



Public Consultation Materials
Amendment to PFC Application 06-03-C-01-ABQ
Albuquerque International Sunport

Prepared for **City of Albuquerque, Aviation Department**

March 3, 2011



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Overview of Amendment

- **The City of Albuquerque Aviation Department (City) intends to submit an application to the Federal Aviation Administration to amend one approved project from PFC application #06-03-C-01-ABQ at the Albuquerque International Sunport (Airport)**
- **The City proposes to use PFCs to pay for 100% of the remaining (through 2016) bond capital and financing expenses for the Runway 3-21 Extension**
 - Prior application was towards approximately 75% of annual costs
- **The City also proposes change the PFC level from \$3.00 to \$4.50 per enplaned passenger**
 - City is increasing PFC rate to keep airline costs competitive in environment of decreasing traffic and offset anticipated loss of federal funding
 - President's FY 2012 budget proposes to decrease Airport Improvement Program (AIP) grants by approximately 20% and eliminate entitlement grants to medium-hub airports such as ABQ



Overview of Amendment

PFC level:	Impose and use \$4.50 per enplaned passenger
FAA approval of PFC Application #3:	May 2006
FAA approval of Amendment No.1:	November 2009
Charge effective date:	September 1, 2008
Estimated charge expiration date:	November 1, 2017
Estimated total PFC revenue:	\$79,508,000 (an increase of \$10,622,000 from the amount currently authorized under # 06-03-C-01-ABQ)



Notice and Opportunity for Public Comment

- In accordance with FAA regulations (Section 158.24 of 14 CFR Part 15), the public is given the opportunity for comment on the proposed amendment through September 24, 2009
- This notice can be downloaded at: <http://www.cabq.gov/airport>
- Further information on the PFC program is available at: <http://www.faa.gov/airports/pfc>
- **Comments should be sent to:**

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Summary Plan of Finance

Project	PFC pay-as-you-go	PFC debt capital	PFC debt financing	Subtotal PFCs	Other (a)	Total
Runway 3-21 extension						
Existing	\$ 0	\$13,875,035	\$5,387,153	\$19,262,188	\$64,469,437	\$83,731,625
Change	-	9,921,234	701,101	10,622,335	(10,622,335)	-
Proposed	\$ 0	\$23,796,269	\$6,088,254	\$29,884,523	\$53,847,102	\$83,731,625
All other projects						
Existing	\$22,007,415	\$21,803,929	\$ 5,812,367	\$49,623,711	\$45,726,060	\$95,349,771
Total						
Existing	\$22,007,415	\$35,678,964	\$11,199,520	\$68,885,899	\$110,195,497	\$179,081,396
Change	0	9,921,234	701,101	10,622,335	(10,622,335)	-
Proposed	\$22,007,415	\$45,600,198	\$11,900,621	\$79,508,234	\$99,573,162	\$179,081,396
(a) See project plans of finance for detail by type. Includes financing costs paid with sources other than PFCs.						



Runway 3-21 Extension

Project description: The Runway 3-21 Project consisted of (1) acquiring 63 acres on the west side of the Airport, (2) upgrading Runway 3-21 to air carrier standards, and (3) constructing related taxiways, site development, paving and lighting, extension of a service road and installation of precision instrumentation.

The upgrading included extending the runway from 9,000 feet to 10,000 feet and widening it from 100 feet to 150 feet.

Reason for amendment:

This project is being amended to (1) increase the City's authority so as to pay all remaining debt service (through 2016) on the Series 2001 Refunding Bonds allocable to the project with PFCs, and (2) increase the PFC level to \$4.50 per enplaned passenger.

The debt service would otherwise be included in the calculation of the landing fee rate and paid through airline rates and charges.

Completion:

1996



Runway 3-21 Extension

Significant contribution

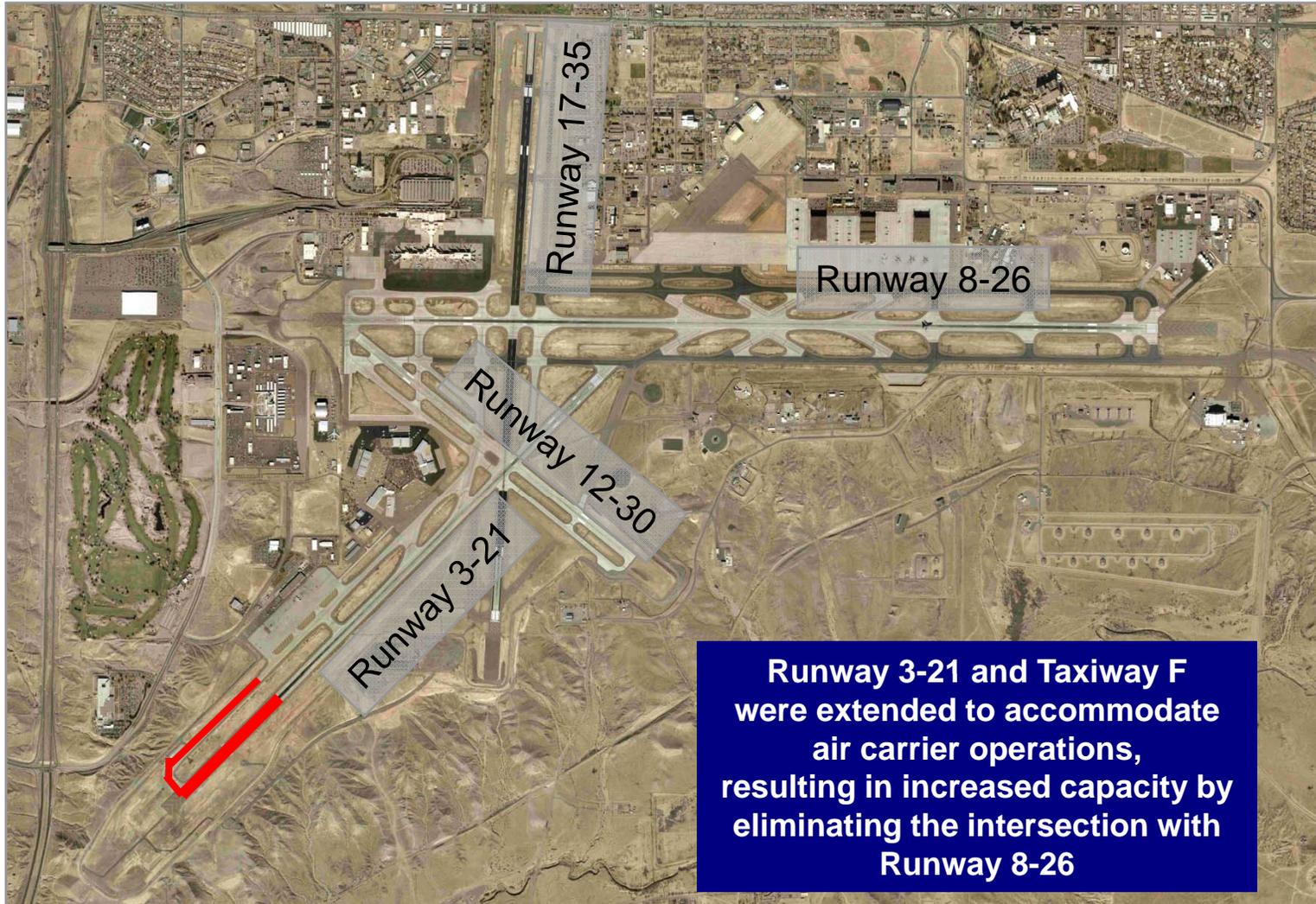
By increasing the PFC level to \$4.50, the City is required to demonstrate that the project made a significant contribution to improving air safety, increasing security, increasing competition, decreasing current or anticipated congestion, or reducing the impact of aviation noise.

Prior to the implementation of the Runway 3-21 extension project, the airfield was estimated to be operating at close to 90% of its capacity. The project was sponsored by the FAA in the “Albuquerque International Airport Capacity Enhancement Plan” in 1993 so as to increase capacity and decrease the anticipated significant and costly congestion and delays” resulting from the continued use of Runway 17-35 as the secondary air carrier runway. With the implementation of the project, the capacity of the airfield increased by more than 25% from 240,000 annual operations (takeoffs and landings) to 303,000.

	PFCs		Other funding sources				Total
	PFC debt capital	PFC debt financing	Grants	Airport equity	Debt capital	Debt financing	
Existing	\$13,875,035	\$5,387,153	\$3,591,000	\$5,959,002	\$30,337,476	\$24,581,959	\$83,731,625
Proposed	23,796,269	6,088,254	3,591,000	5,959,002	20,416,242	23,880,858	83,731,625



Runway 3-21 Extension



Proposed Amendment Schedule

Action	Date
Written notice to airlines	January 27
Airline consultation meeting	March 3
Airline consultation period	March 3 - April 4
Public consultation period	March 3 - April 4
Deadline for airline and public certification	April 4
Submission to FAA	June 1 (estimated)
FAA final decision	July 1 (estimated)

