

Public and Air Carrier Consultation

Airport:

Date and Location of Public Mtg:

Minot International Airport

January 9th, 2013 at 9:00 AM CST. At Minot International Airport Conference Room

Project Name	#	PFC Level	FAA Funds	Local (PFC) Funds	State Funds	Total Project	Description	Justification
Construction and Design of Taxiway D	1	\$4.50	\$7,181,707	\$398,985	\$398,984	\$7,979,676	Taxiway D is being re-aligned and reconstructed to meet FAA design standards along with supporting the new terminal developments. The portion of taxiway D west of taxiway C will be constructed to ARC CIII standards (approximately 2950' x 60'). The portion of taxiway D east of Runway 13/31 to the end of Runway 26 will be constructed to ARC BII standards (approximately 3080' x 35').	The existing Taxiway D, the parallel taxiway for Runway 8/26 is a series of taxiway segments that do not link the ends of the runway, and do not provide a straight taxiway from end to end of the runway. It is not connected to the existing terminal apron to allow the access of air carrier aircraft from this apron. The redesign and construction will provide connectivity to both ends of the runway, and will provide access from the existing and new terminal apron expansion. It will be built to CIII standards and air carrier weight bearing capacity from the end of Runway 8, east to Taxiway C. East of Runway 13/31 will be built to ARC BII standards to accommodate smaller aircraft that need access to Runway 26.
Passenger Terminal Apron - Design and Construction	2	\$4.50	\$14,499,900	\$805,550	\$805,550	\$16,111,000	A 59,100 S.Y. apron is being constructed adjacent to the new terminal building. It will be built to handle narrow-body (A320/MD80/B757) traffic. There is no lease agreements for this apron.	With the construction the new terminal building, parking adjacent to the terminal for air carrier aircraft is necessary. This 59,100 S.Y. apron will be built to handle narrowbody (A320/MD80/B757) aircraft and support air carrier ramp activities. The existing terminal apron has 4 aircraft parking positions, and the current airlines would like to have 5 or 6 aircraft remain overnight at Minot, and there currently isn't space to handle this demand.
Relocate SRE Building - Design and Construction *	3	\$4.50	\$3,400,000	\$188,889	\$352,284	\$4,104,568	A SRE building (approximately 20,000 S.F.) will be built to store and maintain the airport owned and budgeted snow removal equipment that will be acquired over the next 5 years.	The existing SRE building is located were the new terminal will be built. The airport was running out of space within the existing SRE building and had planned to expand the existing SRE building to handle new equipment that the airport is required to have to meet FAA Part 139 snow clearance standards for the airfield. The new SRE building will be approximately 20,000 s.f. and will be able to store and maintain the snow removal equipment that the airport currently has and will be acquiring over the next 5 years.
Passenger Terminal Building - Design and Construction	4	\$4.50	\$18,677,365	\$9,161,318	\$9,161,317	\$37,000,000	This project is the design of a new 100,000 s.f. passenger terminal building built east of the existing terminal to handle increased passengers and flights. It is being constructed to handle 400 passenger peak hour enplanement and deplanements. The new terminal will initially have 6 aircraft parking positions, with 4 passenger boarding bridges, and it will be easily expandable to accommodate up to 8 aircraft parking positions with 6 passenger boarding bridges. XXX% of the terminal building is eligible for PFC funding. A copy of the eligibility spreadsheet calculations is attached along with the Transportation Security Director's letter of concurrence.	The construction of a new terminal was necessary to meet the increased passenger and flight demands. The total yearly enplanements from August 2009 to August for 2010 was approximately 52,933 enplanements, the total yearly enplanements from August 2011 to August 2012 is approximately 146,956 enplanements as shown on the attached Boarding Records by the North Dakota Aeronautics Commission. Minot has experience a 178% change in enplanements over the last two years.
Terminal Access Road - Design and Construction	5	\$4.50	\$1,440,000	\$80,000	\$80,000	\$1,600,000	With the development of a new terminal, modifications to the roads accessing the terminal must be completed. The road funded and being designed will only serve an aeronautical purpose.	With the development of a new terminal, modifications to the existing road system providing access to the terminal must be designed and constructed to serve the needs and demands of this building.
Terminal Area Study	6	\$4.50	\$0	\$221,805	\$10,000	\$231,805	This study was completed to determine forecast demand for terminal facilities, analyze preferred development locations, provide preliminary development options and provide justification to the City of Minot and the FAA that construction of a new terminal versus expansion of the existing was the preferred option.	The significant increase (178% increase in enplanements in 2 years) in passenger activity and observed levels of activity in the terminal caused the City and FAA to explore options to address the overcrowding and lack of passenger processing facilities that the airport was experiencing. This study determined forecast demand for terminal facilities, analyzed preferred development locations, provide preliminary development options and provided justification to the City of Minot and the FAA that construction of a new terminal versus expansion of the existing was the preferred option.
Preparation of Passenger Facility Charge Application #8	7	\$4.50	\$0	\$50,000	\$0	\$50,000	Prepare PFC Application #8. This includes the development of the application for a new PFC and all related form development and airline consultation coordination.	Preparation of the PFC Application is necessary to allow collections of PFCs by City of Minot.
Acquire Snow Removal Equipment (Sweeper)	8	\$4.50	\$0	\$800,000	\$0	\$800,000	Acquire additional snow removal equipment, specifically a sweeper.	A sweeper is necessary to facilitate the snow removal operations on the airport as required by the FAA Advisory Circulars and FAR Part 139. Please see attached worksheet for SRE computations.

* Total project amount of \$4,104,568 includes AIP Eligible of \$3,777,778 and AIP Non-Eligible of \$326,790 (AIP Eligible funding @ 90% = \$3,400,000 and Local Funding = \$188,889 (PFC) + \$163,395 (Non-PFC))

Estimated Total PFC Revenue: \$11,706,547.00

Excluded Carriers:

No classes are being excluded

Proposed Charge Effective Date: 7/1/2013

Estimated Charge Expiration Date:

8/1/2023