

Public Notice of Passenger Facility Charge Application

October 22, 2007

The Port of Friday Harbor provides notice of its intent to file an application to the Federal Aviation Administration (FAA) to impose Passenger Facility Charges (PFC) and use PFC revenue at the Friday Harbor Airport. PFC revenue will be used to fund the Port's share of various completed or initiated projects at the Friday Harbor Airport. The projects include land acquisition, master planning, runway rehabilitation, and fencing upgrade. More detailed descriptions, justifications and cost information are presented below.

The proposed PFC charge level for this application is \$3.00, the same charge that exists today. The proposed charge effective date is February 1, 2008 and the estimated charge expiration date is April 1, 2014. The estimated total PFC revenue is \$295,272.

A 30 day period is provided for filing of comments by the public. Comments must be submitted by **November 23, 2007**. Comments may be submitted, or additional information obtained, by contacting:

Ms. Marilyn O'Connor
Deputy Port Director
Port of Friday Harbor
P.O. Box 889
Friday Harbor, WA 98250
360-378-2688

PFC Project Descriptions, Justifications, and Schedules

All of the projects included in this proposed application have been completed. Following are descriptions of the projects including the justification for doing them, and the schedule for accomplishment (Note – all projects have been completed). A table of costs and revenue sources follows.

PFC Project 1: Overlay Runway 16/34

Description: This project provided an overlay of the airport's runway, and included re-marking the runway in accordance with Federal Aviation Administration standards. The runway was resurfaced, restoring the pavement to its previous strength.

Justification: The overlay was needed to restore the runway to safe condition and extend its useful life. This is the first significant rehabilitation since the runway was originally constructed.

Schedule: The overlay was completed in 2001.

PFC Project 2: Fencing upgrade

Description: This project provided for installation of barbed wire on extensions to the top of the existing airport perimeter fence.

Justification: The barbed wire extensions were necessary to improve security of the airport operations area and to exclude animals from the airfield.

Schedule: The fencing was completed in 2004.

PFC Project 3: Update Master Plan

Description: This project provided an analysis of existing conditions and anticipated growth of airport activity and surrounding land uses. The master plan recommended a capital improvement program and land use protections and included preparation of a new Airport Layout Plan showing anticipated future development.

Justification: The previous master plan was completed in 1991. Changes in activity and the surrounding environment necessitated new planning. FAA recommends new planning be undertaken periodically.

Schedule: The master plan was completed in 2007 and an associated Airport Layout Plan was approved August 22, 2007.

PFC Project 4: Acquire Land for Airport Development

Description: This project includes three parcels of land adjacent to existing airport property. They are: Parcel 52, (Wutzl) acquired in 2000, parcel 51 (Lumkes) acquired in 2001, and Parcel 55 (Bentzen) acquired in 2007.

Justification: These parcels were acquired to provide additional space for anticipated airport development, necessitated by growing aeronautical activity.

PFC Project 5: Acquire Land for Approach Protection

Description: This project includes one parcel of land in the approach area of runway 16. The property is parcel 38 (Mark&Pak) which was acquired in 2001. The building on this parcel was an obstruction to the runway 16 approach (as defined by Federal Aviation Administration) and was subsequently removed.

Justification: This parcel was acquired to enhance safety and meet Federal Aviation Administration requirements for clear and protected runway approaches.

Financing: All of these projects were financed with FAA Airport Improvement Program funding as well as local funds. The runway overlay project (number 1) was partially funded with Washington State Department of Transportation Aviation funding. The table below shows the financing breakdown by project and parcel. The PFC application will request approval for collection of revenue which will equal the total local share indicated in the table. If approved and when collected, the revenue will replace local funds previously expended on these projects.

PFC project	AIP Grants	Allowable costs (FAA)	FAA-AIP	WSDOT-Aviation	Local Share
4	-16. parcel 52/Wutzl	286,716.27	258,044.64		\$28,671.63
1	-17. Runway Overlay	1,157,581.00	1,041,822.90	40,180.00	\$75,578.10
5 4	-18. parcel 38 Mark&Pak, and parcel 51 Lumkes	1,151,507.20	1,036,356.00		\$115,151.20
2	-19. Fencing Upgrade	266,743.78	240,069.00		\$26,674.78
3	-20. Update Master Plan	149,668.33	134,701.00		\$14,967.33
4	-21. parcel 55 Bentzen	484,573.55	460,344.00		\$24,229.55
	PFC Administration	5,000.00			\$5,000.00
	Total				\$290,272.59