



Great Falls International Airport Authority

NOTICE TO ALL AIR CARRIERS SERVING
GREAT FALLS INTERNATIONAL AIRPORT AUTHORITY
10/9/2024

RE: Proposed PFC “Impose and Use” Application #6 for GTF

In accordance with the Federal Aviation Administration’s 14 CFR Part 158 regulations governing Passenger Facility Charges (PFCs), the Great Falls International Airport Authority hereby provides notice of an official consultation with air carriers serving the Great Falls International Airport (GTF) regarding the submission of PFC Application Number 6. This meeting is intended to discuss, as required by the PFC Regulation, the submission of a new “Impose and Use” PFC Application to the FAA.

The Airport plans to continue to collect PFC at the maximum allowable level of \$4.50 per enplaned passenger. The charge effective date for this application is estimated to be January 1, 2024. The total amount to be collected under this new application is \$2,765,995. The PFC expiration date for this application is estimated to be December 31, 2028. Future PFC projects will likely extend the expiration date.

The Great Falls International Authority Board requests that Nonscheduled/On-Demand Air Carriers filing FAA form 1800-31 (Air Taxi’s) continue to be excluded from the requirement to collect PFCs under this application. The carriers known in this class are KaiserAir, Inc, M and N Equipment LLC, and Maine Instrument Flight. The estimated number of passengers enplaned annually by these Air Taxi air carriers is less than 2,000, which represents less than 1% of the total enplanements at GTF. The reason for requesting that this Air Taxi class of carriers be exempt from collecting the PFCs is due to the burden it would put on the small carrier that enplane so few passengers at GTF both in the cost and complexity of the required recordkeeping.

This official notice outlines the proposed PFC Application #6 for GTF as specified in the PFC legislation. The legislation requires airline notification of potential PFC funded projects 30 to 45 days prior to the PFC meeting. In addition, the legislation requires that information on the program be conveyed to the airlines and that the airlines respond to the Airport in writing, acknowledging receipt of the required notice. The PFC consultation meeting regarding the new proposed PFC Application #6 is scheduled for December 17, 2024 at 11:00 a.m. local time in the Airport Conference room located in the Administration offices at the Airport.

The five “Impose and Use” projects in this PFC Application Number 6 are described in the attached pages. If you have any questions prior to the consultation meeting, feel free to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "John Faulkner". The signature is fluid and cursive, with a large initial "J" and a long horizontal stroke at the end.

John Faulkner
Airport Director
Great Falls International Airport Authority
2800 Terminal Drive
Great Falls, MT 59404-5599
406 727-3404

CC: Kevin Jagoda, Federal Aviation Administration Helena ADO

Great Falls International Airport Authority

PASSENGER FACILITY CHARGE APPLICATION # 5

“Impose and Use” Project Descriptions

1. Project: West Concourse Expansion

Funding Plan:

Total Cost	\$6,235,290
AIP Entitlements:	\$0
AIP Discretionary:	\$0
PFC Funding:	\$1,200,000
Authority Funds:	\$0
Debt Financing:	\$0
Airline Funding:	\$1,500,000
2025 Bill Infrastructure Law:	\$1,646,814
2026 Bill Infrastructure Law:	\$1,888,476

Project Description:

The West Concourse Expansion is a capacity enhancement project that will expand the West Concourse holdrooms and facilities. This project will provide more passenger seating capacity, construct new unisex restrooms and enlarge the restaurant seating area.

The West Concourse is largely original to the 1974 Terminal, with essentially only new carpet and lighting in its fifty years. The West Concourse has the Airport’s busiest holdrooms, Gate 1 (United) and Gate 2 (Delta). These holdrooms were designed to accommodate 30 to 60 passengers awaiting a flight and a similar number departing an aircraft. Both holdrooms located on the concourse are significantly undersized to accommodate the current and future aircraft passenger flows.

Over the past five years, the aircraft size serving the West Concourse has increased from exclusively 50-seat equipment to mainline service for half the year on one gate and all remaining flights on 76-seat equipment. With the introduction of larger aircraft, there isn’t enough seating or even standing space in the holdroom during peak times of the day.

The move to larger aircraft also means that peak demand for restrooms and the restaurant have also increased. The Airport only has one post-security bathroom bank and one post-security restaurant, and both are undersized during the peak time of the day.

The West Concourse has a dated friction-fit drop ceiling that we can no longer find parts for. After more than 30 years of service, the roof over the concourse is also at the end of life. The area under the concourse, where the sprinkler pipe runs, has insulation but no heat source. This system failed on the other concourse several years ago resulting in significant damage. The West Concourse project will address these deficiencies and enclose the space under the concourse to address the frozen pipe issue.

Expansion of the West Concourse will be achieved by infilling the area between Gate 2 and Gate 1 to the width of the current holdrooms, which is approximately 30 feet. The additional width would be used to expand the size of Gate 1 to hold up to 150 passengers. Gate 2 would be relocated around the corner into the infill space to allow for a much larger seating area that can accommodate 150 passengers.

The current Gate 2 holdroom will be largely converted to additional seating for the restaurant. Several additional single-use restrooms would be constructed between Gate 1 and Gate 2 to augment the restroom capacity in the sterile area.

2. Project: West Concourse Furniture and Fixtures

Funding Plan:

Total Cost	\$300,000
AIP Entitlements:	\$0
AIP Discretionary:	\$0
PFC Funding:	\$300,000
Authority Funds:	\$0
Debt Financing:	\$0
Airline Funding:	\$0
2025 Bill Infrastructure Law:	\$0
2026 Bill Infrastructure Law:	\$0

Project Description:

The West Concourse Furniture and Fixtures project is a capacity-enhancing project that will acquire and construct additional passenger seating, power stations, furniture, gate fixtures and other appurtenances in the expanded West Concourse area.

The West Concourse Expansion project will significantly expand the holdroom sizes at Gate 1 and Gate 2. The West Concourse Furniture and Fixtures project will replace the existing Gate 2 seating which was acquired by the Airport about 10 years ago and was used at the time. Additional seating will also be necessary for the expanded holdrooms. Additional power stations, tables, restaurant seating and tables, localized heating units, gate podiums, FIDS monitors, signage, ceiling treatments and lighting will be included in this project.

3. Project: Exit Lane Technology

Funding Plan:

Total Cost	\$478,000
AIP Entitlements:	\$0
AIP Discretionary:	\$0
PFC Funding:	\$478,000
Authority Funds:	\$0
Debt Financing:	\$0
Airline Funding:	\$0

2025 Bill Infrastructure Law: \$0
2026 Bill Infrastructure Law: \$0

Project Description:

The Exit Lane Technology project is a security project that will protect access to the sterile area of the Terminal. The current exit lane from the sterile area is a designated hallway with a manual drop gate. The hallway has an Exit Sentry detection system that identifies people and objects that are traveling the wrong way in the lane.

Nationally, TSA is taking less and less responsibility for exit lanes. They have no budget dedicated to staffing them. In addition, TSA isn't onsite for evening arrivals when the exit land is open to passengers, but the checkpoint is closed.

Passengers often forget something on the aircraft or simply get confused about where to go and turn around in the exit lane, despite numerous signs. The alarms sounds multiple times each day and sometimes passengers inadvertently create a security breach that results in additional sweeps and screening.

Exit lane "sally ports" are becoming the ubiquitous way to address exit lanes. They not only create a physical barrier to entry but just their presence prevents most inadvertent exit lane breaches and reduces security manning burdens. This project seeks to acquire two or three exit units and construct the necessary walls, electrical and data connections to make them effective. This project would also include the acquisition of monitoring systems, computer systems and alarms for the exit lanes. The current Exit Sentry system may also be modified by the project to prevent people from entering the hallway before the machine from the landside.

4. Project: Central Terminal Roof Phases 2 and 3

Funding Plan:

Total Cost	\$367,995
AIP Entitlements:	\$0
AIP Discretionary:	\$0
PFC Funding:	\$287,995
Authority Funds:	\$0
Debt Financing:	\$0
Airline Funding:	\$0
2025 Bill Infrastructure Law:	\$80,000
2026 Bill Infrastructure Law:	\$0

Project Description:

The Central Terminal Roof Phases 2 and 3 project is a Terminal preservation project that will replace the 30-year-old membrane roof sections that cover the north and south sides of the main Terminal. This PFC project will reimburse the Airport Authority for the cost of the project.

The Terminal roof is divided into discrete sections by elevation differences and demising walls. Other projects in the past five years replaced the higher central section of the roof and the western portion of the roof as those sections failed. The 2003 Terminal project constructed a new third floor on the east section of the Terminal and that section is presently in good shape.

5. Project: Cargo Apron Glycol Pond and Drain Replacement

Funding Plan:

Total Cost	\$3,000,000
AIP Entitlements:	\$1,250,000
AIP Discretionary:	\$0
PFC Funding:	\$500,000
Authority Funds:	\$1,250,000
Debt Financing:	\$0
Airline Funding:	\$0
2025 Bill Infrastructure Law:	\$0
2026 Bill Infrastructure Law:	\$0

Project Description:

The Cargo Ramp, located northeast of Runway 21, has a glycol collection system consisting of a slot drain in the ramp draining to a vault to collect glycol which is connected to the City of Great Falls (City) sanitary sewer. The system is original to the construction of the ramp, nearly 25 years ago. The sidewall of the slip drain is failing in places and beginning to cave in. This project intends to remove and replace the trench and piping associated with the slit drain.

Several years ago, the City required that the Airport no longer release the glycol to their sewer system, despite having been properly permitted and coordinated with the City when it was built. The primary user of the ramp, FedEx, has multiple daily mainline aircraft flights and more than a half dozen daily feeder aircraft flights. Deicing is necessary to operate at a Montana airport for most of the year. To meet the City's new requirements, the Airport is currently transporting the Cargo Ramp glycol to our evaporation ponds serving the passenger ramp. This is not best management practice and is difficult to sustain from a manning perspective during winter operations. Accordingly, this project will construct a new rubber-line evaporation pond for the Cargo ramp similar to the ponds serving the passenger ramp.