

PUBLIC NOTICE:

Notice of Intent to Impose and Use Passenger Facility Charges for Bert Mooney Airport, Butte, Montana

The Bert Mooney Airport Authority intends to file an application with the Federal Aviation Administration (FAA), to impose and use new Passenger Facility Charges for improvement projects at Bert Mooney Airport, Butte, Montana. As required under Section 158.23 of Part 158 - Passenger Facility Charges, the Authority is hereby providing written notice to all known air carriers having a significant business interest in Bert Mooney Airport.

The following paragraphs provide the information required under Section 158.23 of Part 158 for the notice to air carriers serving Bert Mooney Airport of the Airport Authority's intent to file the aforementioned application to Impose and to Impose and Use PFC Revenues.

1 SECTION 158.23(A)(1). DESCRIPTION OF PROJECTS – IMPOSE AND USE

The Bert Mooney Airport Authority 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.

Runway 11-29 Pavement Rehabilitation

The proposed pavement rehabilitation for Runway 11-29 consists of an asphalt overlay and shoulder grading. The runway was re-constructed in 1995 and will be 17 years old at the proposed time of construction. The project is scheduled for construction in 2012. Runway 11-29 is the crosswind runway at the airport.

The existing pavement has an average pavement condition index of 64 indicating that it is in need of rehabilitation. The major distresses in the pavement are large transverse cracks that are starting to affect the smoothness of the pavement and allow infiltration of water into the lower pavement structure. The projected PCI value for 2011 is 55 indicating that standard maintenance on the pavement is not recommended and that a more rehabilitative effort is required.

The proposed pavement rehabilitation project will maximize previous investment in the airport's pavements by increasing the life of the pavement surfaces and delaying more costly rehabilitative efforts. The overlay will seal the pavement surface and prevent detrimental water infiltration into the lower pavement structure. The overlay will also correct any variation in the pavement smoothness that has also developed since the original construction.

The Runway 11-29 Pavement Rehabilitation project was bid in August of 2011. The Total estimated cost of the project is **\$1,783,763**. The airport has received a grant from the FAA to fund 95% of these costs. The proposed PFC portion is **\$89,189** which consists of the sponsors 5% share of the project. A detailed cost estimate and a sketch indicating the portions of the runway to be rehabilitated is attached.

Taxiway 'B' Pavement Rehabilitation

The proposed pavement rehabilitation for Taxiway 'B' consists of a mill and asphalt overlay and shoulder grading. The project is scheduled to be constructed in 2012. Taxiway 'B' was last reconstructed in 1998 and will be 14 years old at the proposed time of construction. Taxiway 'B' is used by aircraft that use Runway 15-33 to exit the runway and to taxiway to Runway 15 for departures.

The existing pavement has an average pavement condition index of 67 indicating that it is in need of rehabilitation. The major distresses in the pavement are longitudinal and transverse cracks.

The proposed pavement rehabilitation project will maximize previous investment in the airport's pavements by increasing the life of the pavement surfaces and delaying more costly rehabilitative efforts. The overlay will seal the pavement surface and prevent detrimental water infiltration into the lower pavement structure. The overlay will also correct any variation in the pavement smoothness that has also developed since the original construction.

The Taxiway 'B' Pavement Rehabilitation project was bid in August of 2011. The Total estimated cost of the project is **\$252,283**. The airport has received a grant from the FAA to fund 95% of these costs. The proposed PFC portion is **\$12,615** which consists of the sponsor's 5% share of the project. A detailed cost estimate and a sketch indicating the portions of the taxiway to be rehabilitated is attached.

Runway 15-33 Pavement Rehabilitation

The proposed pavement rehabilitation for Runway 15-33 consists of a mill and asphalt overlay. The project is scheduled to be constructed in 2012. Runway 15-33 was last reconstructed in 1998 and will be 14 years old at the proposed time of construction. Runway 15-33 is the primary runway at the airport and is used by a majority of airport users.

The existing pavement has an average pavement condition index of 61 indicating that it is in need of rehabilitation. The major distresses in the pavement are longitudinal and transverse cracks.

The proposed pavement rehabilitation project will maximize previous investment in the airport's pavements by increasing the life of the pavement surfaces and delaying more costly rehabilitative efforts. The overlay will seal the pavement surface and prevent detrimental water infiltration into the lower pavement structure. The overlay will also correct any variation in the pavement smoothness that has also developed since the original construction.

The Runway 15-33 Pavement Rehabilitation project is scheduled to be bid in 2012. The Total estimated cost of the project is **\$4,631,579**. The airport is anticipating to receive a grant from the FAA to cover 95% of these costs. The proposed PFC portion is **\$231,579** which consists of the sponsor's 5% share of the project. A detailed cost estimate and a sketch indicating the portions of the runway to be rehabilitated is attached.

ARFF Equipment Acquisition

The proposed ARFF equipment acquisition will consist of the acquisition of 1500 gallon ARFF Truck and associated support equipment.

The existing ARFF truck was acquired in 1995 and is approaching its 20-year life. The

proposed delivery time of the new ARFF truck will be in 2013.

The acquisition of a new ARFF vehicle will allow the airport to maintain a reliable crash/fire/rescue response vehicle and maintain the airports ability to meet the required part 139 requirements, a necessity for the airport and the region.

The ARFF Equipment Acquisition project is scheduled to be bid in 2012. The total estimated cost of the project is **\$736,843**. The airport is anticipated to receive a grant from the FAA to cover 95% of these costs. The proposed PFC portion is **\$36,843** which consists of the sponsor's 5% share of the project. A cost estimate of the proposed equipment acquisition is attached.

Security Gate Replacement and Access Control Modifications

The project will include the replacement of three automatic vertical pivot security gates that control access to the airport. The existing gates to be replaced are obsolete and replacement parts are not available. The access control modifications consist of replacing the existing card readers on 3 of the remaining gates at the airport. The existing controllers were manufactured by a company that is no longer in existence, and the new gates provided will not be compatible with the existing cards used by the existing gate controllers. Therefore, all the gate controllers will need to be replaced on the airport so that they will be compatible with the new gates provided. The project will also consist of a computer bases access control system that will allow the airport to control access privileges from a centralized computed versus manually controlling the access privileges at each individual gate.

The Security Gate and Access Control Modification project was bid in 2010. The total estimated cost of the project is **\$227,000**. The airport has received a grant from the FAA to cover 95% of these costs. The proposed PFC portion is **\$11,350** which consists of the sponsor's 5% share of the project. A detailed cost estimate and a sketch indicating the areas where replacement and modification to the security gates is attached.

Rehabilitate Concrete Commercial Apron

The proposed maintenance on the Concrete Commercial apron will consist of resealing of the existing joints, joint spall repair, and isolated concrete panel removal and replacement. The existing concrete apron was constructed in 1977 and has a PCI value of 47. The low PCI value is mainly due to spalling along the joint lines and poor condition of the joint seals. A repair of the joint seals and joint spalls will reduce the FOD potential on the apron and extend the pavement life.

The Rehabilitation of the Concrete Commercial Apron was bid in 2011 and not awarded. It is planned to be rebid in 2012 or 2013. The total estimated cost of the project is **\$219,000**. The airport is anticipated to receive a grant from the FAA to cover 95% of these costs. The proposed PFC portion is **\$10,950** which consists of the sponsor's 5% share of the project. A detailed cost estimate and a sketch indicating the portions of the apron to be rehabilitated is attached.

General Aviation Apron Pavement Maintenance

The portions of the general aviation aprons to be crack sealed, fog sealed, and re-marked include the general aviation ramp adjacent to the FBO, the south General Aviation apron, and the West General Aviation Apron. These pavements are 4-7 years in age and have not had

preventative maintenance performed on them since their construction.

Proper maintenance is essential to increase life of pavement. By making sure that the surface is properly maintained, the life expectancy of the pavement can increase dramatically.

The proposed pavement maintenance project will maximize previous investment in the airport's pavements by increasing the life of the pavement surfaces and delaying more costly rehabilitative efforts. Crack sealing will reduce detrimental water infiltration into the pavement structure. Fog sealing will slow the process of weathering and raveling of the pavement's surface.

The total estimated cost of the project is **\$100,000**. The airport anticipates receiving federal funds to cover 95% of these costs. The proposed PFC portion is **\$5,000**, the remaining 5% of total project costs. A detailed cost estimate is attached, as is a sketch indicating the location of the proposed crack sealing, fog sealing, and remarking.

Construction Cost Estimates

If applicable, cost estimates and sketches for the proposed projects are attached. Cost estimates were developed for general planning purposes based on anticipated average unit costs expressed in current dollars. These costs are general estimates only and are not intended to provide actual engineering and construction costs. More precise costs will be determined when the specific projects are designed and implemented. These costs have been estimated, however, from actual projects completed recently and adjusted as necessary to reflect local variations. The total estimated project costs and PFC revenue are broken down as follows.

Impose and Use

Project Cost Summary	Total Project Cost	FAA Share	PFC Share
Runway 11-29 Pavement Rehabilitation	\$ 1,783,763.00	\$1,694,574.00	\$ 89,189.00
Taxiway 'B' Pavement Rehabilitation	\$ 252,283.00	\$ 239,668.00	\$ 12,615.00
Runway 15-33 Pavement Rehabilitation	\$ 4,631,579.00	\$4,400,000.00	\$ 231,579.00
ARFF Equipment Acquisition	\$ 736,843.00	\$ 700,000.00	\$ 36,843.00
Security Gate Replacement and Access Control Modifications	\$ 227,000.00	\$ 215,650.00	\$ 11,350.00
Rehabilitate Concrete Commercial Apron	\$ 219,000.00	\$ 208,050.00	\$ 10,950.00
General Aviation Apron Pavement Rehabilitation	\$ 100,000.00	\$ 95,000.00	\$ 5,000.00
TOTALS	\$ 7,950,468.00	\$7,552,942.00	\$ 397,526.00

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

PFC Level:

\$4.50 per enplaned passenger at Bert Mooney Airport.

Proposed Charge Effective Date:

February 1, 2012

Estimated Charge Expiration Date:

February 1, 2016

Estimated Total PFC Revenue:

\$397,526 not including interest.

Section 158.23(a)(3). Request that a Class of Carrier not be Required to Collect PFCs

(i) Class Designation: The class of carrier that would not be required to collect a PFC, if approved by the FAA, is the on demand, non scheduled Air Taxi/Commercial Operators. The following is the list of those operators known to the Authority at this time.

(ii) and (iii) Names of Known Carriers Belonging to Class Identified in this Section and Estimated Number of Annual Enplaned Passengers:

Carrier	Calendar Year 2011 Enplanements
Butte Aviation	Less than 10
Source: Bert Mooney Airport	

(iv) Reasons for Requesting that Carriers Identified in this Section Not be Required to Collect the PFC: The number of passengers enplaned annually by this type of carrier represents less than 0.2% of total enplanements at Bert Mooney Airport. This is the only FBO located on the Airport that provides on demand, non scheduled flights. In accordance with Section 158.11 of Part 158, the Authority will request in its Application to Impose and Use PFCs that collection of PFCs by any class of air carriers or foreign air carriers with enplanements totaling no more than 1% of the total number of passengers enplaned annually at Bert Mooney Airport not be required. This would be the case with the on demand, non-scheduled Air Taxi/Commercial Operators.

Any public comment or request for additional information can be addressed to:

Mr. Patrick Shea
Interim Airport Manager
Bert Mooney Airport
101 Airport Road
Butte, MT 59701
(406) 494-3771

BERT MOONEY AIRPORT

BUTTE, MONTANA

2011 Passenger Facility Charge Application

Cost Estimate: **Runway 11-29 Pavement Rehabilitation**

ADMINISTRATION

Advertise	\$ 3,000.00
Fee Review	\$ 2,400.00
Construction Permits	\$ 2,000.00
TOTAL ADMINISTRATION	\$ 7,400.00

ENGINEERING

Design, Plans, Specifications	\$ 101,200.00
Bidding, Construction Administration, Closeout	\$ 106,750.00
TOTAL ENGINEERING	\$ 207,950.00

CONSTRUCTION

Item	Description	Quantity	Unit	Unit Price	Total
101	Mobilization	1	LS	\$ 145,000.00	\$ 145,000.00
102	Criminal Records History Check	1	LS	\$ 12,500.00	\$ 12,500.00
103	Haul Road Preparation	10,522	LF	\$ 10.27	\$ 108,060.94
104	Joint and Crack Repair	4,000	LF	\$ 4.00	\$ 16,000.00
105	Pavement Milling	5,410	SY	\$ 6.40	\$ 34,624.00
106	Plant Mix Bituminous Concrete Pavement	9,790	TONS	\$ 38.00	\$ 372,020.00
107	Bituminous Material	636	TONS	\$ 766.00	\$ 487,176.00
108	Bituminous Tack Coat	20	TONS	\$ 725.00	\$ 14,601.50
109	Saw Cut Grooving	43,416	SY	\$ 1.15	\$ 49,928.40
110	8" L-867 Light Can Extension	4	EA	\$ 458.00	\$ 1,832.00
111	6" L-867 Light Can Extension	21	EA	\$ 458.00	\$ 9,618.00
112	4" L-867 Light Can Extension	26	EA	\$ 448.00	\$ 11,648.00
113	3" L-867 Light Can Extension	22	EA	\$ 448.00	\$ 9,856.00
114	2" L-867 Light Can Extension	8	EA	\$ 448.00	\$ 3,584.00
115	Sign Base Elevation Adjustment	7	EA	\$ 840.00	\$ 5,880.00
116	(Shoulders)	66	CY	\$ 30.00	\$ 1,980.00
117	Clearing and Grubbing	8	ACRE	\$ 500.00	\$ 4,100.00
118	Embankment	4,482	CY	\$ 8.50	\$ 38,097.00
119	Compost	13	ACRE	\$ 6,524.00	\$ 84,290.08
120	Seeding	13	ACRE	\$ 170.24	\$ 2,199.50
121	Hydromulch	13	ACRE	\$ 1,445.00	\$ 18,669.40
122	(Waterborne, 50% rate)	1,003	SF	\$ 2.15	\$ 2,156.45
123	(Waterborne, 100% rate)	1,003	SF	\$ 2.15	\$ 2,156.45
124	(Waterborne, 50% rate)	4,378	SF	\$ 1.08	\$ 4,728.24
125	(Waterborne, 100% rate)	4,378	SF	\$ 1.08	\$ 4,728.24
126	Straw Waddles	1,000	LF	\$ 4.50	\$ 4,500.00
127	Silt Fence	1,000	LF	\$ 6.25	\$ 6,250.00
101B	Mobilization	1	LS	\$ 11,000.00	\$ 11,000.00
102B	Painted Hold Position Signs	1,727	SF	\$ 5.99	\$ 10,344.73
103B	Bars	772	SF	\$ 3.08	\$ 2,377.76
104B	Enhanced Taxiway Centerlines	838	SF	\$ 3.08	\$ 2,581.04
105B	Paint Removal	5,337	SF	\$ 5.11	\$ 27,272.07
106B	Epoxy - Surface Painted Hold Position Signs	1,940	SF	\$ 15.98	\$ 31,001.20
107B	Epoxy - Hold Bars	2,060	SF	\$ 8.14	\$ 16,768.40
108B	Epoxy - Enhanced Taxiway Centerlines	1,337	SF	\$ 8.14	\$ 10,883.18
	TOTAL CONSTRUCTION				\$1,568,412.58

TOTAL PROJECT COST	\$1,783,763.00
FAA SHARE	\$1,694,574.00
PFC SHARE	\$ 89,189.00

BERT MOONEY AIRPORT BUTTE, MONTANA

2011 Passenger Facility Charge Application

Cost Estimate: **Taxiway 'B' Pavement Rehabilitation**

ADMINISTRATION

Advertise	\$	-
Fee Review	\$	-
Construction Permits	\$	-
TOTAL ADMINISTRATION	\$	-

ENGINEERING

Design, Plans, Specifications	\$	-
Bidding, Construction Administration, Closeout	\$	-
TOTAL ENGINEERING	\$	-

CONSTRUCTION

Item	Description	Quantity	Unit	Unit Price	Total
201	Mobilization	1	LS	\$ 14,600.00	\$ 14,600.00
202	Pavement Milling	2,315	SY	\$ 4.40	\$ 10,186.00
203	Plant Mix Bituminous Concrete Pavement	1,405	TONS	\$ 40.00	\$ 56,200.00
204	Bituminous Material	91	TONS	\$ 766.00	\$ 69,706.00
205	Bituminous Tack Coat	6	TONS	\$ 725.00	\$ 4,596.50
206	Saw Cut Grooving	6,483	SY	\$ 1.15	\$ 7,455.45
207	Reclaimed Asphalt Surface Course	265	CY	\$ 25.00	\$ 6,625.00
208	12" L-867 Light Can Adjustment	2	EA	\$ 492.00	\$ 984.00
209	10" L-867 Light Can Adjustment	3	EA	\$ 480.00	\$ 1,440.00
210	8" L-867 Light Can Adjustment	3	EA	\$ 458.00	\$ 1,374.00
211	6" L-867 Light Can Adjustment	7	EA	\$ 458.00	\$ 3,206.00
212	4" L-867 Light Can Adjustment	2	EA	\$ 448.00	\$ 896.00
213	2" L-867 Light Can Adjustment	1	EA	\$ 448.00	\$ 448.00
214	Clearing and Grubbing	1	ACRE	\$ 1,000.00	\$ 850.00
215	Embankment	480	CY	\$ 25.00	\$ 12,000.00
216	Compost	0	ACRE	\$ 6,524.00	\$ 1,370.04
217	Seeding	0	ACRE	\$ 170.24	\$ 35.75
218	Hydromulch	0	ACRE	\$ 1,445.00	\$ 303.45
219	Paint Marking Yellow-1st Application	372	SF	\$ 2.15	\$ 799.80
220	Paint Marking Yellow-2nd Application	372	SF	\$ 2.15	\$ 799.80
221	Paint Marking White -Final Application	990	SF	\$ 2.15	\$ 2,128.50
222	Mobilization	1	LS	\$ 5,400.00	\$ 5,400.00
223	Temporary (Waterborne, 50% Rate) - Surface Painted Hold Position Signs	896	SF	\$ 5.99	\$ 5,367.04
224	Temporary (Waterborne, 50% Rate) - Hold Bars	450	SF	\$ 3.08	\$ 1,386.00
225	Temporary (Waterborne, 50% Rate) - Enhanced Taxiway Centerlines	398	SF	\$ 3.08	\$ 1,225.84
226	Paint Removal	2,958	SF	\$ 3.71	\$ 10,966.76
227	Epoxy - Surface Painted Hold Position Signs	1,005	SF	\$ 15.98	\$ 16,059.90
228	Epoxy - Hold Bars	1,200	SF	\$ 8.14	\$ 9,768.00
229	Epoxy- Enhanced Taxiway Centerlines	750	SF	\$ 8.14	\$ 6,105.00
	TOTAL CONSTRUCTION				\$ 252,282.83

TOTAL PROJECT COST	\$ 252,283.00
FAA SHARE	\$ 239,668.00
PFC SHARE	\$ 12,615.00

BERT MOONEY AIRPORT BUTTE, MONTANA

2011 Passenger Facility Charge Application

Cost Estimate: **Runway 15-33 Pavement Rehabilitation**

ADMINISTRATION

Advertise	\$ 1,500.00
Fee Review	\$ 2,500.00
Construction Permits	\$ 2,000.00
TOTAL ADMINISTRATION	\$ 6,000.00

ENGINEERING

Preliminary Engineering	\$ 90,000.00
Design, Plans, Specifications	\$ 114,000.00
Bidding, Construction Administration, Closeout	\$ 184,000.00
TOTAL ENGINEERING	\$ 388,000.00

CONSTRUCTION

Item	Description	Quantity	Unit	Unit Price	Total
101	Mobilization	1	LS	\$ 423,000.00	\$ 423,000.00
102	Criminal Records History Check	1	LS	\$ 5,000.00	\$ 5,000.00
103	Construction Phasing -Lighting, Signs,	1	LS	\$ 30,594.00	\$ 30,594.00
104	Pavement Milling	163,000	SY	\$ 2.00	\$ 326,000.00
105	Plant Mix Bituminous Concrete Pavement	40,000.00	TONS	\$ 31.00	\$1,240,000.00
106	Bituminous Material	2,580	TONS	\$ 725.00	\$1,870,500.00
107	Bituminous Tack Coat	72	TONS	\$ 725.00	\$ 52,200.00
108	Saw Cut Grooving	155,666	SY	\$ 1.00	\$ 155,666.00
109	Obilderate Marking - Construction Phase 1	35,178	SF	\$ 0.02	\$ 703.56
110	Paint Marking - Construction Phase 1	3,448	SF	\$ 0.50	\$ 1,724.00
111	Obilderate Marking - Construction Phase 2	35178	SF	\$ 0.02	\$ 703.56
112	Paint Marking - Construction Phase 2	3448	SF	\$ 0.50	\$ 1,724.00
113	Paint Marking Yellow-1st Application (Waterborne, 50% rate)	4,000	SF	\$ 1.00	\$ 4,000.00
114	Paint Marking Yellow-2nd Appllcation (Waterborne, 100% rate)	4,000	SF	\$ 1.00	\$ 4,000.00
115	Paint Marking White-1st Application (Waterborne, 50% rate)	121,764	SF	\$ 0.50	\$ 60,882.00
116	Paint Marking White-2nd Application (Waterborne, 100% rate)	121,764.00	SF	\$ 0.50	\$ 60,882.00
TOTAL CONSTRUCTION					\$4,237,579.12

TOTAL PROJECT COST*	\$4,631,579.00
FAA SHARE	\$4,400,000.00
PFC SHARE	\$ 231,579.00

*rounded to nearest thousand

BERT MOONEY AIRPORT BUTTE, MONTANA

2011 Passenger Facility Charge Application

Cost Estimate: **ARFF Equipment Acquisition**

ADMINISTRATION

Advertise	\$ 1,500.00
Fee Review	\$ -
Construction Permits	\$ -
TOTAL ADMINISTRATION	\$ 1,500.00

ENGINEERING

Design, Plans, Specifications	\$ 20,000.00
Bidding, Construction Administration, Closeout	
TOTAL ENGINEERING	\$ 20,000.00

Equipment

1500 Gallon ARFF Truck	\$ 715,343.00
TOTAL ENGINEERING	\$ 715,343.00

TOTAL PROJECT COST*	\$ 736,843.00
FAA SHARE	\$ 700,000.00
PFC SHARE	\$ 36,843.00

*rounded to nearest thousand

BERT MOONEY AIRPORT BUTTE, MONTANA

2011 Passenger Facility Charge Application

Cost Estimate: **Rehabilitate Concrete Commercial Apron (Maintenance)**

ADMINISTRATION

Advertise	\$0.00
Fee Review	\$0.00
Legal Fees	\$0.00
TOTAL ADMINISTRATION	\$0.00

ENGINEERING

Design, Plans, Specifications	\$35,000.00
Bidding, Construction Administration, Closeout	\$32,000.00
TOTAL ENGINEERING	\$67,000.00

CONSTRUCTION

Item	Description	Quantity	Unit	Unit Price	Total
	Mobilization	1	LS	\$ 8,000.00	\$8,000.00
	Criminal Records History Check	1	LS	\$ 1,000.00	\$1,000.00
	Concrete Spall Repair	390	SF	\$ 215.00	\$83,850.00
	Install New Compression Joint Seal	5462	LF	\$ 11.00	\$60,082.00
TOTAL CONSTRUCTION					\$152,932.00

TOTAL PROJECT COST*	\$219,000.00
FAA SHARE	\$208,050.00
PFC SHARE	\$10,950.00

*rounded to nearest thousand

BERT MOONEY AIRPORT BUTTE, MONTANA

2011 Passenger Facility Charge Application

Cost Estimate: **General Aviation Apron Pavement Rehabilitation**

ADMINISTRATION

Advertise	\$	1,200.00
Fee Review	\$	2,500.00
Construction Permit	\$	-
TOTAL ADMINISTRATION	\$	3,700.00

ENGINEERING

Design, Plans, Specificallons	\$	10,000.00
Bidding, Construction Administration, Closeout	\$	11,000.00
TOTAL ENGINEERING	\$	21,000.00

CONSTRUCTION

SCHEDULE I - Commercial Apron					
Item	Description	Quantity	Unit	Unit Price	Total
101	Mobilization	1	LS	\$ 6,855.00	\$ 6,855.00
102	CHRC	1	LS	\$ 1,500.00	\$ 1,500.00
103	Crack Preparation and Seal	10000	LF	\$ 2.00	\$ 20,000.00
104	Bluminous Fog Seal (undiluted)	19	TON	\$ 1,200.00	\$ 22,800.00
105	Coal Tar Sealant	6000	SY	\$ 3.00	\$ 18,000.00
106	Pavement Marking (Yellow)	5000	SF	\$ 1.25	\$ 6,250.00
				Subtotal	\$ 75,405.00

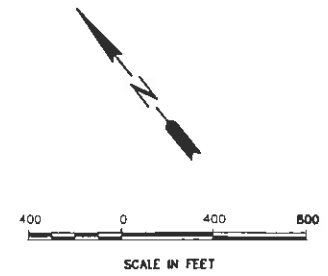
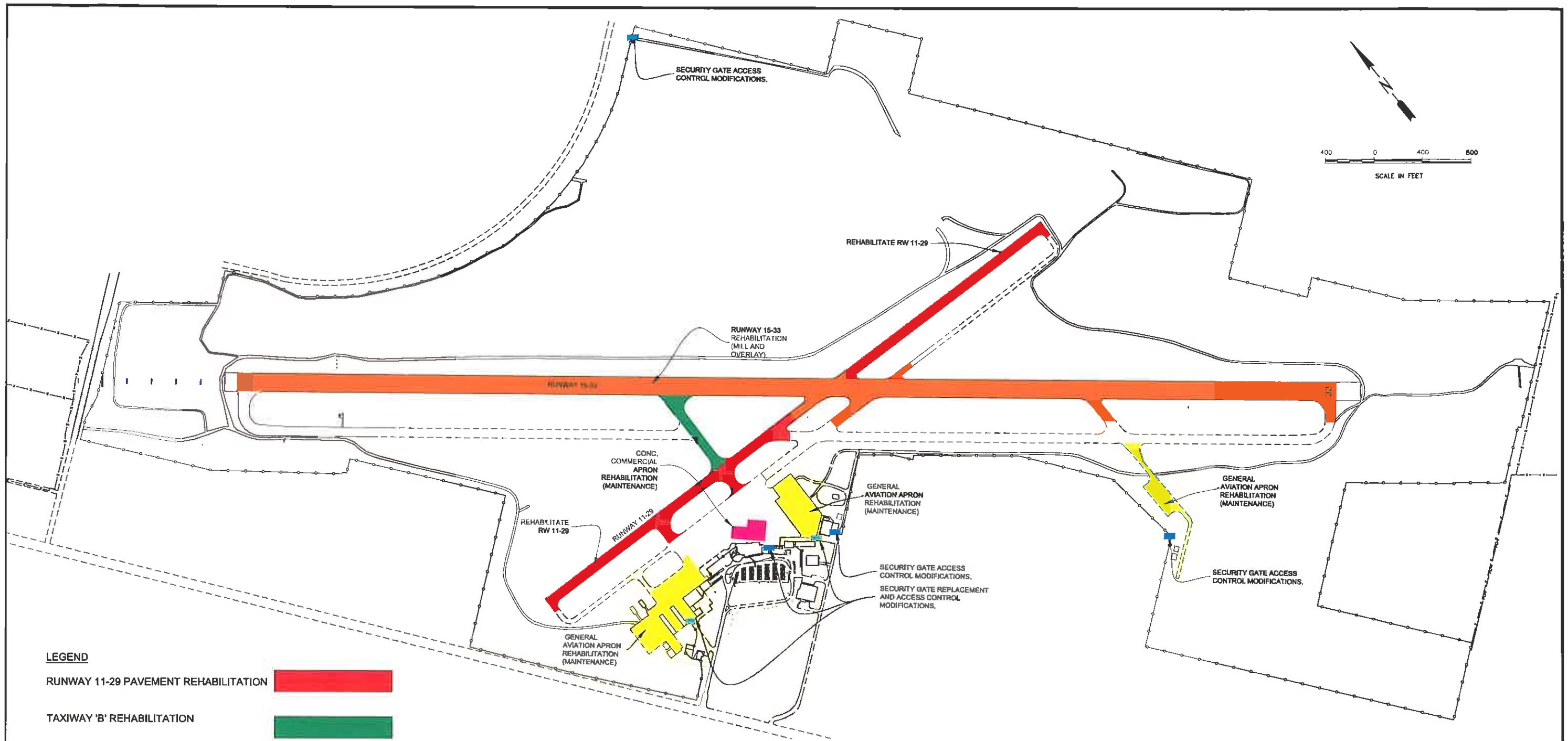
TOTAL PROJECT COST*	\$	100,000.00
FAA SHARE	\$	95,000.00
PFC SHARE	\$	5,000.00

*rounded to nearest thousand







BERT MOONEY AIRPORT BUTTE, MONTANA

2011 Passenger Facility Charge Application Summary

Project Cost Summary	Total Project Cost	FAA Share	PFC Share
Runway 11-29 Pavement Rehabilitation	\$ 1,783,763.00	\$ 1,694,574.00	\$ 89,189.00
Taxiway 'B' Pavement Rehabilitation	\$ 252,283.00	\$ 239,668.00	\$ 12,615.00
Runway 15-33 Pavement Rehabilitation	\$ 4,631,579.00	\$ 4,400,000.00	\$ 231,579.00
ARRF Equipment Acquisition	\$ 736,843.00	\$ 700,000.00	\$ 36,843.00
Security Gate Replacement and Access Control Modifications	\$ 227,000.00	\$ 215,650.00	\$ 11,350.00
Rehabilitate Concrete Commercial Apron	\$ 219,000.00	\$ 208,050.00	\$ 10,950.00
General Aviation Apron Pavement Rehabilitation	\$ 100,000.00	\$ 95,000.00	\$ 5,000.00
TOTALS	\$ 7,950,468.00	\$ 7,552,942.00	\$ 397,526.00



LEGEND

RUNWAY 11-29 PAVEMENT REHABILITATION	
TAXIWAY 'B' REHABILITATION	
SECURITY GATE REPLACEMENT AND ACCESS CONTROL MODIFICATIONS	
REHABILITATE GA APRONS (MAINTENANCE)	
REHABILITATE RUNWAY 15-33 (MAINTENANCE)	
CONCRETE COMMERCIAL APRON PAVEMENT REHABILITATION	

VERIFY SCALE! THESE PRINTS MAY BE REDUCED. LINE BELOW MEASURES ONE INCH ON ORIGINAL DRAWING.		REVISIONS		
NO.	DESCRIPTION	DATE	BY	

MOODY SCALE ACCORDINGLY!
R:\0853-000 Master\PFC\2011 Application\PFC 2011-SKETCH.dwg Plotted by cory kesler on Nov/17/2011



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DRAWN BY: CRK
CHK'D. BY: STB
APPR. BY: STB
DATE: 9/20/09

Q.A. REVIEW BY: _____
DATE: _____

BUTTE

BERT MOONEY AIRPORT

MONTANA

PFC SKETCH

PROJECT NUMBER 0853.080-040-0113
SHEET NUMBER 1
DRAWING NUMBER 1