



BISMARCK, NORTH DAKOTA



PASSENGER FACILITY CHARGE APPLICATION

Passenger Facility Charge Application # 17-07-C-00-BIS

Prepared by

KLJ

January 2017

Draft



Federal Aviation Administration
U. S. Department of Transportation

PASSENGER FACILITY CHARGE (PFC) APPLICATION

1. Application Type (Check all that apply)

- a. Impose PFC Charges
- b. Use PFC Revenue
- c. Amend PFC No. _____

FAA USE ONLY

Date Received _____

PFC Number _____

PART I

2. Public Agency Name, Address, and Contact Person

Agency Name City of Bismarck, North Dakota
Address 2301 University Drive
City, State, ZIP Bismarck North Dakota 58504
Contact Person Gregory B. Haug

3. Airport(s) to Use

Bismarck Municipal Airport

4. Consultation Dates

- a. Date of Written Notice to Air Carriers: _____
- b. Date of Consultation Meeting with Air Carriers: _____
- c. Date of Public Notice _____

PART II

5. Charges

a. Airport to Impose	b. Level	c. Total Estimated PFC Revenue by Level	d. Proposed Effective Date:	e. Estimated Expiration Date:
Bismarck Municipal Airport	<input type="checkbox"/> \$1.00 <input type="checkbox"/> \$2.00 <input type="checkbox"/> \$3.00	Impose _____	6/1/2018	5/1/2043
	<input type="checkbox"/> \$4.00 <input checked="" type="checkbox"/> \$4.50	Use _____		
		Impose 31,819,909.00 Use 31,819,909.00		

PART III

6. Attachments (Check all that Apply)

	Attached	Submitted with Application Number	Document
a.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Airport Capital Improvement Plan
b.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Project Information (Attachment B)
c.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Air Carrier Consultation and Public Notice Information
d.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Request to Exclude Class(es) of Carriers
e.	<input type="checkbox"/>	<input type="checkbox"/>	Alternative Uses/Projects
f.	<input type="checkbox"/>	<input type="checkbox"/>	Competition Plan/Update
g.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	ALP/Airspace/Environmental
h.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Notice of Intent Project Information
i.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Project Supporting Information

PART IV

7. With respect to this PFC application I hereby certify as follows:

To the best of my knowledge and belief, all data in this application are true and correct;
This application has been duly authorized by the governing body of the public agency;
The public agency will comply with the assurances (Appendix A to Part 158) if the application is approved;
For those projects for which approval to use PFC revenue is requested, all applicable ALP approvals, airspace determinations, and environmental reviews required by the National Environmental Policy Act have been completed.
If required, the public agency has submitted a competition plan in accordance with 49 U.S.C. 47106(f); and
If required by 49 U.S.C. 40117(d)(4), adequate provision for financing the airside needs, including runways, taxiways, aprons, and gates, has been made by the public agency.

a. Typed Name of Authorized Representative Gregory B. Haug	b. Title Manager, Bismarck Municipal Airport	c. Telephone Number 701-355-1808
	d. E-mail Address ghaug@bismarcknd.gov	e. Fax Number
f. Signature of Authorized Representative		g. Date Signed

Paperwork Reduction Act Statement: This form is the FAA's primary source for collecting information for the authority to collect PFC revenue for airport development. This information is used to determine the eligibility and justification of airport development projects regarding safety, security, or capacity of the national air transportation system; or which reduce noise or mitigate noise impacts resulting from an airport; or furnish opportunities for enhanced competition between or among air carriers. It is estimated that it will take approximately 5-80 hours to fill out the application depending on the complexity. The use of the form is required to obtain FAA approval of authority to collect PFC revenue (49 U.S.C. 40117(c)). No assurance of confidentiality is necessary or provided. It should be noted that an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection of information is 2120-0557. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW, Washington, DC, 20591, Attn: Information Collections Clearance Officer, AIO-20.

Airport:
Airport PFC Contact:
PFC #:

Bismarck Municipal Airport
Gregory B. Haug, ghaug@bismarcknd.gov
17-07-C-00-BIS

Project Name	#	PFC Level	FAA Funds	Local (PFC) Funds	State Funds	Total Project	FAA Grant #	KLJ Project #
PFC Application #07	1	\$4.50	\$0	\$ 34,119	\$0	\$34,119	N/A	
Runway 13/31 Reconstruction	2	\$4.50	\$38,597,099	\$ 31,534,401	\$3,000,000	\$73,131,500	3-38-0003-056-2015, 3-38-0003-57-2016, (antipate additional grants)	
Environmental Mitigation (Runway 13 RPZ, Runway 21 RPZ, Mitigation)	3	\$4.50	\$3,661,280	\$ 203,404	\$203,404	\$4,068,088	3-38-0003-053-2014 & 54-2015	
Airport Master Plan	4	\$4.50	\$863,739	\$ 47,985	\$47,986	\$959,710	3-38-0003-055-2015	

Estimated Total PFC Revenue:
Proposed Charge Effective Date:

\$31,819,909.00
6/1/2018

Estimated Charge Expiration Date:

Excluded Carriers: Bismarck Municipal Airport is requesting that Nonscheduled/On-Demand Air Carriers filing FAA form 1800 31, and Small Certified and Foreign Air Carriers filing FAA form T-100 be excluded from PFC collections. These classes of carriers do not exceed one percent of the enplanements at Bismarck Municipal Airport.
5/1/2043

PFC Period Information

Last Years Enplanements #s	262,469
Annual Growth (%)	1%
Total PFC Collection	\$31,819,909
PFC Level	\$4.50
PFC Start Date	6/1/2018
% of Revenue Passengers	95.00%
Compounding Period in YR	1
Approximate Time	24 years
Actual time needed to collect	24.87 years
Calculated expiration date	5/1/2043



Attachment A
Airport Capital Improvement Plan

NPIAS/CIP

AIRPORT NAME: Bismarck Airport
ASSOCIATED CITY: Bismarck, North Dakota
COUNTY NAME: Burleigh
COUNTY CODE: 015

NPIAS NO.: 38-0003
SITE NO.:
LOCAL IDENT.: BIS
SMSA NO.: 1010

	BASED AIRCRAFT	SCHEDULED SERVICE ANNUAL ENPLANEMENTS	SCHEDULED SERVICE ANNUAL OPERATIONS	AIR TAXI ANNUAL ENPLANEMENTS	MAIL SERVICE (Y OR N)	AIRPORTS ANNUAL INTINERANT OPERATIONS	AIRPORTS ANNUAL TOTAL OPERATIONS	PROPOSED NEW RUNWAYS	PROPOSED NEW RUNWAY EXTENSIONS
2015:	114	259,734	2,310	10,481	Y	22,357	51,677		
1 TO 5 YEARS:	125	0	0	0	Y	0	0		
6 TO 10 YEARS:	135	0	0	0	Y	0	0		Runway 13/31

ITEM NO.	ITEM DESCRIPTION	YEAR	TOTAL COST	FAA SHARE AVAILABLE	SPONSOR SHARE	NDAC SHARE	FUNDING SHORTFALL	REMARKS	FAA NATIONAL PRIORITY CODE
1A	Rehabilitate Runway 13-31 (Reconstruction) - Phase 2 (Design & Construction)	2017	31,000,000	2,000,000	1,550,000	1,550,000	25,900,000	Discretionary / State Requested	70
1B	Planning and Engineering Design Report for Runway 3-21 and Taxiway D Rehabilitation (Including Taxiway D geotechnical investigation)	2017	230,000	-	11,500	11,500	207,000	Discretionary / State Requested	70
2A	Rehabilitate Runway 13-31 (Reconstruction) - Phase 3 (Design & Construction)	2018	15,000,000	2,000,000	750,000	750,000	11,500,000	Discretionary / State Requested	70
2B	Hangar 5 Disposition	2018	300,000	-	15,000	15,000	270,000	Discretionary / State Requested	Need from FAA
2C	Expand GA Apron to Northwest - Phase 4	2018	2,000,000	-	100,000	100,000	1,800,000	Discretionary / State Requested	41
2D	Plans and Specifications for Runway 3-21 and Taxiway D Rehabilitation	2018	600,000	-	30,000	30,000	540,000	Discretionary / State Requested	70
2E	Plans and Specifications for Wetland Mitigation - Phase 5a (On Airport) (Central Watershed Channel Improvements and Wetland Improvements per Drainage Study)	2019	800,000	-	40,000	40,000	720,000	Discretionary / State Requested	58
2F	Short Term Parking Lot Rehabilitation (Rejuvenation)	2018	100,000	-	100,000	-	-	Local Funds Only	
2G	Plans and Specifications for 2019 Construction Projects	2018	500,000	-	25,000	25,000	450,000	Discretionary / State Requested	
3A1	Rehabilitate Runway 3-21	2019	6,900,000	2,000,000	345,000	345,000	4,210,000	Discretionary / State Requested	70
3A2	Rehabilitate Taxiway D	2019	4,650,000	-	232,500	232,500	4,185,000	Discretionary / State Requested	66
3B	Wetland Mitigation - Phase 5a (On Airport) (Central Watershed Channel Improvements and Wetland Improvements per Drainage Study)	2019	13,000,000	-	650,000	650,000	11,700,000	Discretionary / State Requested	59
3C	Deicing Fluid Treatment Improvements (per Drainage Study)	2019	600,000	-	30,000	30,000	540,000	PFC	
3D	Rehabilitate / Expand SRE Building / New SRE Building	2019	1,500,000	-	75,000	75,000	1,350,000	Discretionary / State Requested	39
3E	Purchase SRE	2019	600,000	-	600,000	-	-	PFC	47
3F	Expand Passenger Parking	2019	1,500,000	-	1,500,000	-	-	Local Funds Only	
3G	Taxiway Rehabilitation (Rejuvenation)	2019	350,000	-	17,500	17,500	315,000	Discretionary / State Requested	
3H	Jetway Avenue, Corporate Circle, and Lancair Drive Rehabilitation (Rejuvenation)	2019	120,000	-	6,000	6,000	108,000	Discretionary / State Requested	
3I	Relocate Airway Avenue / Airport Road Intersection	2019	300,000	-	15,000	15,000	270,000	Discretionary / State Requested	21
3J	Construct South Side Service Road	2019	1,500,000	-	75,000	75,000	1,350,000	Discretionary / State Requested	
3K	Commercial Service Terminal Rehabilitation	2019	1,500,000	-	75,000	75,000	1,350,000	Discretionary / State Requested	31
3L	ARFF Truck	2019	750,000	-	750,000	-	-	PFC	
3M	Plans and Specifications for 2020	2019	500,000	-	25,000	25,000	450,000	Discretionary / State Requested	

AIRPORT NAME: Bismarck Airport
ASSOCIATED CITY: Bismarck, North Dakota
COUNTY NAME: Burleigh
COUNTY CODE: 015

NPIAS NO.: 38-0003
SITE NO.:
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SMSA NO.: 1010

	BASED AIRCRAFT	SCHEDULED SERVICE ANNUAL ENPLANEMENTS	SCHEDULED SERVICE ANNUAL OPERATIONS	AIR TAXI ANNUAL ENPLANEMENTS	MAIL SERVICE (Y OR N)	AIRPORTS ANNUAL INTINERANT OPERATIONS	AIRPORTS ANNUAL TOTAL OPERATIONS	PROPOSED NEW RUNWAYS	PROPOSED NEW RUNWAY EXTENSIONS
2015:	114	259,734	2,310	10,481	Y	22,357	51,677		
1 TO 5 YEARS:	125	0	0	0	Y	0	0		
6 TO 10 YEARS:	135	0	0	0	Y	0	0		Runway 13/31

ITEM NO.	ITEM DESCRIPTION	YEAR	TOTAL COST	FAA SHARE AVAILABLE	SPONSOR SHARE	NDAC SHARE	FUNDING SHORTFALL	REMARKS	FAA NATIONAL PRIORITY CODE
4A	Wetland Mitigation - Phase 5b (On Airport) (Central Watershed Channel Improvements and Wetland Improvements per Drainage Study)	2020	12,800,000	2,000,000	640,000	640,000	9,520,000	Discretionary / State Requested	59
4B	Wetland Mitigation - Phase 5b (On Airport) - (Replace Open Channel Adjacent to Control Tower (Storm Sewer per Drainage Study)	2020	800,000	-	40,000	40,000	720,000	Discretionary / State Requested	59
4C	Expand Commercial Terminal	2020	4,000,000	-	200,000	200,000	3,600,000	Discretionary / State Requested	
4D	Purchase Plow or Broom	2020	700,000	-	700,000	-	-	PFC	
4E	Rehabilitate / Expand ARFF Building / ARFF Building Addition	2020	1,500,000	-	75,000	75,000	1,350,000	Discretionary / State Requested	71
4F	EA for Runway 13 RPZ Land Purchase - Phase 2	2020	200,000	-	10,000	10,000	180,000	Discretionary / State Requested	
4G	Environmental Assessment for Relocation of Airway Avenue, Property Purchase & Extension of Runway 13-31	2020	500,000	-	25,000	25,000	450,000	Discretionary / State Requested	
4H	Plans and Specifications for 2021	2020	500,000	-	25,000	25,000	450,000	Discretionary / State Requested	
5A	Wetland Mitigation - Phase 6 (On-Airport) (Storm Sewer with Force Main per Drainage Study)	2021	1,300,000	1,170,000	65,000	65,000	-	Discretionary / State Requested	59
5B	Commercial and GA Ramp Panel Replacement	2021	1,000,000	830,000	50,000	50,000	70,000	Discretionary / State Requested	
5C	Purchase SRE Equipment	2021	750,000	-	750,000	-	-	PFC	
5D	Plans and Specifications for 2022	2021	500,000	-	25,000	25,000	450,000	Discretionary / State Requested	
6A	Runway 13 RPZ Land Purchase - Phase 2	2022	2,000,000	1,800,000	100,000	100,000	-	Discretionary Requested / PFC	
6B	Relocate Yegen Road	2022	5,000,000	200,000	250,000	250,000	4,300,000	Discretionary / State Requested	
6C	Service Road Expansion - Phase 3	2022	500,000	-	25,000	25,000	450,000	Discretionary / State Requested	
6D	Purchase SRE Equipment	2022	750,000	-	750,000	-	-	PFC	
6E	Terminal Area Service Road Rehabilitation	2022	1,600,000	-	80,000	80,000	1,440,000	Discretionary / State Requested	
6F	"B" T-Hangar Expansion	2022	350,000	-	17,500	17,500	315,000	Discretionary / State Requested	
6G	Plans and Specifications for 2023	2022	400,000	-	20,000	20,000	360,000	Discretionary / State Requested	
7A	Acquire Property for SE Expansion of Runway 31	2023	500,000	450,000	25,000	25,000	-	Discretionary / State Requested	
7B	Construct Holding Apron Runway 31 Threshold	2023	200,000	180,000	10,000	10,000	-	Discretionary / State Requested	
7C	Construct Holding Aprons Runway 3-21 Ends	2023	500,000	450,000	25,000	25,000	-	Discretionary / State Requested	
7D	Purchase SRE Equipment	2023	750,000	-	750,000	-	-	PFC	
7E	Service Road Extension - Phase 4	2023	1,000,000	900,000	50,000	50,000	-	Discretionary / State Requested	
7F	Plans and Specifications for 2024	2023	800,000	20,000	40,000	40,000	700,000	Discretionary / State Requested	

AIRPORT NAME: Bismarck Airport
ASSOCIATED CITY: Bismarck, North Dakota
COUNTY NAME: Burleigh
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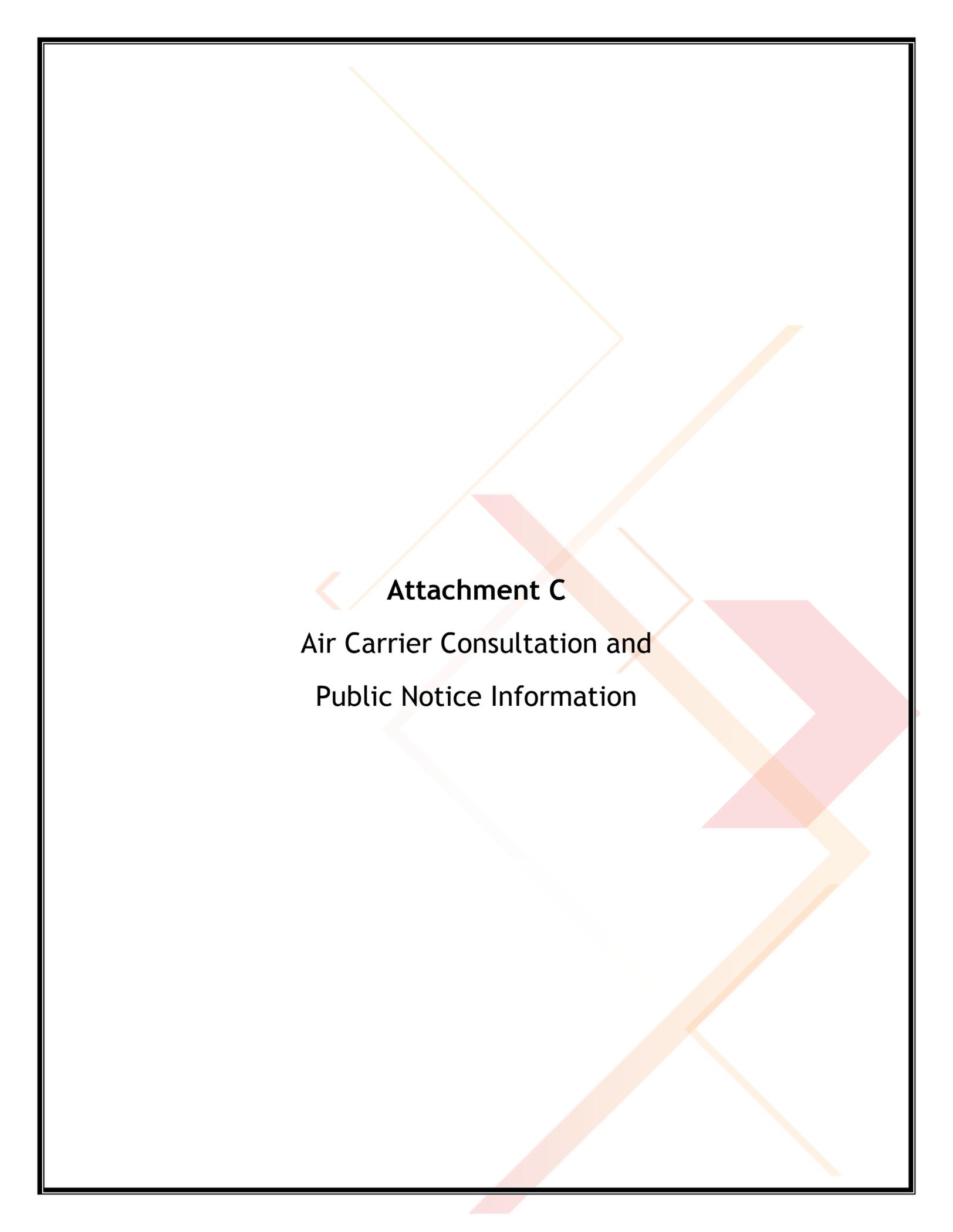
NPIAS NO.: 38-0003
SITE NO.:
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1 TO 5 YEARS:	125	0	0	0	Y	0	0		
6 TO 10 YEARS:	135	0	0	0	Y	0	0		Runway 13/31

ITEM NO.	ITEM DESCRIPTION	YEAR	TOTAL COST	FAA SHARE AVAILABLE	SPONSOR SHARE	NDAC SHARE	FUNDING SHORTFALL	REMARKS	FAA NATIONAL PRIORITY CODE
8A	Rehabilitate / Extend Runway 13-31	2024	20,000,000	2,000,000	1,000,000	1,000,000	16,000,000	Discretionary / State Requested	
8B	Flood Control Levee (Improvements per Drainage Study)	2024	2,700,000	-	135,000	135,000	2,430,000	Discretionary / State Requested	
8C	General Aviation Improvements (Drainage Improvements per Drainage Study)	2024	2,850,000	-	142,500	142,500	2,565,000	Discretionary / State Requested	
8D	Purchase SRE Equipment	2024	750,000	-	750,000	-		PFC	
8E	Plans and Specifications for 2025	2024	500,000	-	25,000	25,000	450,000	Discretionary / State Requested	
	Total Project Costs		\$ 150,000,000	\$ 16,000,000	\$ 13,817,500	\$ 7,167,500	\$ 113,015,000		
	2017 Total		\$ 31,230,000	\$ 2,000,000	\$ 1,561,500	\$ 1,561,500	\$ 26,107,000		
	2018 Total		\$ 19,300,000	\$ 2,000,000	\$ 1,060,000	\$ 960,000	\$ 15,280,000		
	2019 Total		\$ 33,770,000	\$ 2,000,000	\$ 4,396,000	\$ 1,546,000	\$ 25,828,000		
	2020 Total		\$ 21,000,000	\$ 2,000,000	\$ 1,715,000	\$ 1,015,000	\$ 16,270,000		
	2021 Total		\$ 3,550,000	\$ 2,000,000	\$ 890,000	\$ 140,000	\$ 520,000		
	2022 Total		\$ 10,600,000	\$ 2,000,000	\$ 1,242,500	\$ 492,500	\$ 6,865,000		
	2023 Total		\$ 3,750,000	\$ 2,000,000	\$ 900,000	\$ 150,000	\$ 700,000		
	2024 Total		\$ 26,800,000	\$ 2,000,000	\$ 2,052,500	\$ 1,302,500	\$ 21,445,000		

* For FAA use.

Updated 10-20-16 aml



Attachment C
Air Carrier Consultation and
Public Notice Information

January 10, 2017

Attn: PFC Manager

Address

Address

Address

Re: Proposed PFC Application #07 – Bismarck Airport (Bismarck, ND)

Dear PFC Coordinator:

This letter serves to inform Airline that the Bismarck Airport in Bismarck, ND intends to impose and use a Passenger Facility Charge (PFC) at the rate of \$4.50 for each enplaned passenger. The application for the PFC will be done in accordance with Federal Aviation Regulation (FAR) Part 158, "Passenger Facility Charges". Carriers will have 30 days to respond to the Airport with a written acknowledgement of receipt of this notice concerning this application. **There is a signature line below where you can indicate your receipt of this notice. You may simply return a copy of this letter once you have signed it in the enclosed self-addressed, postage paid envelope¹.**

The PFC collection, if authorized by the Federal Aviation Administration (FAA), will apply to any carrier who enplanes passengers at the Bismarck Airport. The Airport will request to exclude Nonscheduled/On-Demand Air Carriers filing form 1800-31, and Small Certified and Foreign Air Carriers, filing form T-100.

The Airport intends to use the PFC funds to finance eligible projects and to reimburse the Airport fund for the local share of FAA Airport Improvements Projects. These projects will be described in documents attached to this letter. If you would like a complete draft PFC application, we would be happy to provide you with one. This information is also available on the Airport's website. Questions may be addressed by contacting Greg Haug, Airport Director, by phone (701) 355-1800 or email at ghaug@bismarcknd.gov.

An air carrier consultation meeting concerning the PFC application will be held **at the Bismarck Airport Terminal in the conference room at 10:00 AM CDST on February 15th, 2017**. Air carrier representatives may choose to attend in person or via teleconference (**1-877-273-4202, Conference #7518114**). Following this meeting each carrier must provide the Airport with a written certification of its agreement or disagreement with the proposed PFC Application. Failure by a carrier to respond within 30 days will be considered concurrence with the application, in accordance with FAR Part 158¹.

¹ According to FAA Title 14 Section 158.2.: *If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.*

Please note the enclosed documents containing project specific information as it relates to PFC #07, and the list of air carriers to be excluded. Written submittals may be addressed to Gregory Haug, Airport Director; P.O. Box 991 Bismarck, ND 58504.

Sincerely,

Gregory Haug
Bismarck Airport Director

Acknowledgement of receipt: _____

Enclosures

cc: Laurie Suttmeier, Manager, FAA-ADO-BIS;
Brian Schuck, Program Manager, FAA-ADO-BIS;
Tom Schauer, Director of Aviation Planning, KLJ;
Matt Nisbet, Aviation Planner, KLJ

Public and Air Carrier Consultation

Airport:

Date and Location of Public Mtg:

Bismarck Municipal Airport
February 15th, 2017 - Bismarck Municipal Airport Conference Room
 Phone # 1-877-273-4202, Conference # 7518114

Project Name	#	PFC Level	FAA Funds	Local (PFC) Funds	State Funds	Total Project	Description	Justification
PFC Application #07	1	\$4.50	\$0	\$ 34,119	\$0	\$34,119	Prepare PFC Application #7: To recover costs incurred by the airport for the preparation of this PFC application. This includes the development of the PFC application #7 and all related forms as well as air carrier consultation.	Preparation of the PFC application is necessary to allow collections of PFC by the City of Bismarck. The recovery of the cost for the preparation of a PFC application are considered allowable costs by the FAA. Specific language to the effect is included in the preamble to Part 158 and the FAA PFC handbook. Preparation of the PFC application including airline consultation, project eligibility and financing, as well as other costs incurred in the preparation of the PFC application.
Runway 13/31 Reconstruction	2	\$4.50	\$38,597,099	\$ 31,534,401	\$3,000,000	\$73,131,500	The Runway 13-31 Reconstruction project includes: reconstruct Runway 13-31 (8,794 feet by 150 feet); reconstruct Runway 13-31 and Runway 3-21 Intersection; reconstruct Runway 13-31 and Taxiway D intersection; reconstruct a portion of Taxiway C1; reconstruct a portion of Taxiway C2; reconstruct a portion of Taxiway C3; reconstruct a portion of Taxiway C4; reconstruct a portion of Taxiway C5; reconstruct a portion of Taxiway B; install High Intensity Runway Lighting system (HIRLS); install new Runway 13-31 Signs and Markings; install new Runway 13-31 PAPIs; and improvements to the airfield drainage along affected runways and taxiways. These improvements include underdrains, storm sewer, minor regrading of drainage ditches along the runways to eliminate low areas that do not completely drain, and replacement of culverts. This also includes the associated design and environmental reviews.	See attached Justification Report
Environmental Mitigation (Runway 13 RPZ, Runway 21 RPZ, Mitigation)	3	\$4.50	\$3,661,280	\$ 203,404	\$203,404	\$4,068,088	Remove 5.48 acres of on-site airport wetlands within Runway 13 RPZ and 14.67 acres within the Runway 21 RPZ; Construct 62.4 acres of off-site wetland mitigation including easement for land; and drain and fill 17.0 acres wetlands off Runway 21 end within Runway Protection Zone (east of Yegen road).	In accordance with FAR 139, the City has completed and updated their wildlife hazard assessment and provided the FAA with a Wildlife Hazard Management Plan. This plan identifies wetland/marsh areas that should be removed in efforts to minimize wildlife attractants. This is consistent with the airports requirements under the federal grant assurance requiring the City to take appropriate actions, to the extent reasonable, to restrict incompatible land use on and in the vicinity of the airport.
Airport Master Plan	4	\$4.50	\$863,739	\$ 47,985	\$47,986	\$959,710	Update Bismarck Airport Master Plan (AMP) and associated Airport Layout Plan (ALP)	In accordance with federal grant assurances 29 and FAA Advisory Circular 150/5070-6B, the City is updating its Airport Master Plan and Airport Layout Plan to accurately reflect existing conditions and evaluate and identify future airfield modifications/development.

Bismarck Municipal Airport is requesting that Nonscheduled/On-Demand Air Carriers filing FAA form 1800 31, and Small Certified and Foreign Air Carriers filing FAA form T-100 be excluded from PFC collections. These classes of carriers do not exceed one percent of the enplanements at Bismarck Municipal Airport.
 Excluded Carriers: 5/1/2043

Estimated Total PFC Revenue:
 Proposed Charge Effective Date:

\$31,819,909.00
 6/1/2018

Estimated Charge Expiration Date:

5/1/2043

PFC Project #2 Supporting Document

BISMARCK AIRPORT RUNWAY 13/31 RECONSTRUCTION JUSTIFICATION REPORT BISMARCK, ND



GENERAL SCOPE OF PROJECT

The Runway 13-31 Reconstruction project includes: reconstruct Runway 13-31 (8,794 feet by 150 feet); reconstruct Runway 13-31 and Runway 3-21 Intersection; reconstruct Runway 13-31 and Taxiway D intersection; reconstruct a portion of Taxiway C1; reconstruct a portion of Taxiway C2; reconstruct a portion of Taxiway; reconstruct a portion of Taxiway C4; reconstruct a portion of Taxiway C5; reconstruct a portion of Taxiway B; install High Intensity Runway Lighting system (HIRLs); install new Runway 13-31 Signs and Markings; install new Runway 13-31 PAPIs; and improvements to the airfield drainage along affected runways and taxiways. These improvements may include underdrains, storm sewer, minor regrading of drainage ditches along the runways to eliminate low areas that do not completely drain, and replacement of culverts.

RUNWAY 13-31 RECONSTRUCTION VERSUS REHABILITATION

The determination of whether to reconstruct or rehabilitate Runway 13-31 was made over a

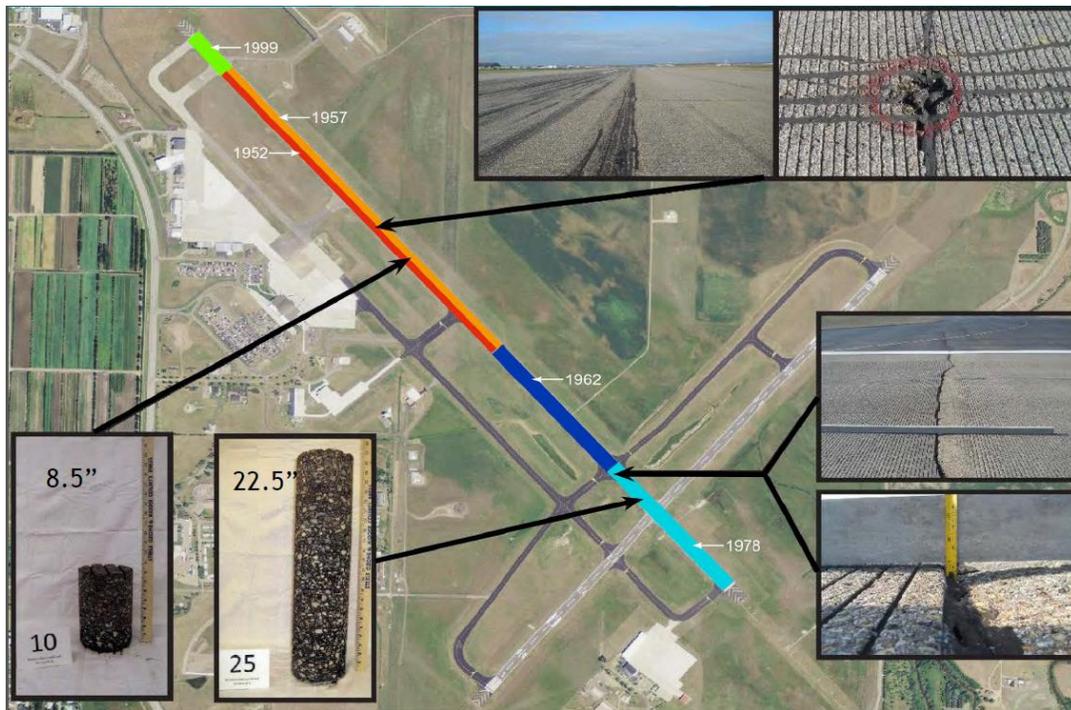


period of time. In the summer of 2011, cracks in the bituminous pavement on Runway 13-31 began showing accelerated signs of both pavement failure and differential movement. Additional pavement inspections and investigations were conducted, revealing the accelerated deterioration of Runway 13-31. Research revealed that the runway has sections of pavement that date back to as early as the 1950's, but the runway pavement has received pavement overlays over the past 64 years. The sketch below identifies when each portion of Runway 13-31 pavement was originally constructed.



Coring tests performed in October of 2011 identified pavement thicknesses and sections that varied significantly which, in turn, contribute to the differential movement of pavement at the airport. The Bismarck Airport is built on cohesionless soils (primarily clayey and silty sands). The existing bituminous pavement on Runway 13-31 is mainly built on aggregate base

course that had depths of 6 to 8 inches. On the section of Runway 13-31 from Runway 31 to Taxiway D, the runway has no aggregate base under the bituminous pavement. The bituminous pavement on Runway 13-31 varies in depth from 8.5 inches to 23.5 inches, with an average of 14.5 inches. The following image shows examples of cores, pavement distresses, and differential movement.



In 2012, a Pavement Condition Index (PCI) study was conducted. The report showed Runway 13-31 pavement PCI values ranging between a rating of 42 and 82, with the majority of pavement rated between 55 and 65. To clarify, PCI values range from 0 to 100, with 100 being new pavement. Industry standards recommend pavement rehabilitation for a commercial service runway with a PCI below 75. The PCI map of the Bismarck Airport can be seen in Appendix I.

The Bismarck Airport had its latest pavement inspection on the runways, taxiway, and aprons on September 17 through 19, 2015. Runway 13-31 was inspected and found to have a PCI ranging from 32 (Very Poor) to 74 (Very Good) excluding the overlay section. Most of the areas have a PCI between 32 (Very Poor) to 64 (Fair), with an average of 46 (Poor). Most of Runway 13-31 shows substantial signs of pavement failure.

As discussed later in the document under Listing of Applicable AIP Standards, FAA requirements allow a maximum runway longitudinal grade change of ± 1.50 percent, with no grade change in the first and last quarter of the runway. The current Runway 13-31 profile does not meet FAA design standards as the runway has grade changes in first and last quarter of the runway. In order to minimize impact to the existing navigational aids and the need for approach procedure development, the runway ends will not be changed by a vertical distance of greater than 6 inches. In order to meet FAA design requirements, the runway grades will be set so that the first and last quarter of Runway 13-31 are a constant grade meeting FAA design standards. Preliminary analysis shows that some locations of the runway profile may need to be raised by as much as four feet

**Bismarck Airport Passenger Facility Charge (PFC)
Application #7 (17-07-C-00-BIS)**

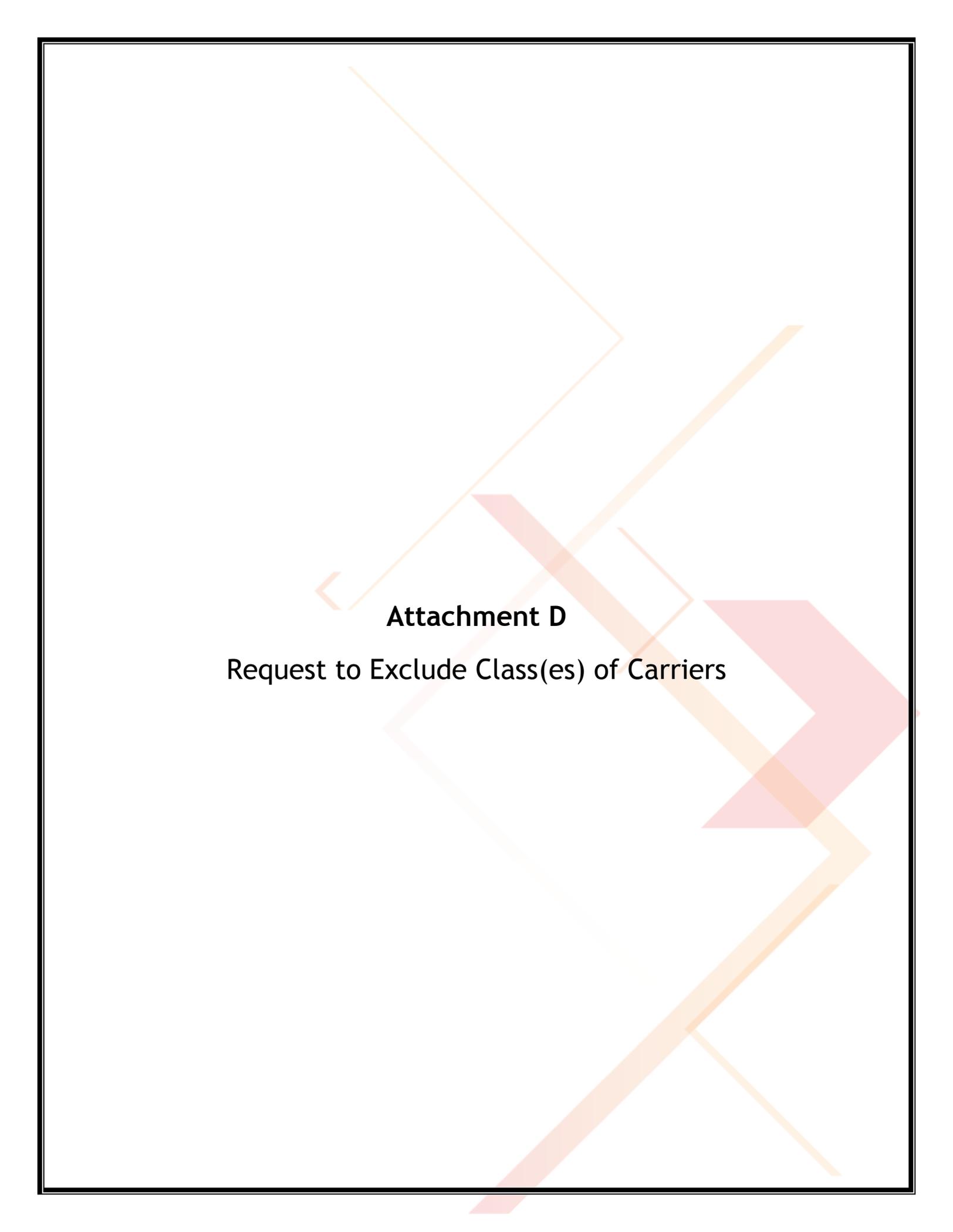
Subject: Notice for Public Comment

Notice Date: January xx, 2017

The Bismarck Airport intends to file an application with the Federal Aviation Administration (FAA) to implement a Passenger Facility Charge (PFC). The PFC will help reimburse local Airport funds for improvement projects at the Bismarck Airport in Bismarck, ND. The application for the PFC is done in accordance with the Federal Aviation Regulation (FAR) Part 158 "Passenger Facility Charges." This notice is intended to give adequate time for public review and comment of the identified projects on the proposed PFC application. The Airport intends to use the PFC funds to finance eligible projects and to reimburse the airport fund for local airport share of projects. Key elements are as follows:

- Proposed Charge Effective Date: 06/01/2018
- Estimated Charge Expiration Date: 05/01/2043
- Proposed Charge Rate: \$4.50 per enplaned passenger
- Estimated Total Revenue to be Collected/Used: \$31,819,909

A copy of the PFC projects including project descriptions and justifications, and project financials can be found on the Bismarck Airport website www.bismarckairport.com and at the airport terminal administrative offices. Any comments on the proposed PFC Application, including agreement or disagreement with any of the proposed projects, should be addressed to Mr. Gregory Haug, Airport Director; P.O. Box 991 Bismarck, ND 58504. All comments must be received no later than thirty (30) days from the date of this notice.



Attachment D

Request to Exclude Class(es) of Carriers

Enplanements by Air Carrier for Calendar Year 2015

Bismarck Municipal (BIS)

Greg Haug PO Box 991, 2301 University Drive Bldg 17, Bismarck, ND 58502-0991

BIS

SCHEDULE TYPE	-----	ENPLANEMENTS	-----
CARRIER NAME (CARRIER CODE)	SCHEDULED	NONSCHEDULED	TOTAL
ATCO - Nonscheduled/On-Demand Air Carriers, filing FAA Form 1800-31.			
Aero Jet Services LLC (J7EA)	0	2	2
Capital City Air Carrier, Inc. (CEPA)	0	53	53
Northern Skies Aviation, Inc. (N3SA)	0	5	5
ATCO Total	0	60	60
CRAC - Large Certificated Air Carriers, filing T-100.			
Allegiant Air LLC (G4)	61,109	795	61,904
Compass Airlines (CP#)	6,863	0	6,863
Delta Air Lines, Inc. (DL)	29,742	0	29,742
ENDEAVOR AIR INC. (9E#)	18,099	0	18,099
Envoy Air (MQ#)	26,301	0	26,301
Expressjet Airlines INC. (EV#)	6,906	0	6,906
Frontier Airlines, Inc. (F9)	14,351	0	14,351
Republic Airlines (YX#)	0	195	195
Shuttle America Corporation (S5)	1,120	0	1,120
SkyWest Airlines, Inc. (OO)	94,959	0	94,959
Sun Country Airlines (SY)	1,553	412	1,965
CRAC Total	261,003	1,402	262,405
FFC - Foreign Air Carriers, filing T-100(f).			
Chartright Air Inc. (13Q)	0	4	4
FFC Total	0	4	4
SITE TOTAL	261,003	1,466	262,469

BISMARCK MUNICIPAL AIRPORT

REQUEST TO EXCLUDE CLASS(ES) OF CARRIERS

The Bismarck Airport is requesting that two classes of air carriers, Air Taxi/Commercial Operators (ATCO) filing FAA form 1800-31 and Small Certified and Foreign Air Carriers filing DOT form T-100 be excluded from PFC collections.

The 2015 FAA ACAIS lists 262,469 Enplanements for CY 2015.

ATCO - Nonscheduled/On-Demand Air Carriers

1. Aero Jet Services LLC (J7EA)	2 Enplanements	(.0008%)
2. Capital City Air Carrier, Inc. (CEPA)	53 Enplanements	(.0202%)
3. Northern Skies Aviation, Inc. (N3SA)	5 Enplanements	(.0019%)
Total:	60 Enplanements	(0.0229%)

FFC - Foreign Air Carriers (T-100)

1. Chartright Air Inc. (13Q)	4 Enplanements	(.0015%)
Total:	4 Enplanements	(0.0015%)

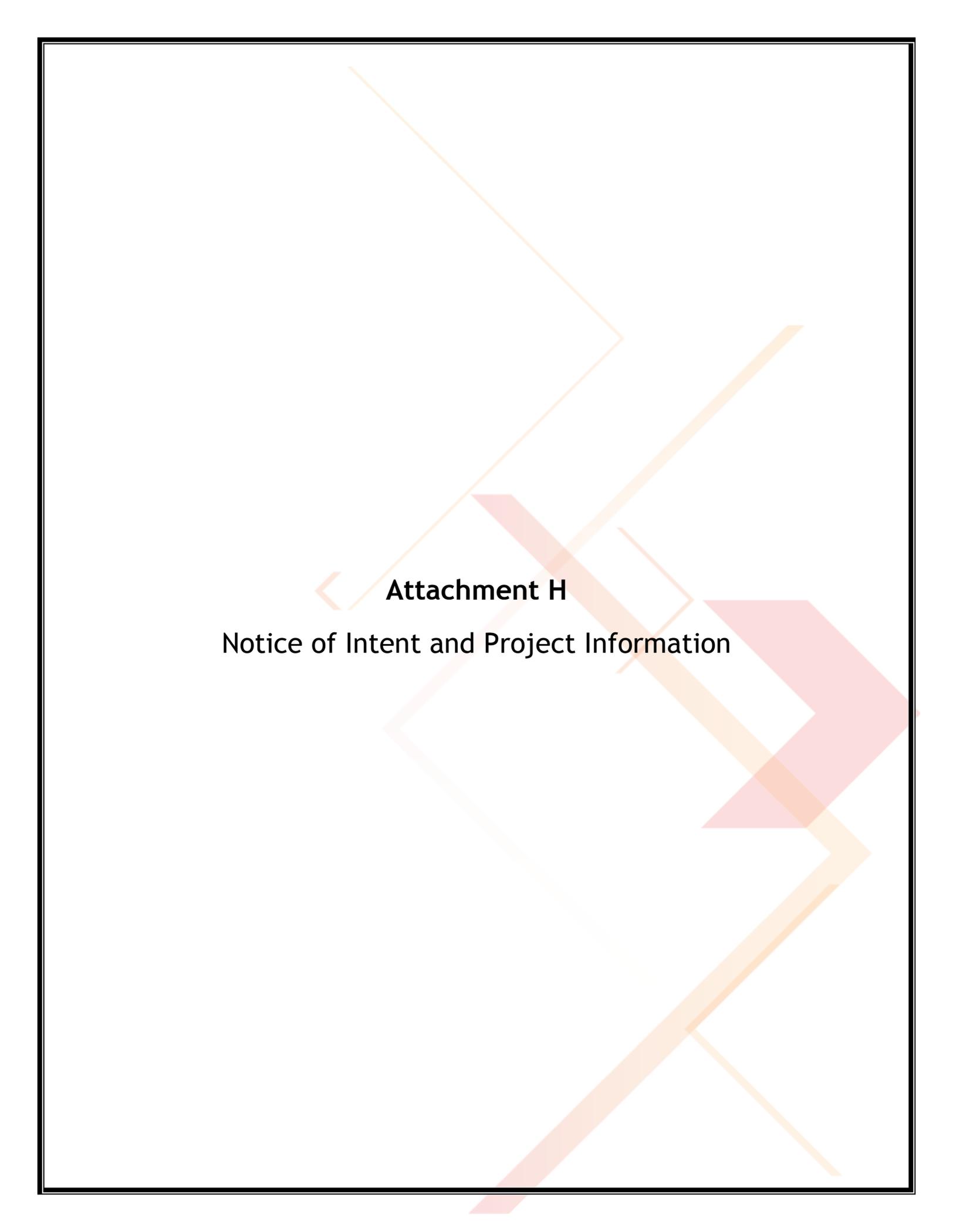
Percent of enplanements by excluded class(es): **0.0244%**

Justification for Exclusion of Class (14 CFR 158.11)

These classes of carriers provide revenue to the airport through other means, including landing fees, fuel fees and hangar ground leases. Terminal use/services are provided by these classes at their own expense. These aircraft are not the most demanding at the airport and do not place a high amount of burden on the pavements. These classes of carriers do not exceed one percent of the enplanements at the Bismarck Airport. Moreover, the effort of collecting PFCs from these carriers would cost more than the level of funds obtained in the process.

Bismarck Municipal Airport**Excluded Class List**

Carrier	Contact	Address	City	State	Country	Zip	Telephone
Aero Jet Services LLC (J7EA)	Attn: PFC Coordinator	8014 E McClain Dr, Suite 200	Scottsdale	AZ	US	85260	480-922-7441
Capital City Air Carrier, Inc. (CEPA)	Attn: PFC Coordinator	4000 Airport Rd	Pierre	SD	US	57501	605-224-9000
Northern Skies Aviation, Inc. (CEPA)	Attn: PFC Coordinator	3900 Fox Road	Laurel	MT	US	59044	406-628-2219
Chartright Air Inc. (13Q)	Attn: PFC Coordinator	2450 Derry Road East Hangar #6	Mississauga	ON	CAN	L5S 1B2	1-800-595-9395



Attachment H

Notice of Intent and Project Information

ATTACHMENT H

Public Agency:

City of Bismarck

Location:

Bismarck, North Dakota

Impose Airport

Bismarck Municipal Airport

Use Airport(s):

Bismarck Municipal Airport

Prj No.	Project Title	PFC Level	PFC Revenue Requested			Total PFC	AIP Funds	Grant No.	Other Revenue	Total Project Cost	Project Type	PFC Objective
			Pay-as-you-go	Bond Capital	Financing							
1	PFC Application #07	\$4.50	\$ 34,119	\$ -	\$ -	\$ 34,119	\$0	N/A	\$0	\$34,119	Concurrent	Preserve Capacity
2	Runway 13/31 Reconstruction	\$4.50	\$ 17,843,901	\$ 10,000,000	\$ 3,690,500	\$ 31,534,401	\$38,597,099	3-38-0003-056-2015, 3-38-0003-57-2016, (antipate additional grants)	\$3,000,000	\$73,131,500	Concurrent	Preserve Capacity
3	Environmental Mitigation (Runway 13 RPZ, Runway 21 RPZ, Mitigation)	\$4.50	\$ 203,404			\$ 203,404	\$3,661,280	3-38-0003-053-2015 & 54-2015	\$203,404	\$4,068,088	Concurrent	Enhance Safety
4	Airport Master Plan	\$4.50	\$ 47,985			\$ 47,985	\$863,739	3-38-0003-055-2015	\$47,986	\$959,710	Concurrent	Enhance Capacity
Notice Total:			\$ 18,129,409	\$10,000,000	\$3,690,500	\$ 31,819,909						

Proposed Excluded Class(es) of Carrier:

Bismarck Municipal Airport is requesting that two classes of air carriers, Air Taxi/Commercial Operators filing FAA form 1800-31 and Small Certified Air Carriers filing FAA form T-100 be excluded from PFC collections.

ALP Signature Date: 01/01/1993

ATTACHMENT H

Public Agency:
Location:

City of Bismarck
Bismarck, North Dakota

Prj No.	Project Title	Public Agency No.	Detailed Project Description	Physical Dates		Terminal Information					
				Project Start	Project End	Pre-PFC Action			Post-PFC Action		
						Tkt Cntr	Gates	Bag Fac.	Tkt Cntr	Gates	Bag Fac.
1	PFC Application #07		Prepare PFC Application #7: To recover costs incurred by the airport for the preparation of this PFC application. This includes the development of the PFC application #7 and all related forms as well as air carrier consultation.	9/21/2016	7/31/2017						
2	Runway 13/31 Reconstruction		The Runway 13-31 Reconstruction project includes: reconstruct Runway 13-31 (8,794 feet by 150 feet); reconstruct Runway 13-31 and Runway 3-21 Intersection; reconstruct Runway 13-31 and Taxiway D intersection; reconstruct a portion of Taxiway C1; reconstruct a portion of Taxiway C2; reconstruct a portion of Taxiway C3; reconstruct a portion of Taxiway C4; reconstruct a portion of Taxiway C5; reconstruct a portion of Taxiway B; install High Intensity Runway Lighting system (HIRLs); install new Runway 13-31 Signs and Markings; install new Runway 13-31 PAPIs; and improvements to the airfield drainage along affected runways and taxiways. These improvements include underdrains, storm sewer, minor regrading of drainage ditches along the runways to eliminate low areas that do not completely drain, and replacement of culverts. This also includes the associated design and environmental reviews.	2/24/2016	6/1/2020						
3	Environmental Mitigation (Runway 13 RPZ, Runway 21 RPZ, Mitigation)		Remove 5.48 acres of on-site airport wetlands within Runway 13 RPZ and 14.67 acres within the Runway 21 RPZ; Construct 62.4 acres of off-site wetland mitigation including easement for land; and drain and fill 17.0 acres wetlands off Runway 21 end within Runway Protection Zone (east of Yegen road).	5/23/2010	12/1/2016						
4	Airport Master Plan		Update Bismarck Airport Master Plan (AMP) and associated Airport Layout Plan (ALP)	9/2/2015	12/31/2017						

Submit this worksheet with FAA Form 5500.1

If you have any questions about this worksheet, please contact your local Airports District Office

ATTACHMENT H

Public Agency:
Location:

City of Bismarck
Bismarck, North Dakota

Prj No.	Project Title	Any Disagree	Describe Disagreement and Source	Public Agency Reason For Proceeding
1	PFC Application #07	Select ▼		
2	Runway 13/31 Reconstruction	Select ▼		
3	Environmental Mitigation (Runway 13 RPZ, Runway 21 RPZ, Mitigation)	Select ▼		
4	Airport Master Plan	Select ▼		

Submit this worksheet with FAA Form 5500.1

If you have any questions about this worksheet, please contact your local Airports District Office

ATTACHMENT H

Page 4: Fill in shaded area

Public Agency:
Location:

City of Bismarck
Bismarck, North Dakota

Prj No.	Project Title	Project Justification	NEPA Finding	Finding Date	Airspace Finding	Finding Date	Case Number	ALP Finding	Finding Date
1	PFC Application #07	Preparation of the PFC application is necessary to allow collections of PFC by the City of Bismarck. The recovery of the cost for the preparation of a PFC application are considered allowable costs by the FAA. Specific language to the effect is included in the preamble to Part 158 and the FAA PFC handbook. Preparation of the PFC application including airline consultation, project eligibility and financing, as well as other costs incurred in the preparation of the PFC application.	CATEX	Pending	N/A	N/A	N/A	N/A	N/A
2	Runway 13/31 Reconstruction	See attached Justification Report	CATEX	11/24/2015	Yes	5/11/1990	90-AGL-1608-NRA	Yes	1/11/1993
3	Environmental Mitigation (Runway 13 RPZ, Runway 21 RPZ, Mitigation)	In accordance with FAR 139, the City has completed and updated their wildlife hazard assessment and provided the FAA with a Wildlife Hazard Management Plan. This plan identifies wetland/marsh areas that should be removed in efforts to minimize wildlife attractants. This is consistent with the airports requirements under the federal grant assurance requiring the City to take appropriate actions, to the extent reasonable, to restrict incompatible land use on and in the vicinity of the airport.	EA	2/2/2012	Yes	03/01/16, 03/01/16, 5/13/2016	2014-AGL-6240/6241, 2015-AGL-2115	Yes	1/1/1993
4	Airport Master Plan	In accordance with federal grant assurances 29 and FAA Advisory Circular 150/5070-6B, the City is updating its Airport Master Plan and Airport Layout Plan to accurately reflect existing conditions and evaluate and identify future airfield modifications/development.	CATEX	7/21/2015	N/A	N/A	N/A	N/A	N/A

Submit this worksheet with FAA Form 5500.1

If you have any questions about this worksheet, please contact your local Airports District Office

ATTACHMENT H

Public Agency:

City of Bismarck

Location:

Bismarck, North Dakota

Prj No.	Project Title	PFC Level	Each project project above \$3 meets 158.17(a)(2) and (3), plus comments	Other FAA Comments
1	PFC Application #07	\$4.50	Select ▼	
2	Runway 13/31 Reconstruction	\$4.50	Select ▼	
3	Environmental Mitigation (Runway 13 RPZ, Runway 21 RPZ, Mitigation)	\$4.50	Select ▼	
4	Airport Master Plan	\$4.50	Select ▼	



Attachment I
Project Supporting Information

PFC Project Information

1. Airport: Bismarck Municipal Airport **Airport PFC Contact:** Gregory B. Haug, ghaug@bismarcknd.gov

2. Project Name: PFC Application #07

3. Grant #: N/A **FAA Funding % :**

4. Finances:

4a. State Grants: <u> \$0 </u>	4c. FAA Funds: <u> \$0 </u>
4b. Local (PFC) Funds <u> \$ 34,119 </u>	4d. Total Project Cost: <u> \$ 34,119 </u>

5. PFC Level: \$4.50

6.. Project Description:

Prepare PFC Application #7: To recover costs incurred by the airport for the preparation of this PFC application. This includes the development of the PFC application #7 and all related forms as well as air carrier consultation.

7. Project Justification:

Preparation of the PFC application is necessary to allow collections of PFC by the City of Bismarck. The recovery of the cost for the preparation of a PFC application are considered allowable costs by the FAA. Specific language to the effect is included in the preamble to Part 158 and the FAA PFC handbook. Preparation of the PFC application including airline consultation, project eligibility and financing, as well as other costs incurred in the preparation of the PFC application.

8. Project Implementation Date: 9/21/2016

9. Project Completion Date: 7/31/2017

10. Objective (Pick Drop Down): Preserve Capacity

11. Environmental:

9a. NEPA Finding (Pick Drop Down):	<u> CATEX </u>		
9b. NEPA Finding Date:	<u> 12/2/2016 </u>		
9c. Airspace Finding (Pick Drop Down):	<u> N/A </u>		
9d. Airspace Case Number:	<u> N/A </u>	Airspace Case Date:	<u> N/A </u>
9e. ALP Finding:	<u> N/A </u>	ALP Finding Date:	<u> N/A </u>

***** The more pictures or drawing you can attach to help document the project the better*****

(If this project is a Terminal Project or involves the TSA, there is more info necessary - please contact your KL&J PFC contact)

PFC INFO:

PFC #: 17-07-C-00-BIS **PFC Project #:** 1

PFC Project Information

1. Airport: Bismarck Municipal Airport **Airport PFC Contact:** Gregory B. Haug, ghaug@bismarcknd.gov

2. Project Name: Runway 13/31 Reconstruction

3. Grant #: 3-38-0003-056-2015, 3-38-0003-57-2016, (antipate additional grants **FAA Funding % :** _____

4. Finances:

4a. State Grants:	<u>\$ 3,000,000</u>	4c. FAA Funds:	<u>\$ 38,597,099</u>
4b. Local (PFC) Funds	<u>\$ 27,843,901</u>	4d. Total Project Cost:	<u>\$ 69,441,000</u>

Additional Financing costs per City is \$3,690,500.00
Overall total cost of \$73,131,500

5. PFC Level: \$4.50

6. Project Description:

The Runway 13-31 Reconstruction project includes: reconstruct Runway 13-31 (8,794 feet by 150 feet); reconstruct Runway 13-31 and Runway 3-21 Intersection; reconstruct Runway 13-31 and Taxiway D intersection; reconstruct a portion of Taxiway C1; reconstruct a portion of Taxiway C2; reconstruct a portion of Taxiway C3; reconstruct a portion of Taxiway C4; reconstruct a portion of Taxiway C5; reconstruct a portion of Taxiway B; install High Intensity Runway Lighting system (HIRLs); install new Runway 13-31 Signs and Markings; install new Runway 13-31 PAPIs; and improvements to the airfield drainage along affected runways and taxiways. These improvements include underdrains, storm sewer, minor regrading of drainage ditches along the runways to eliminate low areas that do not completely drain, and replacement of culverts. This also includes the associated design and environmental reviews.

7. Project Justification:

See attached Justification Report

8. Project Implementation Date: 2/24/2016

9. Project Completion Date: 6/1/2020

10. Objective (Pick Drop Down): Preserve Capacity

11. Environmental:

9a. NEPA Finding (Pick Drop Down):	<u>CATEX</u>		
9b. NEPA Finding Date:	<u>11/24/2015</u>		
9c. Airspace Finding (Pick Drop Down):	<u>Yes</u>		
9d. Airspace Case Number:	<u>90-AGL-1608-NRA</u>	Airspace Case Date:	<u>5/11/1990</u>
9e. ALP Finding:	<u>Yes</u>	ALP Finding Date:	<u>1/11/1993</u>

***** The more pictures or drawing you can attach to help document the project the better*****
(If this project is a Terminal Project or involves the TSA, there is more info necessary - please contact your KL&J PFC contact)

PFC INFO:

PFC #: 17-07-C-00-BIS **PFC Project #:** 2

**BISMARCK AIRPORT
RUNWAY 13/31 RECONSTRUCTION
JUSTIFICATION REPORT
BISMARCK, ND**



GENERAL SCOPE OF PROJECT

The Runway 13-31 Reconstruction project includes: reconstruct Runway 13-31 (8,794 feet by 150 feet); reconstruct Runway 13-31 and Runway 3-21 Intersection; reconstruct Runway 13-31 and Taxiway D intersection; reconstruct a portion of Taxiway C1; reconstruct a portion of Taxiway C2; reconstruct a portion of Taxiway C3; reconstruct a portion of Taxiway C4; reconstruct a portion of Taxiway C5; reconstruct a portion of Taxiway B; install High Intensity Runway Lighting system (HIRLs); install new Runway 13-31 Signs and Markings; install new Runway 13-31 PAPIs; and improvements to the airfield drainage along affected runways and taxiways. These improvements may include underdrains, storm sewer, minor regrading of drainage ditches along the runways to eliminate low areas that do not completely drain, and replacement of culverts.

RUNWAY 13-31 RECONSTRUCTION VERSUS REHABILITATION

The determination of whether to reconstruct or rehabilitate Runway 13-31 was made over a

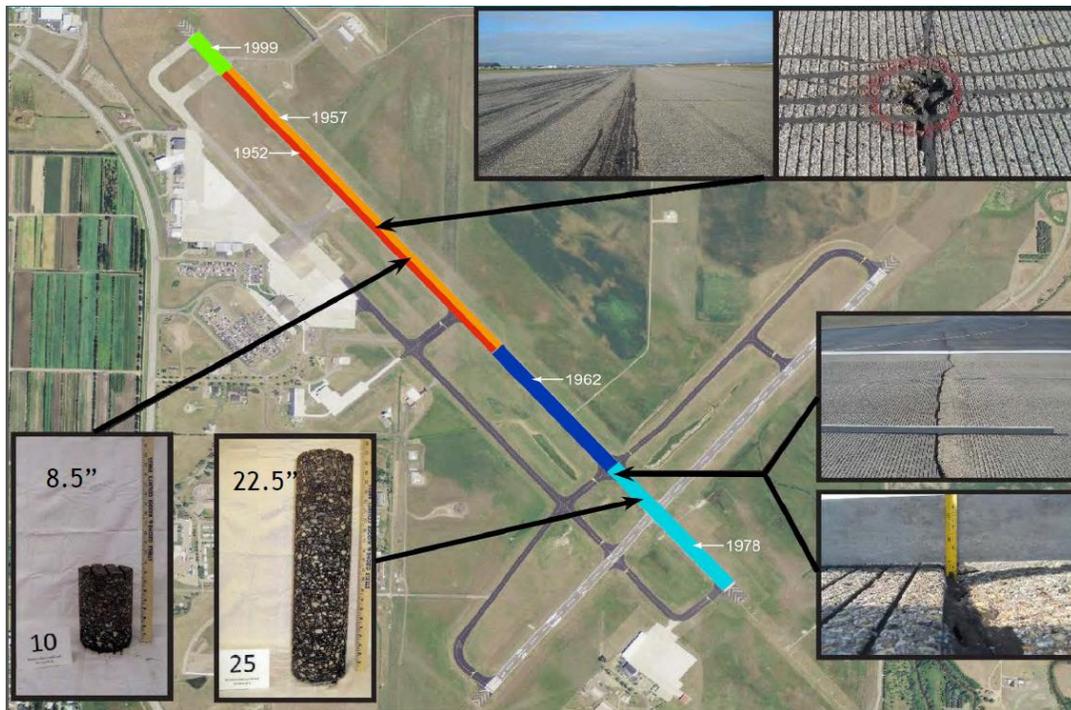


period of time. In the summer of 2011, cracks in the bituminous pavement on Runway 13-31 began showing accelerated signs of both pavement failure and differential movement. Additional pavement inspections and investigations were conducted, revealing the accelerated deterioration of Runway 13-31. Research revealed that the runway has sections of pavement that date back to as early as the 1950's, but the runway pavement has received pavement overlays over the past 64 years. The sketch below identifies when each portion of Runway 13-31 pavement was originally constructed.



Coring tests performed in October of 2011 identified pavement thicknesses and sections that varied significantly which, in turn, contribute to the differential movement of pavement at the airport. The Bismarck Airport is built on cohesionless soils (primarily clayey and silty sands). The existing bituminous pavement on Runway 13-31 is mainly built on aggregate base

course that had depths of 6 to 8 inches. On the section of Runway 13-31 from Runway 31 to Taxiway D, the runway has no aggregate base under the bituminous pavement. The bituminous pavement on Runway 13-31 varies in depth from 8.5 inches to 23.5 inches, with an average of 14.5 inches. The following image shows examples of cores, pavement distresses, and differential movement.



In 2012, a Pavement Condition Index (PCI) study was conducted. The report showed Runway 13-31 pavement PCI values ranging between a rating of 42 and 82, with the majority of pavement rated between 55 and 65. To clarify, PCI values range from 0 to 100, with 100 being new pavement. Industry standards recommend pavement rehabilitation for a commercial service runway with a PCI below 75. The PCI map of the Bismarck Airport can be seen in Appendix I.

The Bismarck Airport had its latest pavement inspection on the runways, taxiway, and aprons on September 17 through 19, 2015. Runway 13-31 was inspected and found to have a PCI ranging from 32 (Very Poor) to 74 (Very Good) excluding the overlay section. Most of the areas have a PCI between 32 (Very Poor) to 64 (Fair), with an average of 46 (Poor). Most of Runway 13-31 shows substantial signs of pavement failure.

As discussed later in the document under Listing of Applicable AIP Standards, FAA requirements allow a maximum runway longitudinal grade change of ± 1.50 percent, with no grade change in the first and last quarter of the runway. The current Runway 13-31 profile does not meet FAA design standards as the runway has grade changes in first and last quarter of the runway. In order to minimize impact to the existing navigational aids and the need for approach procedure development, the runway ends will not be changed by a vertical distance of greater than 6 inches. In order to meet FAA design requirements, the runway grades will be set so that the first and last quarter of Runway 13-31 are a constant grade meeting FAA design standards. Preliminary analysis shows that some locations of the runway profile may need to be raised by as much as four feet

vertically to meet this standard. The only solution to correct this deficiency to meet FAA design standards is to reconstruct the runway.

In analyzing the data which includes core samples, PCI data, pavement deterioration rates and overall age, differential movement, visual inspections, and the runway profile not meeting current FAA standards, the recommended solution is a complete reconstruction of Runway 13-31.

The following summarizes the reasons for reconstructing Runway 13-31 versus overlaying the existing pavement.

- Differential movement occurs throughout the year due to the varying pavement section.
- Portions of the existing pavement were originally constructed in 1952.
- The pavement has shown an increased rate of pavement failure recent years.
- Runway 13-31 profile doesn't meet FAA design standards as the runway has grade changes in the first and last quarter of the runway. Preliminary analysis shows that in order for Runway 13-31 to meet FAA standards, the profile will have to be raised in some locations as much as four feet.

PFC Project Information

1. Airport: Bismarck Municipal Airport **Airport PFC Contact:** Gregory B. Haug, ghaug@bismarcknd.gov

2. Project Name: Environmental Mitigation (Runway 13 RPZ, Runway 21 RPZ, Mitigation)

3. Grant #: 3-38-0003-053-2014 & 54-2015 **FAA Funding % :**

4. Finances:

4a. State Grants: <u>\$ 203,404</u>	4c. FAA Funds: <u>\$ 3,661,280</u>
4b. Local (PFC) Funds <u>\$ 203,404</u>	4d. Total Project Cost: <u>\$ 4,068,088</u>

5. PFC Level: \$4.50

6. Project Description:

Remove 5.48 acres of on-site airport wetlands within Runway 13 RPZ and 14.67 acres within the Runway 21 RPZ; Construct 62.4 acres of off-site wetland mitigation including easement for land; and drain and fill 17.0 acres wetlands off Runway 21 end within Runway Protection Zone (east of Yegen road).

7. Project Justification:

In accordance with FAR 139, the City has completed and updated their wildlife hazard assessment and provided the FAA with a Wildlife Hazard Management Plan. This plan identifies wetland/marsh areas that should be removed in efforts to minimize wildlife attractants. This is consistent with the airports requirements under the federal grant assurance requiring the City to take appropriate actions, to the extent reasonable, to restrict incompatible land use on and in the vicinity of the airport.

8. Project Implementation Date: 5/23/2010

9. Project Completion Date: 12/1/2016

10. Objective (Pick Drop Down): Enhance Safety

11. Environmental:

11a. NEPA Finding (Pick Drop Down):	<u>EA</u>		
11b. NEPA Finding Date:	<u>2/2/2012</u>		
11c. Airspace Finding (Pick Drop Down):	<u>Yes</u>		
11d. Airspace Case Number:	<u>2014-AGL-6240/6241, 2015-AGL-2115</u>	Airspace Case Date:	<u>03/01/16, 03/01/16, 5/13/2016</u>
11e. ALP Finding: <u>Yes</u>		ALP Finding Date:	<u>1/1/1993</u>

***** The more pictures or drawing you can attach to help document the project the better*****

(If this project is a Terminal Project or involves the TSA, there is more info necessary - please contact your KL&J PFC contact)

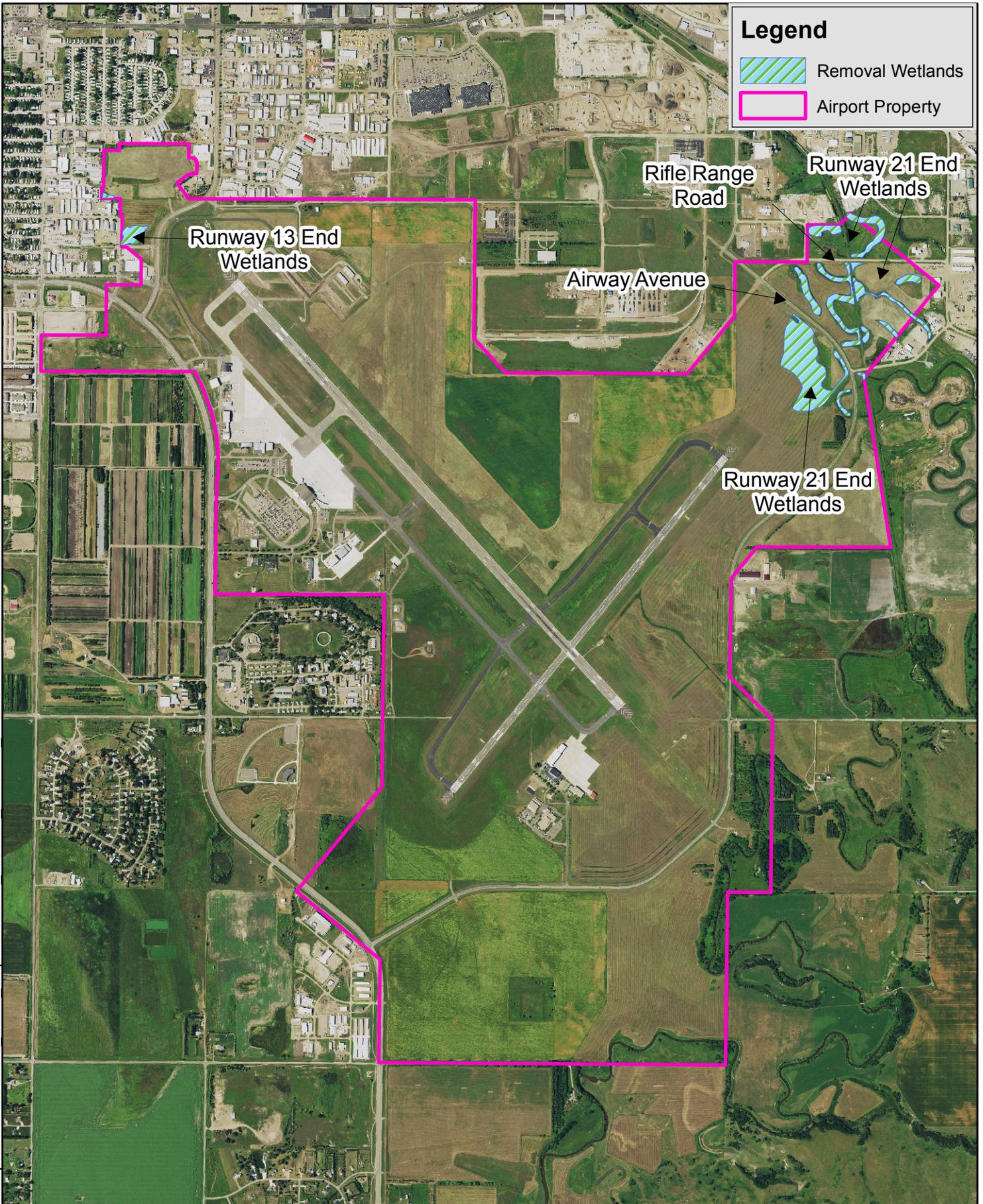
PFC INFO:

PFC #: 17-07-C-00-BIS **PFC Project #:** 3

J:\airport\1510700\GIS 2009\ Maps\1510700 Wetland Removal 06252014.mxd TLG 11/18/2014

Legend

-  Removal Wetlands
-  Airport Property



*Intended for Planning Purposes Only

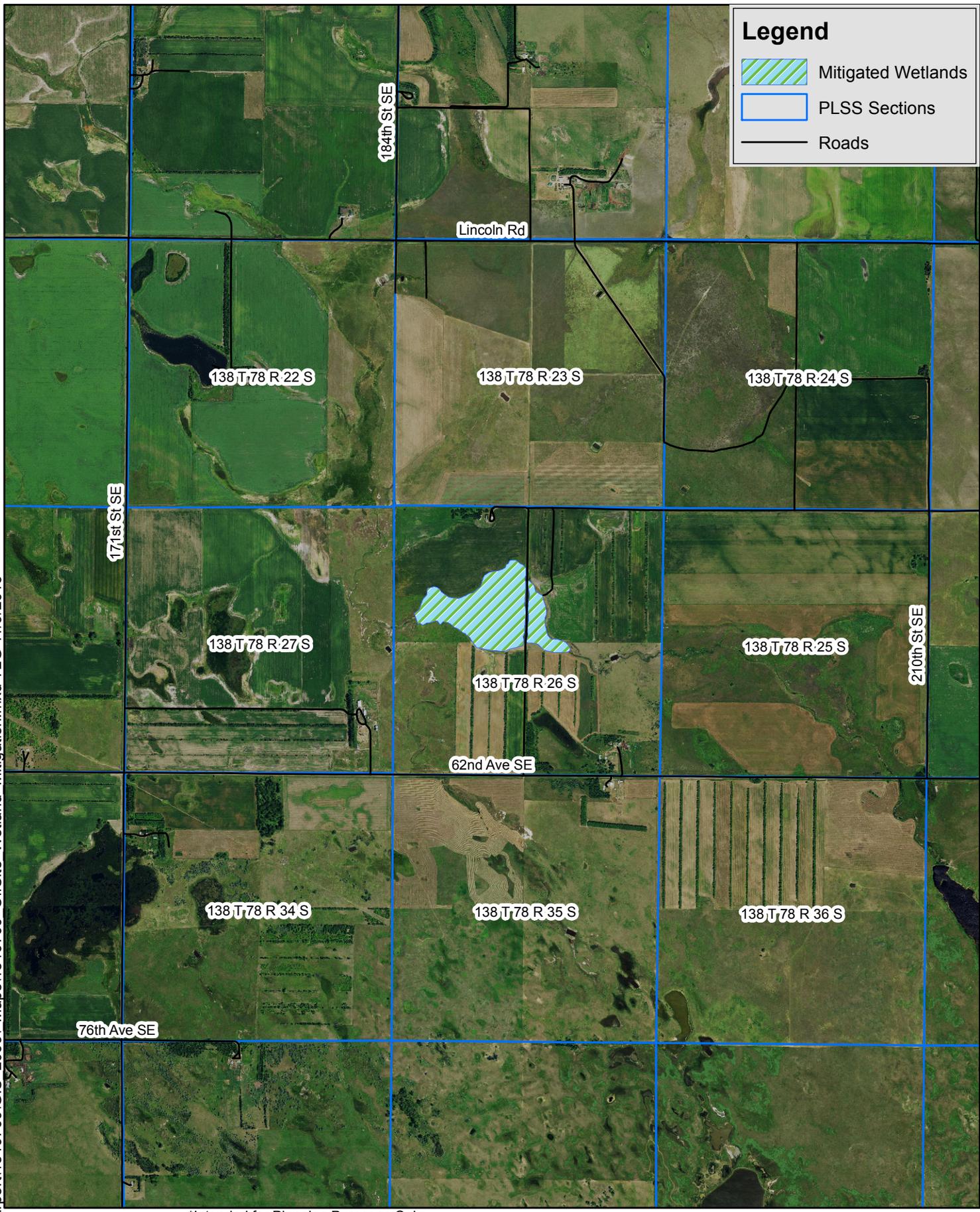


PRELIMINARY



**Bismarck Municipal Airport
Wetland Removal**

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*Intended for Planning Purposes Only



PRELIMINARY



Bismarck Municipal Airport
Off-Site Wetland Mitigation

PFC Project Information

1. Airport: Bismarck Municipal Airport **Airport PFC Contact:** Gregory B. Haug, ghaug@bismarcknd.gov

2. Project Name: Airport Master Plan

3. Grant #: 3-38-0003-055-2015 **FAA Funding % :**

4. Finances:

4a. State Grants: <u>\$ 47,986</u>	4c. FAA Funds: <u>\$ 863,739</u>
4b. Local (PFC) Funds <u>\$ 47,985</u>	4d. Total Project Cost: <u>\$ 959,710</u>

5. PFC Level: \$4.50

6. Project Description:

Update Bismarck Airport Master Plan (AMP) and associated Airport Layout Plan (ALP)

7. Project Justification:

In accordance with federal grant assurances 29 and FAA Advisory Circular 150/5070-6B, the City is updating its Airport Master Plan and Airport Layout Plan to accurately reflect existing conditions and evaluate and identify future airfield modificaitons/development.

8. Project Implementation Date: 9/2/2015

9. Project Completion Date: 12/31/2017

10. Objective (Pick Drop Down): Enhance Capacity

11. Environmental:

11a. NEPA Finding (Pick Drop Down): <u>CATEX</u>			
11b. NEPA Finding Date:	<u>7/21/2015</u>		
11c. Airspace Finding (Pick Drop Down): <u>N/A</u>			
11d. Airspace Case Number:	<u>N/A</u>	Airspace Case Date:	<u>N/A</u>
11e. ALP Finding:	<u>N/A</u>	ALP Finding Date:	<u>N/A</u>

***** The more pictures or drawing you can attach to help document the project the better*****
(If this project is a Terminal Project or involves the TSA, there is more info necessary - please contact your KL&J PFC contact)

PFC INFO:
PFC #: 17-07-C-00-BIS **PFC Project #:** 4