

5. Expand Airport Service Road
Request to Impose and Use - \$12,237

The service road provides emergency access to the midfield area, Runway 10R/28L and Runway 7. This PFC project would fund the reimbursement for the 10% local share match previously expended in conjunction with the 90% Airport Improvement Grant to complete this project. This will be an impose and use project.

6. Runway 10R-28L Shift Construction
Request to Impose and Use - \$184,346

The runway shift provided additional developable airside land for needed facilities and improvements. The developable land at midfield will accommodate future aviation related needs with aprons, air cargo facilities, or other aviation related facilities. The Runway 10R/28L shift also resolved a taxiway circulation safety issue in the Runway Protection Zone (RPZ) of Runway 28L. Taxiway "G" and "J" had hold bars for tower clearance under the Runway 28L RPZ. The 955-foot shift increased the clearance between the ground and Part 77 surface for removal of the existing hold bars. This PFC project would fund the reimbursement for the 10% local share match previously expended in conjunction with the 90% Airport Improvement Grant to complete this project. This will be an impose and use project.

7. ARFF Ramp Rehabilitation
Request to Impose and Use - \$33,838

This project included rehabilitation of the existing Airport Rescue and Fire Fighting (ARFF) ramp pavement that was over 20 years old with increased rutting, patching, and crack-seal maintenance. This project provided a new surface for the ARFF and SRE equipment accessing mid-field and the west end of the Airport. The new pavement surface eliminated the chance of Foreign Object Debris (FOD) and the concrete pavement eliminated the rutting from the fire trucks accessing their bays. This PFC project would fund the reimbursement for the 10% local share match previously expended in conjunction with the 90% Airport Improvement Grant to complete this project. This will be an impose and use project.

8. Rehabilitate Service Road
Request to Impose and Use - \$20,165

The service road provides access from Operation building and ARFF south doors to the airfield. This project provided a new surface for the ARFF and SRE equipment accessing mid-field and the west end of the Airport. The new pavement surface eliminated the chance of Foreign Object Debris (FOD) and the concrete pavement eliminated the rutting from the fire trucks accessing their bays. This PFC project would fund the reimbursement for the 10% local share match previously expended in conjunction with the 90% Airport Improvement Grant to complete this project. This will be an impose and use project.

9. 2018 Pavement Condition Index (PCI) Study
Request to Impose and Use - \$6,771

This project also included a PCI Study of all airfield pavements that provides an objective basis for determining maintenance and repair needs and priorities of airfield pavements. Continuous monitoring of the PCI is used to establish the rate of pavement deterioration and can provide early identification of major rehabilitation needs. It also provides feedback on pavement performance for validation or improvement of current pavement design and maintenance procedures. This PFC project would fund the reimbursement for the 10% local share match previously expended in conjunction with the 90% Airport Improvement Grant to complete this project. This will be an impose and use project.

10. Commercial Apron Reconstruction Preliminary Design
Request to Impose and Use - \$21,462

This project was for preliminary engineering design of the reconstruction of concrete commercial apron pavements that were 15-20 years old and had met its useful life. This project will provide commercial airlines parking at the new gate and apron locations for the Terminal Expansion project. This project will also provide new concrete surface to replace Alkali-Silica Reaction (ASR) deteriorating concrete slabs. The new concrete surface eliminated the Foreign Object Debris (FOD) that is becoming a safety issue for the Airport. This PFC project would fund the reimbursement for the 10% local share match previously expended in conjunction with the 90% Airport Improvement Grant to complete this project. This will be an impose and use project.

11. Commercial Apron Reconstruction Schedule 1&2
Request to Impose and Use - \$337,344

This project included the reconstruction of the first two schedules of the commercial apron project. The concrete commercial apron pavements were 15-20 years old and had met its useful life. This project provided commercial airlines parking at the new gate and apron locations for the Terminal Expansion project. This project also provided a new concrete surface to replace Alkali-Silica Reaction (ASR) deteriorating concrete slabs. The new concrete surface eliminated the Foreign Object Debris (FOD) that is becoming a safety issue for the Airport. This PFC project would fund the reimbursement for the 10% local share match previously expended in conjunction with the 90% Airport Improvement Grant to complete this project. This will be an impose and use project.

12. Equipment Acquisition – ARFF Gear
Request to Impose and Use - \$18,034

The Aircraft Rescue and Fire Fighting (ARFF) gear was shown on the PFC application for 2017 as \$200,000. This equipment was AIP eligible and AIP funds were used to purchase the ARFF

gear. Nothing was reimbursed on the 2017 PFC application and the current application shows the local share for the equipment only. The ARFF operation occasionally has to replace its life safety equipment to meet its requirements to respond to Aircraft emergencies. The Self-Contained Breathing Apparatus (SCBA) equipment had reached its end of useful life, and by law is required to be retired. Additionally, the protective fire-fighting suits/turn-out gear had also met its useful life. This project replaced all of this life safety ARFF equipment. This PFC project would fund the reimbursement for the 10% local share match previously expended in conjunction with the 90% Airport Improvement Grant to complete this project. This will be an impose and use project.

13. 2022 Pavement Condition Index (PCI) Study

Request to Impose and Use - \$5,653

This project included a PCI Study of all airfield pavements that provides an objective basis for determining maintenance and repair needs and priorities of airfield pavements. Continuous monitoring of the PCI is used to establish the rate of pavement deterioration and can provide early identification of major rehabilitation needs. It also provides feedback on pavement performance for validation or improvement of current pavement design and maintenance procedures. This PFC project would fund the reimbursement for the 10% local share match previously expended in conjunction with the 90% Airport Improvement Grant to complete this project. This will be an impose and use project.

14. West Taxilane Extension

Request to Impose and Use - \$86,379

This project is an extension of the existing West Taxilane that was constructed in 2016. The project is located south of Runway 28L on the west side of the airport for future hangar development. The west and east sides of the taxilane are designed for larger hangars approximately 100' x 120'. The taxilane extension project will add four additional large hangar locations to the west end development. This project also includes storm drainage improvements. This PFC project would fund the reimbursement for the 10% local share match previously expended in conjunction with the 90% Airport Improvement Grant to complete this project. This will be an impose and use project.

15. Construct Midfield Service Road

Request to Impose and Use - \$127,135

This project includes construction of a road for ARFF access to the west end of the airport serving two runways. This will provide separation of vehicles and aircraft through the middle of the airport near the Airport Operations Center; a Fixed Base Operator (FBO) hangar and ramp, and Cargo operations. Traffic will primarily be for ARFF and Operations vehicles, and fuel trucks. The current ARFF service road was built in 2005, has severe alligator cracking, and is located on a new FBO lease that began in 2021. The new road will provide better access from the east end of the airport to the west end of the airport with construction anticipated in summer 2023. This PFC project would fund the reimbursement for the 10% local share match previously expended in conjunction with the 90% Airport Improvement Grant to complete this project. This will be an impose and use project.

16. Commercial Apron Construction Schedule 4

Request to Impose and Use - \$482,980

This project includes the reconstruction of the fourth schedule of the commercial apron project. This project will provide commercial airlines parking at the apron locations for the Terminal

Expansion project. The new concrete surface will eliminate the Foreign Object Debris (FOD) on storm drains that are becoming a safety issue for the Airport. This PFC project would fund the reimbursement for the 10% local share match plus an AIP shortfall in grant entitlement dollars. This is in conjunction with the Airport Improvement Grant to complete this project. This will be an impose and use project.

17. 2024 Airport Master Plan

Request to Impose and Use - \$88,000

The Airport Master Plan will provide the framework needed to guide future airport development. This includes documenting the issues that proposed development at the Airport will address, justifying the proposed development through the technical, economic, and environmental investigation of concepts and alternatives, establishing a realistic schedule for the implementation of the development proposed, proposing an achievable financial plan to support the implementation schedule, providing sufficient project definition and detail for subsequent environmental evaluations that may be required before the project is approved, presenting a plan that adequately addresses all issues and satisfies local, state, and Federal regulations, documenting policies and future aeronautical demand to support municipal or local deliberations on spending, debt, land use controls, and other policies necessary to preserve the integrity of the airport and its surroundings, and setting the stage and establishing the framework for a continuing planning process. This will be an impose and use project.

18. Cargo Slot 5 Ramp Construction

Request to Impose and Use - \$1,584,000

This project will include the expansion of the concrete cargo apron at the Airport. The expansion will meet current needs, especially during peak season. Due to the increase of cargo enplanements over the past years, additional ramp space is needed for cargo operations. Slot 5 will also provide additional public ramp space to accommodate emergency flights or extra non-commercial aircraft in need of parking space. This PFC project would fund the reimbursement for the 10% local share match and AIP shortfall previously expended in conjunction with the 90% Airport Improvement Grant to complete this project. This will be an impose and use project.

19. 2024 Replacement of Equipment – Front Mount Dedicated Runway Broom

Request to Impose and Use - \$800,000

The Airport will be replacing one 20-year old broom with new, more advanced equipment. This new equipment will allow the Airport to expeditiously remove Foreign Object Debris (FOD) on the airfield as required by the FAA and needed for our Airline partners. This PFC project would fund the reimbursement for the 100% local share match. This will be an impose and use project.

20. 2024 Replacement of Snow Removal Equipment – 1 Blower

Request to Impose and Use - \$900,000

The Blower is replacing an existing piece of equipment to comply with FAR Part 139.313. The existing blower is an Oshkosh with a loading chute and is a model year 2003. This PFC project would fund the reimbursement for the 100% local share match. This will be an impose and use project.

21. 2024 Replacement of Snow Removal Equipment – 2 Snow Plows

Request to Impose and Use - \$1,400,000

The two Snow Plows are replacing existing pieces of equipment. One snow plow is an Oshkosh plow truck with a dump box and 20' winged plow blade and is a model year 2004. The second snow plow is an Oshkosh plow truck with a sand spreader and 20' winged plow blade and is a model year 2003. Billings Logan International Airport is located in the northern part of the country where snow and ice conditions occur each Winter. FAA requires all commercial service airports that experience Winter weather to comply with FAR Part 139.313, which specifies that the Airport must prepare, maintain and carry out a snow and ice control plan. Within the BIL Snow and Ice Control Plan it identifies, under Section 2.4, that Group I priorities for snow removal include the main Runway 10L/28R, the parallel Taxiway "A," and the Air Carrier Ramp. Specifically, as per the Airport's FAA approved Snow and Ice Control Plan, the Airport Sponsor is required to remove 1 inch of falling snow from the Priority I areas within 1/2 hour. This PFC project would fund the reimbursement for the 100% local share match. This will be an impose and use project.

22. 2025 Pavement Condition Index (PCI) Study

Request to Impose and Use - \$8,333

This project included a PCI Study of all airfield pavements that provides an objective basis for determining maintenance and repair needs and priorities of airfield pavements. Continuous monitoring of the PCI is used to establish the rate of pavement deterioration and can provide early identification of major rehabilitation needs. It also provides feedback on pavement performance for validation or improvement of current pavement design and maintenance procedures. This PFC project would fund the reimbursement for the 10% local share match previously expended in conjunction with the 90% Airport Improvement Grant to complete this project. This will be an impose and use project.

23. 2025 Replacement of Equipment – 2 Fire Trucks

Request to Impose and Use - \$2,000,000

The Airport will be replacing two 20-year old fire trucks with new, more advanced equipment. ARFF vehicles provide an invaluable service to the commercial and private airline industry and the passengers. The airline industry is reliant on prompt and effective fire and rescue services during aircraft emergencies. These services include fire containment and suppression, passenger and crew rescue, airframe and cargo preservation, and maintenance of the site to aid in after-incident investigations. The vehicles that airport fire departments employ serve as the medium to deliver fire fighters, specialized tools and equipment, and fire-fighting agents to the scene of an aircraft incident. This PFC project would fund the reimbursement for the 100% local share match. This will be an impose and use project.

Prj No.	Project Title	PFC Level	PFC Revenue Requested		AIP Funds	Total Project Cost
			Pay-as-you-go	Total PFC		
1	Pond D Storm Drainage Construction (Phase II)	\$4.50	\$ 251,071	\$ 251,071	\$2,038,916	\$2,289,987
2	Concourse B Modifications (restroom relocation/stairwell demolition)	\$4.50	\$ 162,809	\$ 162,809	\$1,278,232	\$1,441,041
3	Construction West Taxilane	\$4.50	\$ 68,521	\$ 68,521	\$616,691	\$685,212
4	Expand West Apron	\$4.50	\$ 57,375	\$ 57,375	\$516,378	\$573,753
5	Expand Airport Service Road	\$4.50	\$ 12,237	\$ 12,237	\$110,140	\$122,377
6	Runway 10R-28L Shift Construction	\$4.50	\$ 184,346	\$ 184,346	\$1,659,119	\$1,843,465
7	Rehabilitate ARFF Building (apron)	\$4.50	\$ 33,838	\$ 33,838	\$304,543	\$338,381
8	Rehabilitate Service Road	\$4.50	\$ 20,165	\$ 20,165	\$181,490	\$201,655
9	2018 PCI Study	\$4.50	\$ 6,771	\$ 6,771	\$60,942	\$67,713
10	Commercial Apron Preliminary Design	\$4.50	\$ 21,462	\$ 21,462	\$193,165	\$214,627
11	Reconstruction of Commercial Apron - Schedules 1 & 2	\$4.50	\$ 337,344	\$ 337,344	\$3,036,099	\$3,373,443
12	Equipment Acquisition - ARFF Gear	\$4.50	\$ 18,034	\$ 18,034	\$162,312	\$180,346
13	2022 PCI Study	\$4.50	\$ 5,653	\$ 5,653	\$50,881	\$56,534
14	West Taxilane Extension	\$4.50	\$ 86,379	\$ 86,379	\$777,418	\$863,797
15	Construction Service Road	\$4.50	\$ 127,135	\$ 127,135	\$1,144,220	\$1,271,355
16	Reconstruct Commercial Apron (phase 4)	\$4.50	\$ 482,980	\$ 482,980	\$2,690,845	\$3,173,825
17	Airport Master Plan	\$4.50	\$ 88,000	\$ 88,000	\$792,000	\$880,000
18	Cargo Slot 5 Ramp Construction	\$4.50	\$ 1,584,000	\$ 1,584,000	\$6,736,700	\$8,320,700
19	Equipment Acquisition - Broom Replacement	\$4.50	\$ 800,000	\$ 800,000	\$0	\$800,000
20	SRE Equipment Acquisition - Blower Replacement	\$4.50	\$ 900,000	\$ 900,000	\$0	\$900,000
21	SRE Equipment- 2 Snow Plows Replacement	\$4.50	\$ 1,400,000	\$ 1,400,000	\$0	\$1,400,000
22	2025 PCI Study	\$4.50	\$ 8,333	\$ 8,333	\$75,000	\$83,333
23	Equipment Acquisition - 2 Fire Trucks Replacement	\$4.50	\$ 2,000,000	\$ 2,000,000	\$0	\$2,000,000
24				\$ -		\$0
Notice Total:			\$ 8,656,453	\$ 8,656,453		

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

PFC Level	\$4.50
Original Charge Effective Date	March 1, 2042
Estimated New Application Charge Effective Date	March 1, 2042
Estimated Charge Expiration Date	March 30, 2047
Estimated Total PFC Revenue	\$8,656,453