



# PFC AIR CARRIER CONSULTATION MEETING

## PFC Application #1 Amendment

March 8, 2023



Admin Office  
3220 100th St. SW, Suite A  
Everett, WA 98204

(425) 388-5125  
(425) 355-9883 FAX

Joshua W. Marcy  
Airport Director



Business Office  
10108 32<sup>nd</sup> Ave W, Suite J  
Everett, WA 98204

(425) 388-5125  
FAX (425) 388-7005

Dave Somers  
County Executive

March 2, 2023

To: Persons on Attached Distribution List

Re: PFC Air Carrier Consultation Meeting

Dear Air Carrier Representative:

Enclosed you will find all the Passenger Facility Charge (PFC) Amendment Application materials necessary for your review prior to our PFC consultation meeting on March 8, 2023. As you may recall from the consultation meeting notification letter, we intend to file an amendment application for PFC Application #1 with the Federal Aviation Administration (FAA) in order to revise the PFC approval amount.

This PFC booklet contains the following sections:

1. A copy of the air carrier notification letter transmitted on February 3, 2023 (for your records only);
2. Information on each of the proposed projects;
3. A list of air carriers not required to collect PFCs;
4. The PFC Financial Plan; and
5. The PFC timetable

Your comments and support are solicited through the consultation process. **We look forward to seeing you or your representative at the meeting at 10:00 AM PST on March 8, 2023 to be held in the C3-First Floor Conference Room of the Airport Finance & Business Development Office at Paine Field Snohomish County Airport. Representatives who cannot attend in person may participate virtually via the Microsoft Teams Meeting information provided in the consultation meeting notification letter or by calling (425) 262-2000 and using access code 945 871 675#.**

Sincerely,

Joshua W. Marcy  
Airport Director

Enclosures



"The Airport of Choice"

**Paine Field Snohomish County Airport  
Consultation Meeting Package Distribution List  
Signatory Airlines**

Joost Vlek  
Interim Manager, Airport Real Estate  
**Alaska Airlines/Horizon Airlines**  
P.O. Box 68900 SEAPZ  
Seattle WA 98168-0900  
(206) 392-5259

Mr. Warren Farrell  
Financial Manager (AIP/PFC)  
Planning & Programming Branch,  
ANM 612  
**Federal Aviation  
Administration  
Northwest Mountain Region  
Airports Division**  
2200 South 216<sup>th</sup> Street  
Des Moines, WA 98198  
(206) 231-4108

**SECTION I**

**COPY OF AIR CARRIER NOTIFICATION LETTER**



Arif R. Ghouse  
Airport Director

Dave Somers  
County Executive

February 3, 2023

To: Persons on Attached Distribution List

Re: Air Carrier PFC Consultation Meeting

Dear Air Carrier Representative:

Snohomish County (the County) intends to amend Application #20-01-C-00-PAE (PFC #1) in order to modify the authority to impose and use PFC revenues for two previously approved projects at Paine Field Snohomish County Airport (the Airport). Specifically, the County intends to reduce the PFC collection and use authority for one project, and increase the PFC collection and use authority for another. To accomplish the amendment, the Airport will consult with the airlines on the two previously approved PFC projects.

The County has scheduled a Passenger Facility Charge (PFC) Air Carrier Consultation meeting for **March 8, 2023** for the amendment to Application #20-01-C-00-PAE. This letter provides the air carriers with the thirty (30) to forty-five (45) days' notice of the scheduled consultation meeting date as required by Section 158 of the Code of Federal Regulations (14 CFR Part 158), "Passenger Facility Charges" (effective June 28, 1991).

As required by 14 CFR Section 158.23, this notice is being provided to all air carriers with a significant business interest at the Airport. The following paragraphs provide the information required under Section 158.234 for notice to the air carriers serving the Airport.

**THE PFC LEVEL, EFFECTIVE DATE, AND TOTAL PROJECTED PFC REVENUE**

The Airport is currently approved to collect PFCs at the \$4.50 rate under the collection authority approved in PFC #1.

**Table 1** lists the approved amount, the original collection rate, and the proposed new PFC requested amount for each project in PFC #1. The two projects being amended are highlighted in grey.

The approved amount of PFC collections for PFC #1 will increase from \$7,434,100 to \$17,180,842. The legal effective date for the amended PFC Application #1 will remain at November 1, 2020. If this amendment is approved, the estimated charge expiration date for PFC Application #1 is now projected to be June 1, 2029.

**DESCRIPTION OF PROJECTS**

Brief descriptions of the proposed PFC #1 projects that the Airport intends to amend are presented in **Attachment A** to this letter. A complete description of the projects, their justification, start and completion dates, cost detail, and sources of funding will be sent to the Airport’s signatory airline representatives in advance of the consultation meeting, and will also be available at the meeting.

**TABLE 1  
PAINE FIELD SNOHOMISH COUNTY AIRPORT  
PFC #1 PROJECTS AND PROPOSED AMENDMENTS**

PFC No.	Project Name	Approved			Proposed Amendment				Difference	
		PFC PAYGO	PFC Bond Capital	Finance & Interest	Approved PFC Total	PFC PAYGO	PFC Bond Capital	PFC Fin. & Interest		Requested PFC Total
1.1	Acquire Snow Removal Equipment	\$950,000	\$0	\$0	\$950,000	\$869,990	\$0	\$0	\$869,990	(\$80,010)
1.2	PFC Administration Cost	\$88,593	\$0	\$0	\$88,593	\$88,593	\$0	\$0	\$88,593	\$0
1.3	Terminal Ramp Reconstruction (Design&Constr.)	\$0	\$5,500,000	\$895,507	\$6,395,507	\$1,800,000	\$9,320,024	\$5,102,235	\$16,222,259	\$9,826,752
<b>Application/Amendment Totals --</b>		<b>\$1,038,593</b>	<b>\$5,500,000</b>	<b>\$895,507</b>	<b>\$7,434,100</b>	<b>\$2,758,583</b>	<b>\$9,320,024</b>	<b>\$5,102,235</b>	<b>\$17,180,842</b>	<b>\$9,746,742</b>

**REQUEST THAT A CLASS OF CARRIERS NOT BE REQUIRED TO COLLECT PFCs**

In accordance with Section 158.11, the County may request in its application to the FAA that a class of air carriers not be required to collect PFCs if the number of passengers enplaned by the carriers in the class constitutes no more than 1.0% of the total number of passengers enplaned annually at the Airport. The County originally requested, and the FAA approved, exclusion of the class of carriers designated as Nonscheduled/on-Demand Air Carriers filing FAA Form 1800-31 (ATCO). The County intends to request that an additional class of carriers, designated as non-scheduled Commuters or Small Certificated Air Carriers filing Form T-100 (non-scheduled CACs), be excluded from the PFC collection requirement in this amendment application.

The ATCOs filing FAA Form 1800-31 that reported operations and enplanements at the Airport in 2021 are as follows:

<u>Carriers</u>	<u>Annual Enplanements</u>
Morcom Aviation Services, Inc.	43
Rite Bros Aviation, Inc.	34
Steelman Aviation Inc.	2
<b>Total</b>	<b>79</b>

The number of passengers enplaned annually by this class of carrier represents 0.0687% of total 2021 enplanements of 114,988.

A single non-scheduled CAC – Kenmore Air Harbor, Inc. – reported operations and enplanements at the airport in 2021. Its reported enplanements of 17 passengers represents 0.0148% of total 2021 enplanements.

**DATE AND LOCATION OF MEETING TO PRESENT THE PROJECTS LISTED HEREIN**

Date: **March 8, 2023**  
Time: 10:00 AM PST  
Location: C3-First Floor Conference Room  
Paine Field Snohomish County Airport,  
Airport Finance & Business Development Office  
10108 32nd Avenue West, Suite J  
Everett, WA 98204

A virtual Microsoft Teams meeting has been setup for those who cannot attend the meeting in person. You may login via Microsoft Teams with video or call in for audio only by using the below information and links:

Virtual Meeting:

[Microsoft Teams Meeting Link](#)

Meeting ID: 239 046 645 264

Passcode: FStcma

[Download Teams](#) | [Join on the web](#)

Or call in (audio only)

Phone Number: 1 (425) 262-2000,

Phone Conference ID: 945 871 675#

We look forward to seeing you or your representative at the meeting on **March 8, 2023**.

If you have any questions regarding this notice or proposed the PFC application, please contact Nickolis Landgraff, using the contact information listed in the notice below.

Sincerely,

Arif Ghouse  
Airport Director

**NOTICE:**

Pursuant to Section 158.23(c)(i) of the Federal Aviation Regulations, each air carrier is required to provide within 30 days of the receipt of this notice a written acknowledgment of receipt of this notice. Please address such acknowledgment to:

Nickolis Landgraff  
Airport Business Manager  
Paine Field Snohomish County Airport  
10108 32nd Avenue West, Suite J  
Everett, WA 98204  
425-388-5103  
[nickolis.landgraff@co.snohomish.wa.us](mailto:nickolis.landgraff@co.snohomish.wa.us)

**ATTACHMENT A**  
**Paine Field Snohomish County Airport**  
**Description of Proposed PFC Projects**

**Amended Projects**

**1.01 Acquire Snow Removal Equipment (SRE)**

This project is being amended to decrease the PFC funding by \$80,010 due to the actual costs being lower than originally estimated. Otherwise, there is no change in the original project description.

The project consists of acquiring one snow removal multi-tasking equipment unit with at least a 24 ft. plow and a 22 ft. broom to replace a 1991 Oshkosh HB-2518 acquired used in 2012 with airport funds. Due to its age, parts for the existing Oshkosh HB-2518 are harder to find making repairs more expensive and increasing downtime for the equipment. In addition, the existing unit does not have sufficient capacity to clear critical airfield services with sufficient speed to support scheduled passenger operations without delays.

**1.03 Terminal Ramp Reconstruction (Design and Construction)**

This project is being amended to increase the PFC funding by \$9,826,752 due to the actual project costs being higher than originally estimated, as well as higher financing and interest rates for the scheduled bond issue. Otherwise, there is no change in the original project description.

The project will reconstruct the terminal ramp adjacent to the passenger terminal. A portion of the ramp is leased to Propeller Aviation, the developer and operator of the passenger terminal, and a portion of the ramp is public-use ramp controlled by PAE. This project (and associated project costs) is limited to the public use ramp under PAE's control. Propeller Aviation will be responsible for any reconstruction on its leased portion of the ramp.

Approximately 17,450 square yards of PAE controlled ramp will be reconstructed in this project. The current ramp consists of an approximately 9" thick asphalt surface over a 6" aggregate base. The reconstruction will consist of removal of existing pavement to the sub-base and installing Portland cement concrete, meeting FAA specification P-501.

**Paine Field Snohomish County Airport  
Air Carrier Notification Letter Mailing List  
Based Upon FAA 2021 ACAIS Report**

Chief Executive Officer  
**Scott Aviation d/b/a Silver Air**  
3760 State Street  
Suite 101  
Santa Barbara, CA 93105  
(805) 451-9962

Joost Vlek  
Interim Manager, Airport Real  
Estate  
**Alaska Airlines/Horizon  
Airlines**  
P.O. Box 68900 SEAPZ  
Seattle WA 98168-0900  
(206) 392-5259

Chief Executive Officer  
**National Air Cargo Group, Inc.  
d/b/a National Airlines**  
5955 T.G. Lee Blvd.  
Suite 200  
Orlando, FL 32822  
(407) 283-6272

Chief Executive Officer  
**Western Air Charter, inc. d/b/a  
Jet Edge**  
16099 N. 82<sup>nd</sup> St.  
Unit B10  
Scottsdale, AZ 85260  
(818) 442-0096

Mr. Greg Wooley  
Vice - President, Airport  
Operations  
**SkyWest Airlines, Inc.**  
444 South River Road  
St. George, Utah 84790  
(435) 634-3000

Mr. Warren Farrell  
Financial Manager (AIP/PFC)  
Planning & Programming Branch,  
ANM 612  
**Federal Aviation  
Administration  
Northwest Mountain Region  
Airports Division**  
2200 South 216<sup>th</sup> Street  
Des Moines, WA 98198  
(206) 231-4108

**SECTION II**

**PROPOSED PFC PROJECTS**

Section 40117 of Title 49 of the United States Code allows public agencies controlling commercial service airports (those with regularly scheduled service and enplaning 2,500 or more passengers annually) to charge enplaning passengers using the airport a \$1, \$2, \$3, \$4 or \$4.50 passenger facility charge (PFC). The purpose of the charge is to provide additional capital funding for the expansion of the national airport system. The proceeds from PFCs are to be used to finance eligible airport-related projects that preserve or enhance safety, capacity, or security of the national air transportation system, reduce noise from an airport that is part of such system, or furnish opportunities for enhanced competition between or among air carriers.

Public agencies wishing to impose PFCs are required to apply to the FAA for such authority and meet certain requirements specified in the legislation and the implementing regulation, 14 CFR Part 158, originally issued by the FAA in May 1991. An important step in this process is consultation with air carriers with a substantial business interest at Paine Field Snohomish County Airport (the Airport or PAE).

The regulation implementing section 40117 also provides for amendments to, among other things, revise amounts of PFCs approved for individual projects. The County intends to amend the PFC #1 application (PFC #1) in order to revise PFC approval amounts. To accomplish the amendment, the Airport will consult with airlines on two (2) previously approved PFC projects for which we are requesting revised PFC approval amounts.

The collection rate for the PFC #1 application will remain at \$4.50. The approved amount of PFC collections for PFC #1 will increase from \$7,434,100 to \$17,180,842. The legal effective date for the amended PFC Application #1 will remain at November 1, 2020. If this amendment is approved, the estimated charge expiration date for PFC Application #1 is now projected to be June 1, 2029. **Table II-1** lists the approved amount, the original collection rate, and the proposed new PFC requested amount for each project in PFC #1. The two projects being amended are highlighted in grey.

**Table II-1**  
**Paine Field Snohomish County Airport**  
**PFC #1 Projects and Proposed Amendments**

PFC No.	Project Name	Approved				Proposed Amendment				Difference
		PFC PAYGO	PFC Bond Capital	Finance & Interest	Approved PFC Total	PFC PAYGO	PFC Bond Capital	PFC Fin. & Interest	Requested PFC Total	
1.1	Acquire Snow Removal Equipment	\$950,000	\$0	\$0	\$950,000	\$869,990	\$0	\$0	\$869,990	(\$80,010)
1.2	PFC Administration Cost	\$88,593	\$0	\$0	\$88,593	\$88,593	\$0	\$0	\$88,593	\$0
1.3	Terminal Ramp Reconstruction (Design&Constr.)	\$0	\$5,500,000	\$895,507	\$6,395,507	\$1,800,000	\$9,320,024	\$5,102,235	\$16,222,259	\$9,826,752
Application/Amendment Totals --		\$1,038,593	\$5,500,000	\$895,507	\$7,434,100	\$2,758,583	\$9,320,024	\$5,102,235	\$17,180,842	\$9,746,742

**PFC PROJECT 1.1**

**Project Title: Acquire Snow Removal Equipment (SRE)**

**Application Type:** Impose and Use

**Project Description:**

This project is being amended to decrease the PFC funding by \$80,010 due to actual costs being lower than originally estimated. There is no change in the original project description, as set forth below.

The project will acquire one snow removal multi-tasking equipment unit with at least a 24 ft. plow and a 22 ft. broom to replace a 1991 Oshkosh HB-2518 acquired used in 2012 with airport funds. Due to its age, parts for the existing Oshkosh HB-2518 are harder to find making repairs more expensive and increasing downtime for the equipment.

**Project Justification:**

This amendment is required to align the approved PFC amount with the actual costs of the project, as required by Part 158. There is no change in the original project justification, which is set forth below.

PAE's existing SRE fleet dates from the 1991-1992 time frame. The particular piece of SRE to be replaced in this project is a 1991 Oshkosh HB-2518, which the Airport acquired used in 2012 with airport funds. Due to the age of the equipment, parts are hard to find, increasing maintenance costs and the down-time for repairs.

In addition, the existing equipment is slower. The new combo unit will increase the speed of snow removal operations enabling PAE to meet runway snow removal requirements for scheduled passenger airline service. During at least one snow event during the 2019-2020 winter season, the Airport's existing SRE fleet was unable to clear the airfield fast enough to allow scheduled passenger operations to continue without delays.

**Project Objective:**

There is no change in the original project objective, which is set forth below.

The project is intended to **preserve the capacity, safety**, and increase operational efficiency of the airfield by providing a safe surface condition during winter storms utilizing new equipment that has multiple functions performed by a single operator. The project will meet requirements for winter operations consistent with our FAA approved SICP and new FAA Advisory Circulars by replacing SRE units that have exceeded their useful life and can no longer perform their required and intended function.

**Project Implementation Date:**

**July 2021**

**Project Completion Date:**

**December 2023**

<b>Project Cost:</b>	<b>Approved</b>	<b>Requested</b>	<b>Difference</b>
Acquire Equipment	\$ 950,000	\$ 869,990	(\$ 80,010)
Total Project Cost	\$ 950,000	\$ 869,990	(\$ 80,010)

**PAINE FIELD SNOHOMISH COUNTY AIRPORT  
Passenger Facility Charge Consultation Meeting**

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<b>Project Funding:</b>	<b>Approved</b>	<b>Requested</b>	<b>Difference</b>
Pay-As-You-Go PFCs	<u>\$ 950,000</u>	<u>\$ 869,990</u>	<u>(\$ 80,010)</u>
Total Project Funding	\$ 950,000	\$ 869,990	(\$ 80,010)

**PFC PROJECT 1.3**

**Project Title: Inner Terminal Ramp Reconstruction**

**Application Type:** Impose and Use

**Project Description:**

This project is being amended to increase the PFC funding by \$9,826,752 due to the actual project costs being higher than originally estimated, as well as higher financing and interest rates for the scheduled bond issue. There is no change in the original project description, as set forth below.

The project will reconstruct the inner terminal ramp adjacent to the passenger terminal. A portion of the ramp is leased to Propeller Aviation, the developer and operator of the passenger terminal, and a portion of the ramp is public-use ramp controlled by PAE. This project (and associated project costs) is limited to the public use ramp under PAE's control. Propeller Aviation will be responsible for any reconstruction on its leased portion of the ramp.

Approximately 17,450 square yards of PAE controlled ramp will be reconstructed in this project. The current ramp consists of an approximately 9" thick asphalt surface over a 6" aggregate base. The reconstruction will consist of removal of existing pavement to the sub-base and installing Portland cement concrete, meeting FAA specification P-501.

**Project Justification:**

This amendment is required to align the approved PFC amount with the actual costs of the project, as required by Part 158. There is no change in the original project justification, which is set forth below.

The terminal ramp was constructed in 1986. A 2" mill and overlay was performed on the section designated as AOTRPF-01 in Exhibit 1.1 in 2015. A pavement condition study completed in 2018, gave Section AOTRPF-01 a pavement condition index (PCI) rating of 95, or good condition, due primarily to the mill and overlay completed in 2015. However, the pavement has deteriorated since then. From deflection testing performed during 2019, section AOTRPF-01 has the highest deflections and the lowest asphalt modulus of the pavement to be reconstructed in this project. The lower asphalt modulus is slightly lower than assumed for new asphalt (approximately 170,000 psi compared to 200,000 psi), which may be an indication of initial deterioration of the asphalt. The higher deflections, with all the cross sections being similar, indicates a weaker pavement capacity. In addition, rutting and cracking were observed in 2020. The rutting observed in the section suggests that the pavement is not structurally adequate for the new loadings associated with scheduled passenger operations.

Section AITRPF-02 had a PCI rating of 71 or satisfactory in 2018. However, it is currently exhibiting longitudinal and transverse cracking, weathering and fatigue (alligator cracking).

Section AITRPF-05 had a PCI rating of 83 or satisfactory in 2018. However, it is currently exhibiting longitudinal and transverse cracking and rutting. The rutting observed in this section likewise suggests that the pavement is not structurally adequate for the new loadings associated with scheduled passenger operations.

**Project Objective:**

There is no change in the original project objective, which is set forth below.

**PAINE FIELD SNOHOMISH COUNTY AIRPORT  
Passenger Facility Charge Consultation Meeting**

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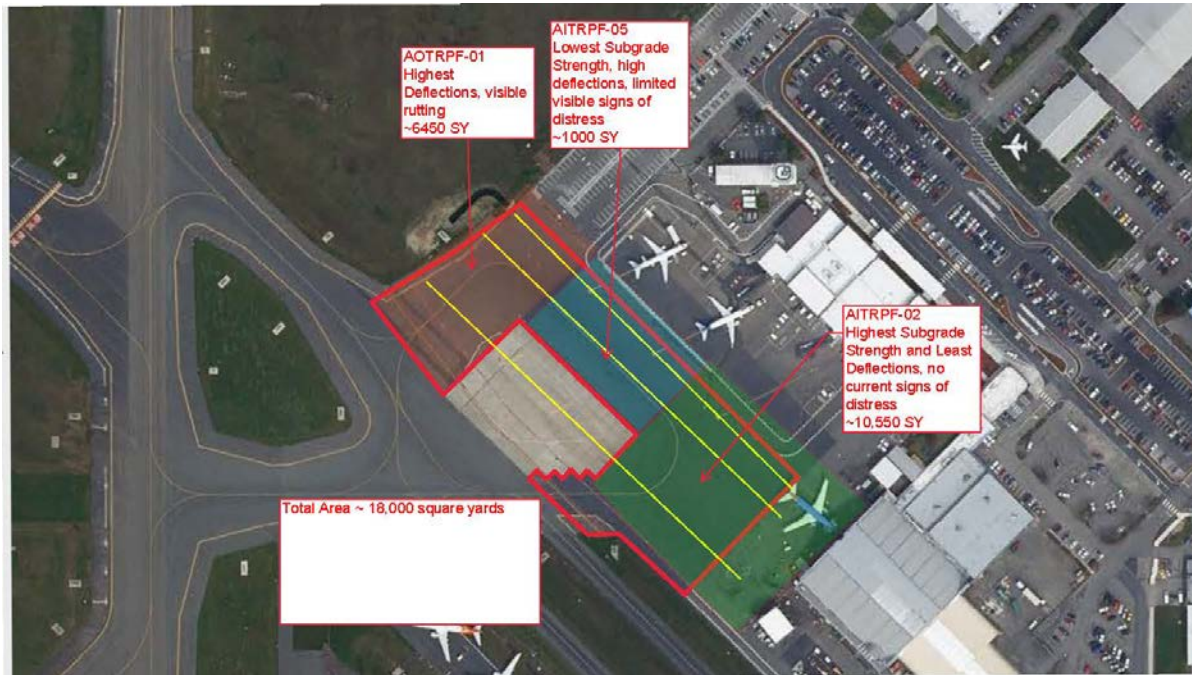
The project is intended to **preserve the capacity and safety** of the Airport by replacing 34-year-old pavement, which is showing signs of deterioration and will deteriorate at a higher rate going forward due to the additional wear and tear associated with the introduction of scheduled passenger service in 2019.

**Project Implementation Date:** **March 2023**

**Project Completion Date:** **December, 2023**

<b>Project Cost:</b>	<b><u>Approved</u></b>	<b><u>Requested</u></b>	<b><u>Difference</u></b>
Design Costs	\$ 533,769	\$ 904,042	\$ 370,273
Construction Costs	\$ 4,966,231	\$ 10,215,982	\$ 5,249,751
Bond Financing & Interest	<u>\$ 895,507</u>	<u>\$ 5,102,235</u>	<u>\$ 4,206,728</u>
Total Project Cost	\$ 6,395,507	\$ 16,222,259	\$ 9,826,752

<b>Project Funding:</b>	<b><u>Approved</u></b>	<b><u>Requested</u></b>	<b><u>Difference</u></b>
Pay-As-You-Go PFCs	\$0	\$ 1,800,000	\$ 1,800,000
PFC Bond Capital	\$ 5,500,000	\$ 9,320,024	\$ 3,820,024
Bond Financing & Interest	<u>\$ 895,507</u>	<u>\$ 5,102,235</u>	<u>\$ 4,206,728</u>
Total Project Funding	\$ 6,395,507	\$ 16,222,259	\$ 9,826,752



**Exhibit 1.1 Diagram for Project 1.3, Terminal Ramp Reconstruction (Design and Construct)**

**SECTION III**

**CLASS OF CARRIERS NOT REQUIRED TO COLLECT PFCs**

In accordance with Section 158.11, the County may request in its application to the FAA that a class of air carriers not be required to collect PFCs if the number of passengers enplaned by the carriers in the class constitutes no more than 1.0% of the total number of passengers enplaned annually at the Airport. The County originally requested, and the FAA approved, exclusion of the class of carriers designated as Nonscheduled/on-Demand Air Carriers filing FAA Form 1800-31 (ATCO). The County is requesting that an additional class of carriers, designated as Commuters or Small Certificated Air Carriers filing Form T-100 (CACs), be excluded from the PFC collection requirement in this amendment application.

The ATCOs filing FAA Form 1800-31 that reported operations and enplanements at the Airport in 2021 are as follows:

<b>Carriers</b>	<b>Annual Enplanements</b>
Morcom Aviation Services, Inc.	43
Rite Bros Aviation, Inc.	34
Steelman Aviation Inc.	2
<b>Total</b>	<b>79</b>

The number of passengers enplaned annually by this class of carrier represents 0.0687% of total 2021 enplanements of 114,988.

A single CAC – Kenmore Air Harbor, Inc. – reported operations and enplanements at the airport in 2021. Its reported enplanements of 17 passengers represents 0.0148% of total 2021 enplanements.

The County’s request for these exemptions is based on the fact that administration costs for the County and the carriers in these classes (totaling 0.0835% of total enplanements) of attempting to track these operations would far exceed the estimated annual revenue from these carriers.

**SECTION IV**

**PFC FINANCIAL PLAN**

The PFC Financial Plan includes projects that are planned to be funded in whole or in part with PFCs during the CY 2023 through CY 2027 period. The Plan provides detailed assumptions regarding the funding for the approved and proposed PFC projects.

**Enplaned Passengers**

**Table IV-1** shows projected scheduled enplanements and growth rates at the Airport from CY 2023 through CY 2027. Enplanements from CY 2023 through CY 2027 are forecast to increase on average, by approximately 6.9% per year.

**Table IV-1  
Projected Enplanements  
Paine Field Snohomish County Airport**

<b>Calendar Year</b>	<b>Projected Enplanements <sup>1</sup></b>	<b>Annualized % Change</b>
2023	459,921	12.5%
2024	485,472	5.6%
2025	511,023	5.3%
2026	554,360	8.5%
2027	601,371	8.5%
<b>Average Annual Growth Rate</b>		
<b>2023-2027</b>		<b>6.9%</b>

<sup>1</sup> Projected enplanements are based on the total passenger forecast from Paine Field's Master Plan dated December 2022.

**AIP Entitlement Projections**

**Table IV-2** shows the projection of Airport Improvement Program (“AIP”) passenger entitlement funds. AIP passenger entitlement funds are projected to increase from approximately \$2.8 million in Federal Fiscal Year (“FFY”) 2023 to \$3.4 million in FFY 2027.

**Table IV-2  
 Projected AIP Entitlements  
 Paine Field Snohomish County Airport**

		<i>Fiscal Years</i>					<b>Totals</b>
		<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	
Enplanements <sup>1</sup>		389,778	408,819	459,921	485,472	511,023	
	<i>Per passenger</i>						
First 50,000 Passengers	\$15.60	\$780,000	\$780,000	\$780,000	\$780,000	\$780,000	
Next 50,000 Passengers	\$10.40	520,000	520,000	520,000	520,000	520,000	
Next 400,000 Passengers	\$5.20	1,506,846	1,605,856	1,871,587	2,004,454	2,080,000	
Next 500,000 Passengers	\$1.30	0	0	0	0	0	
Passengers over 1,000,000	\$1.00	0	0	0	0	0	
<b>Total Entitlements</b>		<b>\$2,806,846</b>	<b>\$2,905,856</b>	<b>\$3,171,587</b>	<b>\$3,304,454</b>	<b>\$3,380,000</b>	<b>\$15,568,743</b>

<sup>1</sup> Enplanements from two calendar years prior are normally used for calculating each year's AIP entitlements. For example, the CY 2021 enplanements are used to calculate FFY 2023 entitlements. However, under section 244 of the Consolidated Appropriations Act, 2021, CY 2019 enplanements will be used to calculate FFY 2023 entitlements.

**Sources and Uses of PFC Revenues**

**Table IV-3** presents projected PFC revenues and the sources and uses of PFC revenues for the period covered by the Airport’s current CIP (calendar year 2023 through calendar year 2027). The PFC revenue projection assumes that approximately 97.0% of the projected enplanements will be eligible for PFC collections. Projected PFC revenues are based upon a \$4.50 PFC rate less an airline collection fee of \$0.11 per enplaned passenger. Estimated annual net PFC revenues plus interest earnings are projected to increase from approximately \$2.0 million in CY 2023 to \$2.6 million in CY 2027.

Uses for the period CY 2023 through CY 2027 are estimated to total approximately \$9.8 million, which includes the revised Pay-As-You-Go (PAYGO) and PFC bond debt service amounts being requested in the PFC #1 amendment.

**PAINE FIELD SNOHOMISH COUNTY AIRPORT**  
**Passenger Facility Charge Consultation Meeting**

**Table IV-3**  
**Sources and Uses of PFC Funds**  
**For Calendar Years 2023-2027**  
**Paine Field Snohomish County Airport**

		2023	2024	2025	2026	2027	Total 2023-2027
<b>PFC Beginning Balance</b>		\$ 1,013,156	\$ 690,882	\$ 441,690	\$ 297,366	\$ 1,245,621	\$ 1,013,156
<b><u>PFC Sources:</u></b>							
Projected Enplanements <sup>1</sup>		459,921	485,472	511,023	554,360	601,371	--
Eligible Enplaned Passengers <sup>2</sup>	97.0%	446,123	470,908	495,692	537,729	583,329	--
PFC Collections <sup>3</sup>	\$4.50	\$ 2,007,553	\$ 2,119,085	\$ 2,230,615	\$ 2,419,779	\$ 2,624,982	\$ 11,402,015
Less : Airline Collection Fee	\$0.11	(49,074)	(51,800)	(54,526)	(59,150)	(64,166)	(278,716)
PFC Revenues		\$ 1,958,479	\$ 2,067,285	\$ 2,176,089	\$ 2,360,629	\$ 2,560,816	\$ 11,123,299
Interest Income <sup>4</sup>	1.00%	17,040	11,326	7,391	15,430	36,609	87,795
Total PFC Revenue		1,975,520	2,078,611	2,183,480	2,376,059	2,597,425	11,211,094
<b>Total PFC Sources</b>		<b>\$ 2,988,676</b>	<b>\$ 2,769,493</b>	<b>\$ 2,625,169</b>	<b>\$ 2,673,425</b>	<b>\$ 3,843,046</b>	<b>\$ 12,224,250</b>
<b><u>PFC Uses :</u></b>							
Pay-As-You-Go for Approved Projects		(869,990)	(900,000)	(900,000)	0	0	(2,669,990)
PFC Bond Debt Service <sup>5</sup>		(1,427,804)	(1,427,804)	(1,427,804)	(1,427,804)	(1,427,804)	(7,139,018)
<b>Total PFC Uses</b>		<b>(\$2,297,794)</b>	<b>(\$2,327,804)</b>	<b>(\$2,327,804)</b>	<b>(\$1,427,804)</b>	<b>(\$1,427,804)</b>	<b>(\$9,809,008)</b>
<b>PFC Ending Balance in PFC Fund <sup>6</sup></b>		<b>\$ 690,882</b>	<b>\$ 441,690</b>	<b>\$ 297,366</b>	<b>\$ 1,245,621</b>	<b>\$ 2,415,242</b>	<b>\$ 2,415,242</b>

<sup>1</sup> Source: Table IV-1

<sup>2</sup> Unison estimates based on experience with other non-hub airports.

<sup>3</sup> PFC Collections are calculated using a \$4.50 PFC rate multiplied by eligible enplanements.

<sup>4</sup> Calculated assuming 1% of average beginning and ending balance.

<sup>5</sup> Assumes a 10-year bond, issued at a 2.5% interest rate.

**SECTION V**

**PFC PROCESS AND TIMETABLE**

A timetable has been developed for the proposed PFC process based on the Passenger Facility Charge Program, Final Rule, effective September 20, 2006. The air carrier consultation meeting is scheduled for March 8, 2023, with air carrier responses due within 30 days of the consultation meeting or by April 10, 2023. As part of the Final Rule, the Airport is required to publish a public notice of its PFC application in media that is generally available to the public, either publishing it in a newspaper or posting the notice on the Airport's website, with public comments due within 30 days of the publication date. The public notice will be posted on the Airport's website on March 8, 2023 with public comments requested before April 10, 2023. It is anticipated that the PFC application will be submitted to the FAA by April 17, 2023, and that approval will be received by May 17, 2023.

<b>Item #</b>	<b>Activity</b>	<b>Time Allowed<sup>1</sup></b>	<b>Completion Date</b>
1	Send consultation package to airlines	--	3/1/2023
2	Airline consultation meeting; post public comment notice	30-45 days after notice letter <sup>2</sup>	3/8/2023
3	Airline certifications and public comments due	30 days after meeting/posting <sup>2</sup>	4/10/2023
4	Prepare and Submit Amendment Application to FAA	1 week	4/17/2023
5	Amendment Application approved by FAA	30 days <sup>2</sup>	5/17/2023
6	Airport notifies airlines of FAA approval	3 working days	5/22/2023

<sup>1</sup> Time allowed is from prior step unless otherwise noted.

<sup>2</sup> Statutory amount of time.



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